

URBAN AREA PLANNING COMMISSION

MEETING MINUTES

August 24, 2016 – 6:00 P.M.

Council Chambers

1. ROLL CALL:

The Urban Area Planning Commission met in regular session on the above date with Chair Gerard Fitzgerald presiding. Vice Chair Jim Coulter and Commissioners Loree Arthur, David Kellenbeck, Lois MacMillan, Blair McIntire, Robert Wiegand, and Dan McVay were present. Also present and representing the City was Parks & Community Development (hereafter: PCD) Lora Glover and City Council Liaison Rick Riker.

2. ITEMS FROM THE PUBLIC: None.

3. CONSENT AGENDA:

a. MINUTES: August 10, 2016

Pg. 1-6

b. FINDINGS OF FACT:

MOTION/VOTE

Commissioner MacMillan moved and Commissioner Kellenbeck seconded the motion to approve the minutes from August 10, 2016 as presented. The vote resulted as follows:

“AYES”: Chair Fitzgerald, Vice Chair Coulter, and Commissioners McVay, Arthur, Kellenbeck, and MacMillan. **“NAYS”:** None. **Abstain:** McIntire and Wiegand. **Absent:**

None.

The motion passed.

4. PUBLIC HEARINGS:

**a. 104-00105-16 & 301-00110-16 – Lincoln/Lower River Road Subdivision
Tentative Plan & Major Variance – Staff Report Pg. 7-40**

- Chair Fitzgerald stated, at this time I will open the public hearing to consider Application 104-00105-16 & 301-00110-16 – Lincoln/Lower River Road

Subdivision Tentative Plan & Major Variance. We will begin the hearing with a staff report followed by a presentation by the applicant, statements by persons in favor of the application, statements by persons in opposition to the application, and an opportunity for additional comments by the applicant and staff. After that has occurred, the public comment portion will be closed and the matter will be discussed and acted upon by the Commission. Is there anyone present who wishes to challenge the authority of the Commission to consider this matter? Seeing none do any Commissioners wish to abstain from participating in this hearing or declare a potential conflict of interest? Seeing none are there any Commissioners who wish to disclose discussions, contacts, or other ex parte information they have received prior to this meeting regarding this application? Seeing none in this hearing the decision of the Commission will be based on specific criteria which are set forth in the development code. All testimony which apply in this case are noted in the staff report. If you would like a copy of the staff report please let us know and we will try and get you one. It is important to remember if you fail to raise an issue with enough detail to afford the Commission and the parties an opportunity to respond to the issue you'll not be able to appeal to the Land Use Board of Appeals based on that issue. The hearing will now proceed with a report from staff.

- Lora gave the staff report.
- At this time the audio was lost due to equipment failure. The motions and final decisions were able to be attained from staff notes.

MOTION/VOTE

Commissioner MacMillan moved and Commissioner Kellenback seconded the motion to approve application 104-00105-16 & 301-00110-16 – Lincoln/Lower River Road Subdivision Major Variance. The vote resulted as follows: “AYES”: Chair Fitzgerald, Vice Chair Coulter, and Commissioners McVay, Arthur, and Kellenbeck. “NAYS”: None. Abstain: None. Absent: Commissioners MacMillan, McIntire, and Wiegand.

The motion passed.

MOTION/VOTE

Commissioner Kellenbeck moved and Commissioner McIntire seconded the motion to approve application 104-00105-16 & 301-00110-16 – Lincoln/Lower River Road Subdivision Tentative Plan. The vote resulted as follows: “AYES”: Chair Fitzgerald, Vice Chair Coulter, and Commissioners McVay, Arthur, and Kellenbeck. **“NAYS”:** None. **Abstain:** None. **Absent:** Commissioners MacMillan, McIntire, and Wiegand.

The motion passed.

- b. 104-00104-16 & 301-00109-16 – Pinnacles Estates Subdivision Tentative Plan & Major Variance – Staff Report** **Pg. 75-134**

MOTION/VOTE

Commissioner MacMillan moved and Commissioner Kellenback seconded the motion to approve application 104-00104-16 & 301-00109-16 – Pinnacles Estates Subdivision Major Variance. The vote resulted as follows: “AYES”: Chair Fitzgerald, Vice Chair Coulter, and Commissioners McVay, Arthur, and Kellenbeck. **“NAYS”:** None. **Abstain:** None. **Absent:** Commissioners MacMillan, McIntire, and Wiegand.

The motion passed.

MOTION/VOTE

Commissioner MacMillan moved and Commissioner Kellenback seconded the motion to approve application 104-00104-16 & 301-00109-16 – Pinnacles Estates Subdivision Tentative Plan. The vote resulted as follows: “AYES”: Chair Fitzgerald, Vice Chair Coulter, and Commissioners McVay, Arthur, and Kellenbeck. **“NAYS”:** None. **Abstain:** None. **Absent:** Commissioners MacMillan, McIntire, and Wiegand.

The motion passed.

5. OTHER ITEMS/STAFF DISCUSSION:

- Audio lost due to equipment failure.

6. ITEMS FROM COMMISSIONERS:

- Audio lost due to equipment failure.

7. ADJOURNMENT:

Chair Fitzgerald adjourned the meeting at 8:52 P.M.

Next Meeting: September 14, 2016

Gerard Fitzgerald, Chair
Urban Area Planning Commission

Date

These minutes were prepared by Carlie Paulsen, Administration Department, City of Grants Pass.

**CITY OF GRANTS PASS
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT**

**LINCOLN/LOWER RIVER ROAD SUBDIVISION
TENTATIVE PLAN & MAJOR VARIANCE
FINDINGS OF FACT**

Procedure Type:	Type III: Urban Area Planning Commission	
Project Number:	104-00105-16 & 301-00110-16	
Project Type:	Subdivision Tentative Plan & Major Variance	
Owner/Applicant:	Three Rivers Housing, LLC	
Engineer/Agent:	Justin Gerlitz P.E.	
Property Address:	902 Lincoln Road	
Map and Tax Lot:	36-06-24-AB, TL 100	
Zoning:	R-1-8 (City)	
Size:	1.09 acres	
Planner Assigned:	Justin Gindlesperger	
Application Date:	July 21, 2016	
Application Complete:	July 22, 2016	
Date of Staff Report:	August 15, 2016	Due: 08/15/2016
Hearing Date:	August 24, 2016	
Date of Findings:	September 7, 2016	
120 Day Deadline:	November 21, 2016	

Note: ~~Strikeout Text~~ indicates text that was deleted. *Italic Text* indicates text that was added.

I. PROPOSAL:

The proposal is for a five (5) lot subdivision in the R-1-8 zoning district located at the southwest corner of Lincoln Road and Lower River Road. ~~Two~~ *Three* of the proposed lots will have access to SW Ironwood Drive from a shared private driveway. *Lot 3 will access Lincoln Road from an existing access approach* and the remaining two (2) lots will have access to Lincoln Road from a shared driveway at an existing access approach.

In conjunction with the application for the subdivision, the applicant has applied for a Major Variance to Section 12.152 and Schedule 12-5, which establishes the minimum lot requirements. The applicant is proposing a minimum lot of fifty (50) feet for Lot 5 where sixty-five (65) feet is required and sideyard setbacks of five (5) feet where the minimums are six (6) feet and ten (10) feet for the R-1-8 zoning district. The applicant's narrative in response to the variance criteria is attached.

II. AUTHORITY:

Section 2.050, Schedule 2-1, Section 6.050 and Section 17.031 of the City of Grants Pass Development Code, authorize the Planning Commission to consider the request and make a decision to approve, approve with conditions, or deny.

III. CRITERIA:

The decision on the Tentative Plan and Major Variance must be based on the criteria contained in Sections 6.060 & 17.413 of the Development Code.

IV. APPEAL PROCEDURE:

Section 10.050, City of Grants Pass Development Code, provides for an appeal of the Urban Area Planning Commission's decision to the City Council. An appeal application and fee must be submitted within twelve (12) calendar days of the Urban Area Planning Commission's oral decision. A statement of grounds to the appeal must be filed within seven (7) calendar days of the Urban Area Planning Commission's written decision.

V. PROCEDURE:

- A. An application for a Subdivision Tentative Plan was submitted on July 21, 2016 and deemed complete on July 22, 2016. The application was processed in accordance with Section 2.050 of the Development Code.
- B. Public notice of the August 24, 2016 hearing was mailed on August 3, 2016, in accordance with Section 2.053 of the Development Code.
- C. A public hearing was held on August 24, 2016 and the Planning Commission voted unanimously to approve the Subdivision Tentative Plan request with the conditions attached in the Staff Report.

VI. SUMMARY OF EVIDENCE:

- A. The basic facts and criteria regarding this application are contained in the Staff Report, which is attached as Exhibit "A" and incorporated herein.
- B. The minutes of the public hearing held by the Urban Area Planning Commission on June 22, 2016, attached as Exhibit "B", summarize the oral testimony presented and are hereby incorporated herein.
- C. The PowerPoint given by staff is attached as Exhibit "C".
- D. A revised tentative plan submitted by Justin Gerlitz, the Engineer/Agent, is attached as Exhibit "D".

VII. GENERAL FINDINGS OF FACT:

A. Characteristics of the Property:

- 1. Land Use Designation:
 - a. Comprehensive Plan: Low Density Residential
 - b. Zone District: R-1-8
 - c. Special Purpose District: Grants Pass Irrigation District, Flood Hazard Overlay

- 2. Size: 1.09 acres
- 3. Frontage: Lower River Road, Lincoln Road, and Ironwood Drive
- 4. Access: The northern *three (3) two (2)* lots will have access from Lincoln Road. The southern *two (2) three (3)* lots will have access from Ironwood Drive.
- 5. Public Utilities:
 - a. Existing Utilities:
 - i. Water: 12-inch partial main in Lincoln Road, 12-inch main in Lower River Road, and 8-inch main in Ironwood Drive
 - ii. Sewer: 8-inch main in Ironwood Drive, and partial 8-inch main in Lincoln Road right-of-way
 - iii. Storm Drain: 12-inch line Lower River Road; 30-inch line in Lincoln Road
 - b. Proposed Utilities: None identified
- 6. Topography: Relatively flat
- 7. Natural Hazards: Special Flood Hazard Area (100-year flood plain)
- 8. Natural Resources: None identified
- 9. Existing Land Use:
 - a. Subject Parcel: Existing residence and accessory dwelling unit.
 - b. Surrounding: Low & Moderate Density Residential

B. Background:

The proposal is for a five (5) lot subdivision in the R-1-8 zoning district. The subject property is designated as Low Density Residential by the Grants Pass Comprehensive Plan. The applicant is proposing a subdivision with lots ranging in size from 7,177 square feet to 11,357 square feet that will comply with the zoning district and the comprehensive plan.

The proposed name of the subdivision, Lincoln/Lower River Road Subdivision, was not approved by the County Surveyor. As a condition of approval, the applicant will be required to provide an alternate name on a revised tentative plan.

All lots in the proposed development have frontage along existing public streets. *Two (2) Three (3)* lots will access SW Ironwood Drive from a shared private driveway, *Lot 3 will access Lincoln Road from an existing access approach* and the other two (2) lots will access Lincoln Road from a shared driveway at an existing access approach.

In conjunction with the application for the subdivision, the applicant has applied for a Major Variance to Section 12.152 and Schedule 12-5, which establishes the minimum lot requirements. The applicant is proposing a minimum lot of fifty (50) feet for Lot 5 where sixty-five (65) feet is required and sideyard setbacks of five (5) feet where the minimums are six (6) feet and ten (10) feet for the R-1-8 zoning district.

The site is currently occupied by a residence and an accessory dwelling unit. The accessory dwelling unit has a full kitchen and can be considered a primary use on Lot 3 until the primary residence is constructed. The accessory dwelling unit does not appear to have all necessary permits. As a condition of approval, the accessory dwelling unit will be required to have all necessary permits and meet the accessory dwelling unit requirements prior to final plat.

The property is located with the Special Flood Hazard Area (100-year flood plain) on Panel No. 41033C – 0511E of the Flood Insurance Rate Map (FIRM). At the time of development of the individual lots, the applicant will be required to meet the flood development standards in Article 13.

VIII. FINDINGS IN CONFORMANCE WITH APPLICABLE CRITERIA:

A. CRITERIA FOR MAJOR VARIANCE ~ SECTION 6.060

Section 6.060 of the Development Code states that previously granted variances shall not be considered to have established a precedent. The review body shall approve, approve with conditions, or deny the application. No variance shall be granted unless the review body finds that all of the applicable criteria under (A) and (B) have been satisfied.

A. **Qualifying Condition.** The applicant shall demonstrate that the following elements are present to qualify for a variance.

CRITERION (1): Unique Physical Constraint or Characteristic. The applicant has clearly described the nature of a unique physical constraint or characteristic of the property to which the variance application is related. The constraint is related to the particular property for which the variance is sought, regardless of the owner, and it does not relate to other property or personal conditions of the owner or applicant, such as personal financial circumstances or inconvenience. Either:

- (a) The property has unique physical constraints or characteristics peculiar to the land involved, over which the applicant has no control, such as lot size or shape, topography, natural features, or other physical conditions on the site or in the immediate vicinity, which are not typical of other lands in the same zoning district subject to the same regulation; or
- (b) The property has existing development, conforming or nonconforming, located such that it poses unique constraints to the further development of the property in full compliance with the standards of this Code.

Planning Commission Response: Satisfied. The property and request meet this criterion under subsection (b) above. The applicant is requesting a variance for lot width on Lot 5 and side yard setbacks on Lot 4. The property has existing conforming development that creates constraints to further development of the property. Based on the location of the existing structures to remain and the 10-foot right-of-way dedication to Lower River Road required on the north side of Lot 5, very little room remains to create a standard width lot for a single-family dwelling on the lot using a standard building setback. The variance would also permit development to be nearer the maximum in-fill density under current zoning.

CRITERION (2): Self-Created Constraint. If the review body finds the unique constraint described in Subsection (1) was self-created, the property shall only qualify for a variance if the review body determines that the self-created constraint can no longer be reasonably eliminated or reversed, or that it is in the public interest to grant a variance rather than require the owner to eliminate the self-created constraint. A situation shall be considered self-created if:

- (a) A current or previous owner created the unique physical constraint or characteristic by dividing, reconfiguring, or physically altering the property in a manner such that it could only be subsequently developed, or further developed, by obtaining a variance to the regulations in effect at the time of alteration; and
- (b) At the time the current owner altered or acquired the property, he could have known that, as a result of the deliberate alteration, the property could only be developed, or further developed, by obtaining a variance.

Planning Commission Response: Satisfied. The existing dwelling was built in 1890, long before current zoning constraints were developed, limiting lot width. The current owner has not altered the existing circumstances. The variance serves the public interest by permitting the subdivision to be closer to the maximum density allowed by the R-1-8 zone and more efficiently use the property.

CRITERION (3): Need for Variance. The applicant has demonstrated that a variance is necessary to overcome at least one of the following situations:

- (a) Allow Reasonable Use of an Existing Property. Due to the unique physical constraint or characteristic of an existing lot or parcel, strict application of the provisions of the Development Code would create a hardship by depriving the owner of the rights commonly enjoyed by other properties in the same zoning district subject to the same regulation. The variance is necessary for preservation of a property right of the owner, substantially the same as is possessed by owners of other property in the same district subject to the same regulation.
- (b) Better Achieve Public Purpose for Development, Division, or Adjustment of Lots and Parcels. There need not be a hardship to the owner to qualify for a variance under this Subsection. Due to the unique physical constraint or circumstance, the variance is necessary to better achieve the public purposes of the Comprehensive Plan and Development Code, with minimum deviation from standards. The variance will allow preservation of scenic, natural, or historic

resources or features; allow a lot arrangement that represents a more efficient use of land; avoid odd shaped lots or flag lots; or alleviate other unique physical conditions to better achieve public purposes.

- (c) Allow Flexibility for Expansion of Existing Development. The location of existing development on the property poses a unique constraint to expansion in full compliance with the Code. The variance is needed for new construction and site improvements in order to provide for efficient use of the land or avoid demolition of existing development, where the public purpose can be substantially furthered in alternate ways with minimal deviation from standards.

Planning Commission Response: Satisfied. The proposed variance addresses (b) and (c) of this criterion. Both the location of the dwelling and the need to dedicate ten (10) feet of the Lower River Road frontage for future street improvements prevent creation of a lot between the dwelling and Lower River Road without a variance. The dwelling location also restricts the creation of other parcels without a variance to the standard sideyard setback requirements. As proposed, Lot 4 would have 5-foot setbacks, which is consistent with the R-2 zoning district on the north side of Lower River Road. The variance permits maximum compliance with density standards without having to remove existing structures.

CRITERION (4): No Other Reasonable Alternative. Reasonable alternatives to comply with the provisions of the Development Code have been exhausted. No reasonable alternatives have been identified that would accomplish the same purpose in accordance with the Code without the need for a variance. If applicable, the applicant shall, at a minimum, demonstrate that the following are not reasonable alternatives instead of the requested variance:

- a. Lot line adjustment.
- b. Modified setback option, pursuant to Section 22.200.
- c. Alternate solar standards, pursuant to Section 22.623.

Planning Commission Response: Not applicable. None of the three alternatives would provide a viable option to relieve the need for the variance. The property is currently not divided and future development will comply with the remaining setbacks.

- (B) **Result of Relief**. If the review body finds the proposal for a variance based on the criteria in Subsection (A) above, the review body shall only approve the proposal if it finds the specific proposal is consistent with the following criteria.

CRITERION (5): Best Alternative. When a variance is needed for a purpose identified in Subsection (3) above, the proposed variance shall be the best alternative to achieve the purpose compared with variances to other standards that could accomplish the same purpose. The best alternative will be the most consistent with the overall purpose of the Comprehensive Plan and Development Code, with the least impact to other properties and the public interest. Impacts to public facilities, substantial natural features, and natural systems shall be presumed to have broader public impact than localized impacts on nearby properties.

Planning Commission Response: Satisfied. The requested variance is the best alternative based on existing site conditions. The property is surrounded by residential development and the variances will permit infill that is consistent with the development pattern in the area. The applicant does not propose deviations to minimum lot size or maximum density standards.

CRITERION (6): Minimum Deviation. Adherence to the standards of this Code shall be maintained to the greatest extent that is reasonably possible while accomplishing the purpose in Subsection (3). The deviation from standards shall be the minimum necessary to accomplish the purpose, and shall not convey a special right to the property that is not available to properties in the same zoning district subject to the same regulation.

Planning Commission Response: Satisfied. The requested variance is the minimum deviation necessary for the creation of five lots without the removal of the existing structures. The location of existing structures can complicate future divisions of land. The variance does not convey a special right because it permits the property to be developed closer to the maximum density allowed in the R-1-8 zone.

CRITERION (7): No Hazard. The proposal shall not pose a public safety hazard such as a visual obstruction or traffic hazard, and shall not obstruct pedestrian or vehicular movement or impede emergency access.

Planning Commission Response: Satisfied. The proposed variance will not create hazards to public safety. All lots in the proposed development have frontage along existing public streets. *Two (2) ~~Three (3)~~ lots will access SW Ironwood Drive from a shared private driveway, Lot 3 will access Lincoln Road from an existing access approach and the other two (2) lots will access Lincoln Road from a shared driveway at an existing access approach.*

CRITERION (8): Plan and Ordinance Consistency. The proposal shall not adversely affect implementation of the Comprehensive Plan, and shall not be materially detrimental or injurious to the purposes of the Comprehensive Plan or Development Code; other applicable plans, policies, or standards; or other properties in the same district or vicinity.

Planning Commission Response: Satisfied. The requested variance will not adversely affect the implementation of the Comprehensive Plan nor will it be materially detrimental or injurious to the purposes of the Comprehensive Plan or the Development Code. The purpose of Article 12 is to protect the right to use and enjoy real property. The proposed variance permits the applicant to achieve maximum density and more efficiently use the property without having to remove existing structures.

CRITERION (9): Mitigate Adverse Impacts. Adverse impacts shall be avoided where possible and mitigated to the extent practical. If a variance is not necessary to preserve a property right, or if the unique constraint in Subsection (1) was self-created, adverse impacts may be grounds for denial.

Planning Commission Response: Satisfied. Allowing the variance will not create adverse impacts. The proposed development will not impact nearby property owners or deprive them of the use of their property.

CRITERION (10): No Significant Increase in Residential Density. For development of an existing lot, if the variance is for a reduction to lot area, it shall not result in a significant increase in density. For a land division, the variance shall not result in an increase in density over that permitted by the zoning district, except that when a lot is reduced in size due to dedication of right-of-way, minimum lot area may be reduced by fifty square feet or less.

Planning Commission Response: Satisfied. The 1.09-acre property size permits a density of 6.22 dwelling units per acre, or a total of six (6) residential lots. The proposed subdivision consists of five (5) lots and will not exceed the maximum density of the zoning district.

CRITERION (11): Recommendation of City Engineer. The review body shall consider a written recommendation of the City Engineer when the variance is to any of the following standards:

- (a) A street, access, or utility development standard in Article 27 or 28 of the Code.
- (b) The Flood Hazard or Slope Hazard provisions in Article 13 of this Code.
- (c) To allow encroachment into existing or planned right-of-way or public utility easement. When a variance is authorized to allow encroachment into a right-of-way, the owner shall sign a right-of-way use agreement that specifies the terms and conditions under which the right-of-way may be utilized.

Planning Commission Response: Not applicable. The variance request does not pertain to street access, utility development and will not permit encroachment into a right-of-way. The property is located in the Flood Hazard area, but the requested variance does not pertain to the flood development requirements in Article 13.

CRITERION (12): Additional Criteria. Variances from the street standards in Article 27 of this Code shall meet the additional criteria of 27.121(11)(h)(4) General Design Standards, 27.122(5) Connectivity Standards, and 27.123(14) Street Section Design Standards.

Planning Commission Response: Not applicable. Sections 27.121(11)(h)(4), 27.122(5) and 27.123(14) are not applicable to the variance request for the front yard setback encroachment.

B. CRITERIA FOR TENTATIVE SUBDIVISION PLANS ~ SECTION 17.413

Section 17.413 of the City of Grants Pass Development Code states that the review body shall approve, approve with conditions or deny the request based upon the following criteria:

CRITERION (1): The plan conforms to the lot dimension standards of Article 12, the base lot standards of Section 17.510, and the requirements of any applicable overlay district.

Planning Commission Response: Satisfied with Conditions. The R-1-8 zone district requires a minimum lot size of 7,000 square feet. The proposed lots meet or exceed this base requirement. Each lot is required to have a minimum width of sixty-five (65) feet, as required by the Development Code, following approval of the requested variance for minimum lot width all lots will meet this base requirement.

CRITERION (2): When required, the proposed future development plan allows the properties to be further developed, partitioned, or subdivided as efficiently as possible under existing circumstances, in accordance with requirements for typical permitted uses in the applicable zone and comprehensive plan district, and in conjunction with other development in the neighborhood.

Planning Commission Response: Satisfied. The proposed lots in the subdivision cannot be further divided due to minimum lot size requirements in the R-1-8 zoning district. The maximum development potential of the individual lots will be completed with the construction of single-family residences.

CRITERION (3): When one is required or proposed, the street layout conforms to the applicable requirements of the adopted street plans, meets the requirements of Article 27 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

Planning Commission Response: Satisfied with conditions. The proposed subdivision does not include the construction of new streets as part of the development. All proposed lots front on fully developed streets, with the most recent revision being a full upgrade to Lincoln Road.

Two (2) ~~Three (3)~~ lots will access SW Ironwood Drive from a shared private driveway, Lot 3 will access Lincoln Road from an existing access approach and the other two (2) lots will access Lincoln Road from a shared driveway at an existing access approach. As conditioned below, the applicant will be required to submit a revised tentative plan that depicts shared access & maintenance easements for the shared driveway to Lots 1 & 2 4-3 and a separate access & maintenance easement for the shared driveway to Lots 4 & 5.

CRITERION (4): The proposed utility plan conforms to the applicable requirements of adopted utility plans, the requirements of Article 28 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

Planning Commission Response: Satisfied with Conditions.

Water: Water service will be provided from the existing main in Lincoln Road. As conditioned below, the applicant shall submit a detailed utility plan to the Engineering Division for review and approval. Separate water will be required for each lot. RP backflow devices will be required as “premises” protection on all water services both new and existing

Sewer: The tentative plan depicts a sewer service lateral for Lot 1 connecting to the existing sewer main in SW Ironwood Drive. The sewer main in SW Ironwood Drive is very shallow and the depth of the proposed lateral may not meet the required six (6) foot

depth at the property line. As conditioned below, the applicant will be required to show proper depth of the lateral at the property line. If proper depth cannot be achieved, the applicant will be required to extend the existing sewer main in Lincoln Road to serve the property.

Sewer mains are required to be installed to serve all land divisions and are required along the full frontage of the development. The tentative plan does not depict the extension of 8-inch sewer mains along the entire frontage of the proposed development. As conditioned below, the extension of one or more sewer mains is required for the full frontage of the development if connection cannot be provided to Lot 1 from SW Ironwood Drive. The applicants will be required to submit a "no cash" Deferred Development Agreement for future sewer main extensions along the full frontage of Lincoln Road if a sewer lateral is provided to Lot 1 from SW Ironwood Drive.

Storm Water: An existing thirty (30) inch storm drain is located in Lincoln Road. As conditioned below, the applicant shall submit storm drain calculations that must demonstrate that post-development run-off does not exceed pre-development run-off.

The property is located in the Grants Pass Irrigation District (GPID). The GPID commented that the applicant will need to contact the district regarding existing water rights on the property.

CRITERION (5): The tentative plan allows for the preservation or establishment of natural features or the preservation of historic features of the property, and allows access to solar energy to the extent possible under existing circumstances, including:

- (a) Providing the necessary information to complete the tree chart identified in Section 11.041.

Planning Commission Response: Satisfied with Conditions. The applicant provided a tree canopy chart showing existing tree canopy and existing trees to be removed. The site has an existing tree-canopy cover of approximately 13.8%. As required by Section 11.041, residential developments in the R-1-8 zone shall maintain or re-establish a tree-canopy cover of 25% to 35%, which typically requires 4-5 trees per lot. The tree plan indicates that the subdivision will achieve a 25 percent tree canopy upon development. As conditioned below, prior to final plat, the applicant shall submit a revegetation plan and pay applicable tree deposits per Section 11.060.

The solar lot standards in Section 22.632 requires that at least 80 percent of the lots in a residential subdivision have a north-south dimension of at least 80 feet or have a solar building line at least 85 feet north of the south property line. The proposed lots do not meet the requirements of this section. As conditioned below, the applicant will be required to submit a revised tentative plan that depicts a solar building line for each lot.

- (b) No cuts shall result in retaining walls greater than 15 feet high in a single wall from the finish grade or create any un-retained slopes greater than 100%.

Planning Commission Response: Satisfied. The site is relatively flat; therefore cuts and fills are not expected to exceed 1-2 feet. No retaining walls are proposed.

- (c) No fills shall result in a retaining wall within the required setback from a property not included in the development plan greater than 6 feet in height from the finish grade or create any slopes which are greater than 100%.

Planning Commission Response: Satisfied. Development of the site does not require cuts, but fills may be necessary as a method of achieving compliance with flood plain regulations and positive drainage away from the foundations. No retaining walls are proposed and cut/fill slopes will not exceed 5:1.

CRITERION (6): The plan complies with applicable portions of the Comprehensive Plan, this Code, and state and federal laws.

Planning Commission Response: Satisfied with Conditions. The proposed subdivision name of "Lincoln/Lower River Road Subdivision" was not approved by the County Surveyor. In reviewing the County Clerk's and County Surveyor's records, he found that there are several existing subdivisions that use the words "Lincoln" and/or "Lower River" in one form or another. Based upon the County Surveyor's comments, the applicant will be required to submit an alternate subdivision name for review and approval.

Based upon the conditions listed below, along with the submittal of a revised tentative subdivision plan and utility plans as previously discussed, the applicant is demonstrating compliance with all applicable Grants Pass Comprehensive Plan, Development Code requirements, and state and federal laws given the conditions of approval stated below.

IX. DECISION AND SUMMARY:

The Planning Commission **APPROVED** the request for Major Variance request to Section 12.152, Schedule 12-5 of the Development Code. The vote was 7-1 with Commissioners Fitzgerald, Coulter, MacMillan, Kellenbeck, Arthur and Wiegand voting in favor. Commissioner McVay abstained.

The Planning Commission **APPROVED** the request for the five (5) lot subdivision with the conditions listed below. The vote was 7-1 with Commissioners Fitzgerald, Coulter, MacMillan, Kellenbeck, Arthur and Wiegand voting in favor. Commissioner McVay abstained.

CONDITIONS OF APPROVAL:

A. The following must be accomplished within 24 months of the Planning Commission's Decision and prior to issuance of a Development Permit. (Note: A Development Permit is required in order to obtain a grading permit.):

1. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

2. Provide information on the sewer lateral for proposed Lot 1. Information shall include the following:
 - a. Depth of the lateral at the property line from SW Ironwood Drive.
 - b. If the later meets the minimum service requirements, the applicant shall submit a signed and notarized "no cash" Deferred Development Agreement.
 - c. If the lateral does not meet the six (6) minimum depth requirement, the applicant will be required to extend the 8-inch sewer mains along the entire Lincoln Road frontage.
3. Submit a revised tentative plan showing the following:
 - a. Revised subdivision name for review and approval by the County Surveyor.
 - b. Shared access and maintenance easements for the shared driveway to Lots 1 & 2 4-3 and the shared driveway to Lots 4 & 5.
 - c. *Separate access to Lot 3 that utilizes the existing access approach.*
 - d. Solar building line for each lot, pursuant to Section 22.362.
4. Obtain an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Parks and Community Development Department.
5. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:
 - a. Provide an engineered drainage plan for the subdivision and tentative drainage plans for each lot. The plan shall include line size and percentage of fall. The drainage plan shall include the prevention of storm water from crossing property lines unless within dedicated easements. GPID approval must be obtained prior to drainage into their system.
 - b. Provide a grading plan and receive a grading permit prior to any earthwork. Include the creation of building pads in the grading plan if completed as part of the construction of the subdivision. If building pads are created as part of the grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.
 - c. Provide an erosion control and dust control plan for the subdivision.

- d. Include any provisions of the NPDES permit on the construction plans.
- e. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval.

Street Improvements:

- i. Identify Mailbox locations.
- ii. Reflect street lighting in accordance with Section 27.121.16 of the Development Code.
- iii. Obtain encroachment permits prior to any work in the right-of-way.

Utility Plan:

- i. Separate sewer and water services shall be required for separate lots.
- ii. Extension of 8-inch sewer main in Lincoln Road if sewer service cannot be provided to Lot 1 from SW Ironwood Drive.
- iii. RP backflow devices shall be required as “premises” protection on all water services both new and existing.
- iv. All “premises” backflow prevention devices shall be located within 10 feet behind each water meter.
- v. DC backflow devices shall be required as “point of use” protection on all water services containing multiple zone irrigation systems.
- vi. All public water services shall be located within the public right of way of Lincoln Road.
- vii. Water services on existing water mains shall be installed by City crews.
- viii. The developer shall be responsible for all costs related to the relocation and/or adjustment of existing water valves, air releases, water services and blow off assemblies.
- ix. The developer shall submit engineered drawings for review by the utility division prior to construction.

- 6. Sign a Developer Installed Agreement for Public Improvements.

B. The following must occur within 18 months of issuance of the Development Permit and prior to Final Plat approval:

1. Submit a tree revegetation plan in accordance with Section 11.060:
 - a. Location of trees or groups of trees remaining on site post development as related to new lot lines.
 - b. A tree planting plan identifying general locations of where new trees will be planted and include the height, caliper and species of trees recommended to be planted.
 - c. The percentage of tree canopy proposed to be re-established. The calculation shall be based upon the type of trees to be planted and number of trees needed per lot, and shall meet the conditions of tentative plan approval.
 - d. Demonstration of efforts to promote diversity of tree species.
 - e. The Tree Re-vegetation Plan shall be recorded along with the final plat/plan.
2. Pay the tree deposit fee in the amount of \$300 for each new lot (Section 11.060.2).
3. Provide separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
4. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.
5. Regularly sweep all adjacent streets during construction.
6. Install power, telephone, cable television and natural gas lines underground and within the 10 foot City Utility Easements.
7. Pay all engineering inspection fees due.
8. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
9. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.
10. Complete installation of the public utility services as reflected on the approved utility plans and required by the Utility Division.

11. Obtain all necessary permits to ensure the existing guest house meets the standards required of a single-family dwelling
12. Provide a copy of any proposed CC&R's & deed restrictions if they are desired by the developer. There are no CC&Rs or deed restrictions required as a condition of this approval.
13. Provide a land division guarantee issued by a title company.
14. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:
 - a. All easements indicated on approved construction plans.
 - b. Dedicate a ten (10) foot wide City Utility Easement to the City of Grants Pass along all necessary street frontages.
 - c. A ten (10) foot right-of-way dedication along Lower River Road.
 - d. Include any necessary drainage and cross access easements.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

C. The following shall be accomplished at the time of development of individual lots in the subdivision:

Note: The following conditions are not all-inclusive and are provided for the information of the applicant.

1. Pay all System Development Charges due; including, but not limited to, water, storm, sewer, parks and transportation.
2. Develop lots in accordance with Provisions for Flood Hazard Reduction, pursuant to Section 13.250.
3. Develop lots in accordance with solar standards.
4. Provide separate utility services to each lot.
5. Place all new utilities underground.
6. Comply with the Uniform Fire and Building Codes.

7. Install landscaping in accordance with the approved landscape plan (Sections 11.041 ~ Tree Canopy and 23.031 ~ Residential Front Yard).
8. Submit lot drainage plans for approval on all building plans.
9. Retain and protect significant size trees out to the drip line, in accordance with the tree protection plan and pursuant to Section 11.050.
10. Tree refund in the amount of \$300 per lot is available within one (1) year of final inspection and submittal of a valid receipt meeting or exceeding that amount of trees only.
11. Maintain developed or undeveloped building lots for weed and grass control throughout the year.
12. Provide addresses visible from the public right-of-way.
13. Gravel driveway approaches and other erosion and track-out control measures shall be in place during construction of individual lots.
14. Prior to occupancy, driveways and parking and maneuvering areas shall be paved in accordance with the requirements of the Development Code.

X. FINDINGS APPROVED BY THE URBAN AREA PLANNING COMMISSION this 14th day of September, 2016.

Gerard Fitzgerald, Chair
Urban Area Planning Commission

**CITY OF GRANTS PASS
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT**

**PINNACLES ESTATES SUBDIVISION
TENTATIVE PLAN & MAJOR VARIANCE
FINDINGS OF FACT**

Procedure Type:	Type III: Urban Area Planning Commission
Project Number:	104-00104-16 & 301-00109-16
Project Type:	Subdivision Tentative Plan & Major Variance
Owner(s):	Radio Design Group
Applicant:	E. Vincent Aiello
Representative:	Gerlitz Engineering Consultants
Property Address:	1829 Hubbard Lane
Map and Tax Lot:	36-06-26-BB, TL 3000
Zoning:	GC (City)
Size:	3.37 acres
Planner Assigned:	Lora Glover
Application Date:	July 18, 2016
Application Complete:	July 22, 2016
Date of Staff Report:	August 17, 2016
Hearing Date:	August 24, 2016
Date of Findings of Fact:	September 14, 2016
120 Day Deadline:	November 19, 2016

I. PROPOSAL:

The proposal is for a fourteen (14) lot subdivision in the GC zoning district. The proposal is to develop the property in three phases:

- Phase I ~ Separate/subdivide Lot 1 from the parent parcel, retaining the existing single-family residence;
- Phase II ~ Subdivide Lots 6-14 and install associated street and utility improvements, to include half-street extension of Waterstone Drive, 25 ft. right-of-way dedication, addition of 14-ft travel lane, curb, gutter, 5.5'-ft planter strip and 5-ft sidewalk; and the dedication and extension of Shimmer Lane with a cul-de-sac terminus.
- Phase III ~ Subdivide Lots 2-5 off of Hubbard Lane, with the dedication and construction of Sand Creek Circle, a local street/cul-de-sac with 46-ft ROW, 13-ft and 6-ft travel lanes, 5.5'-ft planter and 4-ft. sidewalk on one side, to include sewer and water extensions.

The narrative indicates that Lots 6-13 will be constructed with new single-family residences similar to those on the adjoining neighborhoods off Shimmer Lane and Waterstone Drive. Lot 14 has the potential to be developed with a duplex due to the size of the lot. Lots 2-5 off Sand Creek Circle will be developed with duplexes, and possibly a triplex on Lot 5.

The request includes a Major Variance for cul-de-sac length. Shimmer Lane is a dead end street approximately 415 ft. long. As reflected on the tentative plan, the overall cul-de-sac street length will be 477 ft. The maximum length of a cul-de-sac street allowed under Section 27.123(1)(f) of the Development Code is 250 ft. outside of the Slope Hazard area.

II. AUTHORITY:

Section 2.050, Schedule 2-1, Section 6.050 and Section 17.031 of the City of Grants Pass Development Code, authorize the Planning Commission to consider the request and make a decision to approve, approve with conditions, or deny.

III. CRITERIA:

The decision on the Tentative Plan and Major Variance must be based on the criteria contained in Sections 6.060 & 17.413 of the Development Code.

IV. APPEAL PROCEDURE:

Section 10.050, City of Grants Pass Development Code, provides for an appeal of the Urban Area Planning Commission's decision to the City Council. An appeal application and fee must be submitted within twelve (12) calendar days of the Urban Area Planning Commission's oral decision. A statement of grounds to the appeal must be filed within seven (7) calendar days of the Urban Area Planning Commission's written decision.

V. SUMMARY OF EVIDENCE:

- A.** The basic facts and criteria regarding this application are contained in the staff report, which is attached as Exhibit "A" and incorporated herein.
- B.** The minutes of the public hearing held by the Urban Area Planning Commission on August 24, 2016, attached as Exhibit "B", summarize the oral testimony presented and are hereby adopted and incorporated herein.
- C.** PowerPoint presentation given by staff is attached as Exhibit "C".
- D.** Additional exhibits submitted during the hearing and attached to the Staff Report:
 - Letter from City Engineer in Support of Variance, Exhibit 8;
 - Letter from Steve Nelson, Exhibit 9;
 - Neighborhood Petition, Exhibit 10.

VI. FINDINGS OF FACT:

The Urban Area Planning Commission found that based upon the testimony given at the public hearing and the staff report, along with the revised attached conditions, the proposal meets the criteria contained in Sections 6.060 and 17.413 of the Development Code based on the reasons stated in the findings included below.

VII. GENERAL FINDINGS OF FACT:

A. Characteristics of the Property:

1. Land Use Designation:
 - a. Comprehensive Plan: General Commercial
 - b. Zone District: GC
 - c. Special Purpose District: GPID; Wetlands/Riparian Area;
AFD Ord. #5542 Hubbard Water Line;
AFD Ord. #14-5605 Hubbard St. Improvements.

2. Size: 3.37 acres

3. Frontage: Hubbard Lane, SW Waterstone Drive and SW Shimmer Lane

4. Access: All lots will have access from a public street

5. Public Utilities:
 - a. Existing Utilities:
 - i. Water: 16-inch main in Hubbard Lane; 8-inch mains in SW Shimmer Lane and SW Waterstone Drive
 - ii. Sewer: 10-inch main in Hubbard Lane; 8-inch in SW Shimmer Lane; partial 8-inch main in SW Waterstone Drive
 - iii. Storm Drain: 18-inch drain in Hubbard Lane; private 8-inch line north of property, and piped GPID canal in SW Waterstone Drive

 - b. Proposed Utilities:
 - i. Water: 8-inch main in new Sand Creek Circle; 8-inch main extension in Shimmer Lane
 - ii. Sewer: 8-inch main in new Sand Creek Circle; 8-inch main extension in Shimmer Lane; partial 8-inch main in Waterstone Drive

- iii. Storm: Storm drain system/outfall to Sand Creek at the end of Shimmer Lane cul-de-sac
- 6. Topography: Relatively flat with exception of creek bank
- 7. Natural Hazards: None
- 8. Natural Resources: Sand Creek riparian area
- 9. Existing Land Use:
 - a. Subject Parcel: Mostly vacant; one existing home (w/accessory building which will be removed)
 - b. Surrounding: Moderate Density Residential

B. Background:

Note: ***Bold Italic Text*** indicates text added by the Planning Commission that was not contained in the staff report. ~~Strikeout text~~ indicates text deleted by the Planning Commission from text that was contained in the staff report.

The proposal is for a fourteen (14) lot subdivision in the GC zoning district. The development is currently named "Pinnacle Estates". However, the County Surveyor has rejected that name as there is already a subdivision with the name of "Pinnacle at Meadow Wood Phase 1". As conditioned below, the developer will be required to submit a new name on a revised tentative plan for review and approval.

The subdivision is proposed to be developed in three phases. Phase I will consist of partitioning off Lot 1 with the existing residence. Prior to final plat for Phase 1, the detached accessory structure crossing the future property lines of Lots 2 and 3 must be removed. Phase II will consist of Lots 6-14, the cul-de-sac extension of Shimmer Lane and the half-street improvements of Waterstone Drive to the southeast property line of the subject parcel. Phase III consist of Lots 2-5 and the development of Sand Creek Circle with a revertible cul-de-sac. The tentative plan reflects an overall 46-ft ROW (when fully developed with TL 3100). The developer proposes to install 6-ft. and 13-ft travel lanes, 5.5-ft. planter strip and 4-ft. sidewalk. The tentative plan reflects a rolled curb along the cul-de-sac bulb. Rolled curb is not listed as an option in the City's Standard Street Drawings. Additionally, Public Works/Streets Division does not support the use of rolled curbs. Historically, the City has found that rolled curbs allows ease of vehicle parking on sidewalks, forcing pedestrian traffic into the travel lanes. This has been an ongoing parking violation situation for the Public Safety Department and a hazard for residents. As conditioned below, the revertible cul-de-sac will include standard curb to deter vehicle parking on the sidewalk.

As previously noted, the application for the subdivision the applicant has applied for a Major Variance to Section 27.123(1)(f) which limits the maximum length of cul-de-sac streets to 250 feet outside of the Slope Hazard area. The subject property is located outside of the Slope Hazard area and the plans include the construction of a cul-de-sac

street that is 447 feet long. Due to the existing development patterns and the limitation of street connection due to Sand Creek and restricted access to Redwood Highway, the development is not required to meet the block length and perimeter block length standards found in Section 27.122 of the Development Code.

The subject property is designated as General Commercial by the Grants Pass Comprehensive Plan. The GC zone allows residential use to the R-3 development standards of Article 22. The GC zone does not provide a maximum density. Minimum lot width is 25-ft. and minimum lot depth in 100-ft. for new lots in the GC zone. The lots meet the base development standards for the GC zone. The applicant is proposing a subdivision plan with 14 lots ranging in size from 5,302 square feet to 21,233 square feet. Due to the limitations of the riparian area, a future development plan will not be required.

Though Hubbard Lane is classified as a Collector with a minimum right of way of 60-ft., it was recently reconstructed to a 50-ft. width with curb, gutter and sidewalk. The property owner dedicated the necessary right of way to complete that project along the property's frontage. No further right of way dedication is being required at this time for Hubbard Lane.

The property is subject to two Advanced Finance Districts (AFDs). Ordinance 5542 established the Hubbard Lane Waterline Extension AFD and Ordinance 14-5605 established the Hubbard Lane Street Improvements AFD. Both AFD's are being reviewed by staff for recalculation of assessments for the overall district and particularly for TL 3000. When the two AFDs were first adopted, they did not consider that TL 3000 would be developed with multiple frontages. As reflected on the tentative plan, Lots 6-14 will be developed with street frontage and services either off Shimmer Lane or Waterstone Drive. The revised AFDs will be calculated on Lots 1-5. As conditioned below, prior to Final Plat for Phase I, the developer will be required to pay or finance the readjusted assessment.

VIII. FINDINGS IN CONFORMANCE WITH APPLICABLE CRITERIA:

A. MAJOR VARIANCE

Section 6.060 of the Development Code states that previously granted variances shall not be considered to have established a precedent. The review body shall approve, approve with conditions, or deny the application. No variance shall be granted unless the review body finds that all of the applicable criteria under (A) and (B) have been satisfied.

A. **Qualifying Condition.** The applicant shall demonstrate that the following elements are present to qualify for a variance.

CRITERION (1): Unique Physical Constraint or Characteristic. The applicant has clearly described the nature of a unique physical constraint or characteristic of the property to which the variance application is related. The constraint is related to the particular property for which the variance is sought, regardless of the owner, and it does not relate to other property or personal conditions of the owner or applicant, such as personal financial circumstances or inconvenience. Either:

- (a) The property has unique physical constraints or characteristics peculiar to the land involved, over which the applicant has no control, such as lot size or shape, topography, natural features, or other physical conditions on the site or in the immediate vicinity, which are not typical of other lands in the same zoning district subject to the same regulation; or
- (b) The property has existing development, conforming or nonconforming, located such that it poses unique constraints to the further development of the property in full compliance with the standards of this Code.

Planning Commission Response: Satisfied. The property and request meet this criterion under subsection (a) above. The applicant is requesting a variance for the maximum cul-de-sac length of 250' to extend it a distance of 62' for a total cul-de-sac length of 477'. The reason for the longer cul-de-sac length is based on the existing development pattern, the limitation of street connection due to Sand Creek, and the restricted access to Redwood Highway. Requiring a looped street design connecting to Waterstone Drive would lessen the proposed density which is counter to the policy that the City has been promoting trying to maximize density within this type of infill development.

CRITERION (2): Self-Created Constraint. If the review body finds the unique constraint described in Subsection (1) was self-created, the property shall only qualify for a variance if the review body determines that the self-created constraint can no longer be reasonably eliminated or reversed, or that it is in the public interest to grant a variance rather than require the owner to eliminate the self-created constraint. A situation shall be considered self-created if:

- (a) A current or previous owner created the unique physical constraint or characteristic by dividing, reconfiguring, or physically altering the property in a manner such that it could only be subsequently developed, or further developed, by obtaining a variance to the regulations in effect at the time of alteration; and
- (b) At the time the current owner altered or acquired the property, he could have known that, as a result of the deliberate alteration, the property could only be developed, or further developed, by obtaining a variance.

Planning Commission Response: Satisfied. The requested variance is not a self-created constraint for the reasons listed in the section above. Shimmer Lane was developed as part of Candlelight Subdivision. That development did not provide a future street connection which would have allowed Shimmer Lane to loop back out to Waterstone Drive. A possible crossing of Sand Creek would not alleviate the necessity of a cul-de-sac street due to the access restrictions on Redwood Hwy.

CRITERION (3): Need for Variance. The applicant has demonstrated that a variance is necessary to overcome at least one of the following situations:

- (a) Allow Reasonable Use of an Existing Property. Due to the unique physical constraint or characteristic of an existing lot or parcel, strict application of the provisions of the Development Code would create a hardship by depriving the

owner of the rights commonly enjoyed by other properties in the same zoning district subject to the same regulation. The variance is necessary for preservation of a property right of the owner, substantially the same as is possessed by owners of other property in the same district subject to the same regulation.

- (b) Better Achieve Public Purpose for Development, Division, or Adjustment of Lots and Parcels. There need not be a hardship to the owner to qualify for a variance under this Subsection. Due to the unique physical constraint or circumstance, the variance is necessary to better achieve the public purposes of the Comprehensive Plan and Development Code, with minimum deviation from standards. The variance will allow preservation of scenic, natural, or historic resources or features; allow a lot arrangement that represents a more efficient use of land; avoid odd shaped lots or flag lots; or alleviate other unique physical conditions to better achieve public purposes.
- (c) Allow Flexibility for Expansion of Existing Development. The location of existing development on the property poses a unique constraint to expansion in full compliance with the Code. The variance is needed for new construction and site improvements in order to provide for efficient use of the land or avoid demolition of existing development, where the public purpose can be substantially furthered in alternate ways with minimal deviation from standards.

Planning Commission Response: Satisfied. The applicant is requesting the variance under subsection (a) and (b) above in that the variance will allow the applicant to create a lot arrangement that is a much more efficient use of the subject property while working in harmony with the surrounding developments that exist and are proposed.

CRITERION (4): No Other Reasonable Alternative. Reasonable alternatives to comply with the provisions of the Development Code have been exhausted. No reasonable alternatives have been identified that would accomplish the same purpose in accordance with the Code without the need for a variance. If applicable, the applicant shall, at a minimum, demonstrate that the following are not reasonable alternatives instead of the requested variance:

- a. Lot line adjustment.
- b. Modified setback option, pursuant to Section 22.200.
- c. Alternate solar standards, pursuant to Section 22.623.

Planning Commission Response: Satisfied. The above mentioned alternatives will not provide the same benefit to the future property owners that the requested variance for an over-length cul-de-sac street will provide. A lot line adjustment would not alleviate the need for the variance due to the location of Sand Creek. The modified set-back could not help because shortening the cul-de-sac would increase the setbacks due to the increase in the number of flag lots that would be required. Alternate solar standards are not applicable to this development.

(B) **Result of Relief.** If the review body finds the proposal for a variance based on the criteria in Subsection (A) above, the review body shall only approve the proposal if it finds the specific proposal is consistent with the following criteria.

CRITERION (5): Best Alternative. When a variance is needed for a purpose identified in Subsection (3) above, the proposed variance shall be the best alternative to achieve the purpose compared with variances to other standards that could accomplish the same purpose. The best alternative will be the most consistent with the overall purpose of the Comprehensive Plan and Development Code, with the least impact to other properties and the public interest. Impacts to public facilities, substantial natural features, and natural systems shall be presumed to have broader public impact than localized impacts on nearby properties.

Planning Commission Response: Satisfied. The requested variance is the best alternative for development of the subject property. The property is surrounded by development to the north and east, is bisected by Sand Creek and has access restrictions on Redwood Highway, one lot to the south.

CRITERION (6): Minimum Deviation. Adherence to the standards of this Code shall be maintained to the greatest extent that is reasonably possible while accomplishing the purpose in Subsection (3). The deviation from standards shall be the minimum necessary to accomplish the purpose, and shall not convey a special right to the property that is not available to properties in the same zoning district subject to the same regulation.

Planning Commission Response: Satisfied. The requested variance is the best alternative for development of the subject property and does not convey a special right to the property that is not available to other properties under similar conditions.

CRITERION (7): No Hazard. The proposal shall not pose a public safety hazard such as a visual obstruction or traffic hazard, and shall not obstruct pedestrian or vehicular movement or impede emergency access.

Planning Commission Response: Satisfied. The proposed variance will not create hazards to public safety. Lengthening the cul-de-sac to an additional 62 ft. with a standard cul-de-sac turnaround will provide better emergency access than exists at this time.

CRITERION (8): Plan and Ordinance Consistency. The proposal shall not adversely affect implementation of the Comprehensive Plan, and shall not be materially detrimental or injurious to the purposes of the Comprehensive Plan or Development Code; other applicable plans, policies, or standards; or other properties in the same district or vicinity.

Planning Commission Response: Satisfied. This subject development is located in an infill area where the proposed variance will not affect any implementation of the Comprehensive Plan or any proposed transportation systems as discussed above.

CRITERION (9): Mitigate Adverse Impacts. Adverse impacts shall be avoided where possible and mitigated to the extent practical. If a variance is not necessary to preserve

a property right, or if the unique constraint in Subsection (1) was self-created, adverse impacts may be grounds for denial.

Planning Commission Response: Satisfied with Conditions. No adverse impacts are anticipated. As conditioned below, the proposed cul-de-sac street will be required to meet City standards for construction and will provide an adequate fire turn-around.

CRITERION (10): No Significant Increase in Residential Density. For development of an existing lot, if the variance is for a reduction to lot area, it shall not result in a significant increase in density. For a land division, the variance shall not result in an increase in density over that permitted by the zoning district, except that when a lot is reduced in size due to dedication of right-of-way, minimum lot area may be reduced by fifty square feet or less.

Planning Commission Response: Not applicable. The GC zone does not have a minimum or maximum density. Residential development is permitted subject to the R-3 residential standards in Article 22 of the Development Code. As reflected on the tentative plan, Lots 1 and 6-13 are proposed to be developed with single-family dwelling units. Lots 2-4 and Lot 14 are proposed to be developed with duplexes and Lot 5 has the option between a duplex or triplex. The Sand Creek riparian area further reduces the density factor for the subject property.

CRITERION (11): Recommendation of City Engineer. The review body shall consider a written recommendation of the City Engineer when the variance is to any of the following standards:

- (a) A street, access, or utility development standard in Article 27 or 28 of the Code.
- (b) The Flood Hazard or Slope Hazard provisions in Article 13 of this Code.
- (c) To allow encroachment into existing or planned right-of-way or public utility easement. When a variance is authorized to allow encroachment into a right-of-way, the owner shall sign a right-of-way use agreement that specifies the terms and conditions under which the right-of-way may be utilized.

Planning Commission Response: ~~Satisfied with Conditions.~~ ~~The requested Variance was forwarded to the City Engineer for review and comment. As of the date of this report, the City Engineer had not commented on the project. Staff will provide his comments to the Planning Commission at the public hearing.~~ ***The City Engineer's comments in support of the variance were submitted to the Planning Commission at the August 24, 2016 public hearing, marked as Exhibit 8 to the Staff Report.***

CRITERION (12): Additional Criteria. Variances from the street standards in Article 27 of this Code shall meet the additional criteria of 27.121(11)(h)(4) General Design Standards, 27.122(5) Connectivity Standards, and 27.123(14) Street Section Design Standards.

Planning Commission Response: Satisfied with Conditions. Other than the cul-de-sac length, the proposed street will meet the criteria listed in Article 27 of the code as conditioned below.

B. SUBDIVISION

Section 17.413 of the City of Grants Pass Development Code states that the review body shall approve, approve with conditions or deny the request based upon the following criteria:

CRITERION (1): The plan conforms to the lot dimension standards of Article 12, the base lot standards of Section 17.510, and the requirements of any applicable overlay district.

Planning Commission Response: Satisfied with Conditions. The GC zone district requires a minimum lot width of 50 feet and lot depth of 100 feet. The applicant is proposing a subdivision plan with 14 lots ranging in size from 5,302 square feet to 21,233 square feet, and lot widths and depths meeting the minimum requirement. The proposed lots all exceed this base requirement. All new lots in the GC commercial zone are required to have a dedicated public street across the entire frontage. As reflected on the tentative plan, the development is in compliance with Section 12.255(1).

There are existing structures on proposed Lot 1 but the tentative plan does not show setback distances for those structures. As conditioned below, the applicant will be required to submit a revised tentative, demonstrating that all required setbacks are met on Lot 1. In addition, prior to Final Plat of Phase I, the accessory structure crossing future Lots 2-3 must be removed.

The lots are in compliance with Section 17.510 of the Development Code specifically the lot width to depth ratio, no through lots are created, side property lines are being created at right angles to streets as far as practical, and curved property lines are created at the public street intersections.

CRITERION (2): When required, the proposed future development plan allows the properties to be further developed, partitioned, or subdivided as efficiently as possible under existing circumstances, in accordance with requirements for typical permitted uses in the applicable zone and comprehensive plan district, and in conjunction with other development in the neighborhood.

Planning Commission Response: Satisfied. The tentative plan includes a proposed development layout for each lot. Due to the existing residence on Lot 1, Sand Creek riparian corridor, required minimum lot width of 50 feet, further subdividing of any of the proposed lots does not appear likely.

CRITERION (3): When one is required or proposed, the street layout conforms to the applicable requirements of the adopted street plans, meets the requirements of Article 27 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

Planning Commission Response: Satisfied with Conditions. The tentative plan reflects the possible future extension of Sand Creek Circle to serve TL 3100 and TL 3200. As reflected below, a revised tentative plan will be required reflecting the "SW" designator added to the street names in accordance with Section 6.40.030(B) of the Municipal Code.

In 2004, the City Council passed Resolution 4851, which requires off-site pedestrian paths to connect all new subdivisions to “destination” streets. Both sides of the property will have connection via Hubbard Lane on the west and Waterstone Drive on the east to Elmer Nelson Lane to Kellenbeck Avenue which is a destination Street. In addition, the west side of the development on Hubbard has direct access to Redwood Highway, another designation street. The proposed development complies with Resolution 4851.

CRITERION (4): The proposed utility plan conforms to the applicable requirements of adopted utility plans, the requirements of Article 28 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

Planning Commission Response: Satisfied with Conditions.

Water: The proposal includes the extension of an 8” public water main to provide domestic and fire services to the individual properties along the proposed Sand Creek Circle, Shimmer Lane and Waterstone Drive. The full extension of an 8-inch public water main shall be required within Shimmer Lane south from its current location on Shimmer Lane to the end of the proposed cul de sac. Full extension of an 8-inch public water main shall be required in the new public half street (Sand Creek Circle) for the service of proposed Lots 2-5. Water system phase valves must be installed at the west end of the public street to enable the future extension of an 8-inch public water mainline south into 1885 Hubbard Lane.

RP backflow devices shall be required as “premises” protection on all water services (new and existing) if GPID or private wells are present. All “premises” backflow prevention devices shall be located within 10 feet behind each water meter. As conditioned below, the applicant shall submit a detailed utility plan to the Engineering Division for review and approval.

Sewer: The proposal includes the extension of an 8” public sewer main in Sand Creek Circle; and 8-inch sewer main extension in Shimmer Lane; and a partial 8-inch sewer main in Waterstone Drive. Full extension of an 8 inch public water main shall be required in the new public half street (Sand Creek Circle) for the service of proposed lots 2 through 5. Water system phase valves must be installed at the west end of this public street to enable the future extension of an 8-inch public water mainline south into 1885 Hubbard Lane. Extension of an 8-inch public sewer main shall be required within the extension of Shimmer Lane. The public sewer main shall also be fully extended from its current location at the end of Shimmer Lane to the end of the proposed cul de sac. Full extension of an 8 inch public sewer main shall be required in the new public half street (Sand Creek Circle) for the service of proposed Lots 2 through 5. A public sewer manhole shall be installed at end of the new public half street with a pipe stub out for the future extension of a public sewer main south into 1885 Hubbard Lane. Extension of an 8 inch public sewer main shall also be required for the service of proposed lots 11 through 14 on Waterstone Drive. All public sewer mains shall be installed at depths and grades which are acceptable to the utility division. Unutilized private sewer laterals located on Hubbard shall be properly abandoned as directed by the wastewater collection division. Existing private sewer laterals reutilized for new construction must be TV inspected prior to their reuse.

Storm Water: The proposal includes the construction of a storm drain system/outfall at the end of Shimmer Lane cul-de-sac. As conditioned below, the applicant shall submit storm drain calculations that must demonstrate that post-development run-off does not exceed pre-development run-off and that storm drainage does not cross property lines without an easement.

CRITERION (5): The tentative plan allows for the preservation or establishment of natural features or the preservation of historic features of the property, and allows access to solar energy to the extent possible under existing circumstances, including:

- (a) Providing the necessary information to complete the tree chart identified in Section 11.041.

Planning Commission Response: Not Applicable. Though the applicant has submitted a tree chart, Article 11 only applies to land divisions in "residential" zones (Section 11.030).

- (b) No cuts shall result in retaining walls greater than 15 feet high in a single wall from the finish grade or create any un-retained slopes greater than 100%.

Planning Commission Response: Satisfied. The site is relatively flat, therefore cuts and fills are not expected to exceed 2-3 feet. No retaining walls are proposed other than potential landscape walls less than 2' in height. Cut fill slopes will not exceed 5:1 or 20%.

- (c) No fills shall result in a retaining wall within the required setback from a property not included in the development plan greater than 6 feet in height from the finish grade or create any slopes which are greater than 100%.

Planning Commission Response: Satisfied. The site is relatively flat, therefore cuts and fills are not expected to exceed 2-3 feet. No retaining walls are proposed other than potential landscape walls less than 2' in height. Cut fill slopes will not exceed 5:1 or 20%.

The solar lot standards in Section 22.632 requires that at least 80 percent of the lots in a residential subdivision have a north-south dimension of at least 80 feet or have a solar building line at least 85 feet north of the south property line. In addition, any proposed lot that has a north-south lot dimension of at least 80 feet and a solar front line that is oriented within 30 degrees of east-west may be counted as though two of the lots in the subdivision meet the standards given in subsection (1). Based on the tentative plan dimensions, Lots 1-4, 10 & 14 meet the 80 feet north-south dimension. In addition, Lots 1, 5, 7 & 14 qualify for the bonus (x2) allotment due to their solar front line. Therefore, the development meets the 80% solar lot design standards.

The property is divided diagonally by Sand Creek which includes a 20-ft. wide stream corridor from the edge of the stream-bank along each side of the creek. Removal of trees within the stream corridor is not allowed without obtaining a Tree Permit through the Parks & Community Development Department. Trimming of vegetation within the banks is allowed or to alleviate a hazard. Noxious vegetation may be removed if replaced within 90 days by various combinations of plant materials and/or rip rap that stabilizes the stream bank and preserves the aquatic habitat (Section 24.340).

CRITERION (6): The plan complies with applicable portions of the Comprehensive Plan, this Code, and state and federal laws.

Planning Commission Response: Satisfied with Conditions. The property has wetland/riparian area along Sand Creek. Notice to the Department of State Lands (DSL) has been submitted. Comment has not been provided as of the date of this report. Staff does not anticipate there will be any impact to Sand Creek as part of this development. The applicant will be required to comply with any conditions placed on the development by DSL. With the submittal of the tentative subdivision plan and the burden of proof, the applicant is demonstrating compliance with all applicable Grants Pass Comprehensive Plan, Development Code requirements, and state and federal laws given the conditions of approval stated below.

The proposed subdivision name of “Pinnacle Estates” was not approved by the County Surveyor as there is already a subdivision with the name of “Pinnacle at Meadow Wood Phase 1”. As conditioned below, the developer will be required to submit a new name on a revised tentative plan for review and approval.

During the public hearing, extensive testimony was given by neighboring property owners. Their concerns included the possibility of flooding along Sand Creek, mixed housing units, lack of parking and safety for children. The neighbors expressed their desire that the future lots be developed only with single-family dwelling units, specifically Lots 6-14 (Phase II) on the east side of Sand Creek adjacent to the Summerfield and Candelight Subdivisions. The owner’s representative indicated that they were willing to restrict development on Lots 6-14 for single-family units and that they would reduce the size of Lot 14 to allow just a single-family unit. As conditioned below, the applicant will be required to submit a revised tentative plan for Phase II reflecting the reduction of Lot 14 in size. In addition, CC&Rs shall be submitted which include language prohibiting development of multi-family dwelling units on Lots 6-14.

IX. DECISION AND SUMMARY:

The Urban Area Planning Commission **APPROVED** the Major Variance to Section 27.123(1)(f). The vote was 7-1 with Commissioners Fitzgerald, Coulter, MacMillan, Kellenbeck, Arthur and Wiegand voting in favor. Commissioner McVay abstained.

The Urban Area Planning Commission **APPROVED** the request for the fourteen (14) lot development with the conditions listed below. The vote was 7-1 with Commissioners Fitzgerald, Coulter, MacMillan, Kellenbeck, Arthur and Wiegand voting in favor. Commissioner McVay abstained.

CONDITIONS OF APPROVAL:

A. The following must be accomplished within 18 months of the Planning Commission's Decision and prior to issuance of a Development Permit. (Note: A Development Permit is required in order to obtain a grading permit.):

1. Submit a revised tentative showing the following:
 - a. A proposed name for the subdivision for review and approval.
 - b. Setback distances for existing structures on Lot 1 (all setbacks must meet or exceed required minimum setback distances).
 - c. Reflect "SW" directional indicator with street names.
2. Obtain a demolition permit and remove the accessory structure crossing the property lines of future Lots 2 & 3.
3. Pay the re-assessment fees for Hubbard Lane Water Improvement AFD and the Hubbard Lane Street Improvement AFD.
4. Submit a utility plan for Lot 1 reflecting separate sewer and water lateral. Include the following:
 - a. RP backflow device as "premises" protection on water service (existing or new).
 - b. DC backflow device as "point of use" protection on all water services containing multiple zone irrigation systems.
 - c. All public water services shall be located within the public right of way.
 - d. Water services on existing water mains shall be installed by City crews.
5. Sign a Developer Installed Agreement for Public Improvements.

B. The following must occur within 18 months of issuance of the Development Permit and prior to Final Plat for Phase I approval:

1. Separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
2. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.
3. Provide a copy of any proposed CC&R's & deed restrictions. ~~if they are desired by the developer. There are no CC&Rs or deed restrictions required~~

~~as a condition of this approval.~~ **Include the language that Lots 6-14 are to be developed with single-family dwellings; multi-family units are prohibited on Lots 6-14.**

4. Provide a land division guarantee issued by a title company.
5. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:
 - a. Dedication of a 10-ft. CUE along Hubbard Lane along the entire frontage.
 - b. "SW" directional indicator on street names.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

C. The following must be accomplished within 24 months of the Planning Commission's Decision and prior to issuance of a Development Permit for Phase II. (Note: A Development Permit is required in order to obtain a grading permit.):

1. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

2. **Submit a revised tentative plan reflecting the reduction in acreage for Lot 14 for future development of a single-family dwelling.**
3. Obtain an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Parks and Community Development Department.
4. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:
 - a. Provide a grading plan and receive a grading permit prior to any earthwork. Include the creation of building pads in the grading plan if

completed as part of the construction of the subdivision. If building pads are created as part of the grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.

- b. Provide an erosion control and dust control plan for the subdivision.
- c. Include any provisions of the NPDES permit on the construction plans.
- d. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval:

Street Improvements:

- i. Show half street improvements to SW Waterstone Drive to City standards.
- ii. Show the extension and cul de sac for Shimmer Lane.
- iii. Identify Mailbox locations.
- iv. The location of the planned street light at the beginning of the cul-de-sac is appropriate.
- v. Reflect street lights in accordance with Section 27.121(16).
- vi. Developer will paint 20' yellow setbacks at the corners and paint white stop bar at stop sign.
- vii. City will install the required street name sign, and "stop" sign (if required) and will bill developer for all costs.
- viii. Any other signs will be up to the developer to install.
- ix. Provide storm drain calculations demonstrating that post development run-off does not exceed pre development run-off and that storm drainage does not cross property lines without an easement.

Utility Plan:

- i. Submit engineered drawings for review by the Utility Division prior to construction.
- ii. Show the extension of an 8" public water main in SW Shimmer Lane south from its current location to the end of the cul de sac.
- iii. Show the extension of an 8" public sewer main in SW Shimmer Lane south from its current location to the end of the cul de sac

- iv. Show the extension of an 8" public sewer main in SW Waterstone Drive for service for Lots 11-14.
- v. Public sewer mains shall be installed at depths and grades which are acceptable to the Utility Division.
- vi. RP backflow devices shall be required as "premises" protection on all water services (new and existing) if GPID or private wells are present.
- vii. All "premises" backflow prevention devices shall be located within 10 feet behind each water meter.
- viii. DC backflow devices shall be required as "point of use" protection on all water services containing multiple zone irrigation systems.
- ix. Separate sewer and water services shall be required for separate lots.
- x. Unutilized private sewer laterals not utilized for the development shall be properly abandoned as directed by the wastewater collection division.
- xi. Provide utility plans for PPL, Qwest and Avista. Show all pedestals and boxes to be installed (This is to verify utilities can be installed within dedicated City Utility Easements).

5. Sign a Developer Installed Agreement for Public Improvements.

D. The following must occur within 18 months of issuance of the Development Permit and prior to Final Plat approval for Phase II:

- 1. Substantially complete all construction items related to SW Shimmer Lane and SW Waterstone Drive.
 - a. Secure for any remaining construction items in accordance with City Standards.
 - b. Submit a one year maintenance guarantee.
 - c. Submit as-built drawings of all public improvements or secure for them in accordance with City policy.
- 2. Separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
- 3. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.

4. If individual lots were graded as part of the grading permit for the subdivision, provide a map of those lots with new building pads and include the dimensions of the area graded.
5. All adjacent streets shall be swept regularly during construction.
6. Street name sign, "stop" sign, and "no parking" signs (if needed) shall be paid for by the developer and installed by the City. All other signs and markings including "sidewalk ends signs", painting curbs at 20 foot setback at intersections for no parking, ten feet of yellow each side of hydrant and a white stop bar at the stop signs are to be completed by the developer.
7. Power, telephone, cable television and natural gas lines shall be installed underground and within the 10 foot City Utility Easements.
8. Pay all engineering inspection fees due.
9. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
10. Properly abandon any existing wells and provide evidence of proper abandonment to the Parks and Community Development Department.
11. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.
12. Complete installation of the public utility services as reflected on the approved utility plans.
13. Provide a copy of any proposed CC&R's & deed restrictions. ~~if they are desired by the developer. There are no CC&Rs or deed restrictions required as a condition of this approval.~~ **Include the language that Lots 6-14 are to be developed with single-family dwellings; multi-family units are prohibited on Lots 6-14.**
14. Provide a land division guarantee issued by a title company.
15. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:
 - a. Dedication of SW Shimmer Lane and SW Waterstone Drive to the public.
 - b. All easements indicated on approved construction plans.

- c. A ten-foot wide City Utility Easement dedicated to the City of Grants Pass along all necessary street frontages.
- d. Include any necessary drainage and cross access easements.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

E. The following must be accomplished within 30 months of the Planning Commission's Decision and prior to issuance of a Development Permit for Phase III. (Note: A Development Permit is required in order to obtain a grading permit.):

- 1. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

- 2. Obtain an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Parks and Community Development Department.
- 3. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:
 - a. Provide a grading plan and receive a grading permit prior to any earthwork. Include the creation of building pads in the grading plan if completed as part of the construction of the subdivision. If building pads are created as part of the grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.
 - b. Provide an erosion control and dust control plan for the subdivision.
 - c. Include any provisions of the NPDES permit on the construction plans.
 - d. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval:

Street Improvements:

- i. Show half street improvements and revertible cul de sac for SW Sand Creek Circle to City standards. Show standard curb for the revertible cul de sac.
- ii. Identify Mailbox locations.
- iii. Reflect street lights in accordance with Section 27.121(16).
- iv. Developer will paint 20' yellow setbacks at the corners and paint white stop bar at stop sign.
- v. City will install the required street name sign, and "stop" sign (if required) and will bill developer for all costs.
- vi. Any other signs will be up to the developer to install.
- vii. Provide storm drain calculations demonstrating that post development run-off does not exceed pre development run-off and that storm drainage does not cross property lines without an easement.

Utility Plan:

- i. Submit engineered drawings for review by the Utility Division prior to construction.
- ii. Show the extension of an 8" public water main in SW Sand Creek Circle for the service of proposed Lots 2-5. Water system phase valves must be installed at the west end of this public street to enable the future extension of an 8" public water mainline south into 1885 Hubbard Lane.
- iii. Show the extension of an 8" public sewer main in SW Sand Creek Circle for the service of proposed Lots 2-5.
- iv. Public sewer mains shall be installed at depths and grades which are acceptable to the Utility Division.
- v. Unutilized private sewer laterals located on Hubbard shall be properly abandoned as directed by the Wastewater Collection Division.
- vi. Existing private sewer laterals reutilized for new construction must be TV inspected prior to their reuse.
- vii. RP backflow devices shall be required as "premises" protection on all water services (new and existing) if GPID or private wells are present.
- viii. All "premises" backflow prevention devices shall be located within 10 feet behind each water meter.

- ix. DC backflow devices shall be required as “point of use” protection on all water services containing multiple zone irrigation systems.
- x. Separate sewer and water services shall be required for separate lots.
- xi. Unutilized private sewer laterals not utilized for the development shall be properly abandoned as directed by the wastewater collection division.
- xii. Provide utility plans for PPL, Qwest and Avista. Show all pedestals and boxes to be installed (This is to verify utilities can be installed within dedicated City Utility Easements).

4. Sign a Developer Installed Agreement for Public Improvements.

F. The following must occur within 18 months of issuance of the Development Permit and prior to Final Plat approval for Phase III:

- 1. Substantially complete all construction items related to SW Sand Creek Circle.
 - a. Secure for any remaining construction items in accordance with City Standards.
 - b. Submit a one year maintenance guarantee.
 - c. Submit as-built drawings of all public improvements or secure for them in accordance with City policy.
- 2. Separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
- 3. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.
- 4. If individual lots were graded as part of the grading permit for the subdivision, provide a map of those lots with new building pads and include the dimensions of the area graded.
- 5. All adjacent streets shall be swept regularly during construction.
- 6. Street name sign, “stop” sign, and “no parking” signs (if needed) shall be paid for by the developer and installed by the City. All other signs and markings including “sidewalk ends signs”, painting curbs at 20 foot setback at intersections for no parking, ten feet of yellow each side of hydrant and a white stop bar at the stop signs are to be completed by the developer.
- 7. Power, telephone, cable television and natural gas lines shall be installed underground and within the 10 foot City Utility Easements.

8. Pay all engineering inspection fees due.
9. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
10. Properly abandon any existing wells and provide evidence of proper abandonment to the Parks and Community Development Department.
11. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.
12. Complete installation of the public utility services as reflected on the approved utility plans.
13. Provide a copy of any proposed CC&R's & deed restrictions if they are desired by the developer. There are no CC&Rs or deed restrictions required as a condition of this approval.
14. Provide a land division guarantee issued by a title company.
15. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:
 - a. Dedication of SW Sand Creek Circle to the public.
 - b. All easements indicated on approved construction plans.
 - c. A ten-foot wide City Utility Easement dedicated to the City of Grants Pass along all necessary street frontages.
 - d. Include any necessary drainage and cross access easements.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

G. The following shall be accomplished at the time of development of individual lots in the subdivision:

Note: The following conditions are not all-inclusive and are provided for the information of the applicant.

1. Payment of all System Development Charges due; including, but not limited to, water, storm, sewer, parks and transportation.
2. ***Lots 6-14 are to be developed with single-family dwellings. Multi-family units are prohibited on Lots 6-14.***
3. Development of lots shall be in accordance with solar standards.
4. Each lot shall have separate utility services.
5. All utilities shall be placed underground.
6. Comply with the Uniform Fire and Building Codes.
7. Install landscaping in accordance with the approved landscape plan (Section 23.031 ~ Residential Front Yard).
8. Removal of trees within the stream corridor of Sand Creek requires the issuance of a Tree Permit from the Parks & Community Development Department. Vegetation within the stream corridor may be maintained in accordance with Section 24.340.
9. Submit lot drainage plans for approval on all building plans.
10. Developed or undeveloped building lots will need to be maintained for weed and grass control throughout the year.
11. Provide addresses visible from the public right-of-way.
12. Gravel driveway approaches and other erosion and track out control measures shall be in place during construction of individual lots.
13. Prior to occupancy, driveways and parking and maneuvering areas shall be paved in accordance with the requirements of the Development Code.

X. FINDINGS APPROVED BY THE URBAN AREA PLANNING COMMISSION this 14th day of September, 2016.

Gerard Fitzgerald, Chair
Urban Area Planning Commission

**CITY OF GRANTS PASS
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT**

**SUMMERFIELD NORTH
SUBDIVISION TENTATIVE PLAN
STAFF REPORT**

Procedure Type:	Type III: Urban Area Planning Commission	
Project Number:	104-00103-16	
Project Type:	Subdivision Tentative Plan	
Owner/ Applicant:	Oregon Ponderosa, LLC	
Representative:	Rhine Cross Group, LLC. Attn: Marc Cross	
Property Address:	2825 & 2839 Redwood Ave., 2851 SW Elmer Nelson Lane	
Map and Tax Lot:	36-06-23-CC, TL 200, 300 & 1700 See Exhibits 1 and 2.	
Zoning:	R-2 (City)	
Size:	8.39 acres (0.44 ac, 2.95 ac & 5.0 ac)	
Planner Assigned:	Justin Gindlesperger	
Application Date:	July 14, 2016	
Application Complete:	August 5, 2016	
Date of Staff Report:	September 2, 2016	Due: 09/07/2016
Hearing Date:	September 14, 2016	
120 Day Deadline:	December 3, 2016	

I. PROPOSAL:

The proposal is to subdivide the approximately 8.39 acre property into a total of fifty (50) single family lots located in the R-2 residential zoning district (see **Exhibit 3**). The tentative plan reflects the project will be developed in three phases, labeled Phases 4-6 to continue the recently completed Summerfield development phases 1-3 to the south.

Phase 1 will consist of Lots 1-29; half-street improvements along SW Elmer Nelson Lane, SW Waterstone Drive and SW Kokanee Lane; and extension of SW Eastwood Lane between SW Waterston Drive and SW Kokanee Lane. Phase 2 will consist of Lots 30-40 and partial development of Mistybrook Drive and Ryen Court (south of Mistybrook). Phase 3 will consist of Lots 41-50; completion of Mistybrook Drive; and extension and partial completion of Ryen Court (north of Mistybrook).

II. AUTHORITY:

Section 2.050, Schedule 2-1, Section 6.050 and Section 17.031 of the City of Grants Pass Development Code, authorize the Planning Commission to consider the request and make a decision to approve, approve with conditions, or deny.

III. CRITERIA:

The decision on the Tentative Plan must be based on the criteria contained in Section 17.413 of the Development Code.

IV. APPEAL PROCEDURE:

Section 10.050, City of Grants Pass Development Code, provides for an appeal of the Urban Area Planning Commission's decision to the City Council. An appeal application and fee must be submitted within twelve (12) calendar days of the Urban Area Planning Commission's oral decision. A statement of grounds to the appeal must be filed within seven (7) calendar days of the Urban Area Planning Commission's written decision.

V. BACKGROUND AND DISCUSSION:

A. Characteristics of the Property:

- 1. Land Use Designation:
 - a. Comprehensive Plan: Moderate Density Residential
 - b. Zone District: R-2
 - Special Purpose District: Grants Pass Irrigation District; Sand Creek Drainage; Advanced Finance District, Ordinances 5687, 5259, 5497, 5474 & 5327

- 2. Size: 8.39 acres

- 3. Frontage: Redwood Avenue, SW Kokanee Lane, SW Waterstone Drive, and SW Elmer Nelson Lane

- Access: Lots will have access to adjacent public streets, excluding Redwood Avnue

- 4. Public Utilities:
 - a. Existing Utilities:
 - i. Water: 16-inch main in Redwood Avenue and 8-inch mains in SW Kokanee Lane, SW Waterstone Drive and SW Elmer Nelson Lane
 - ii. Sewer: 8-inch mains in Redwood Avenue, SW Kokanee Lane, SW Waterstone Drive, and 8-inch partial main in SW Elmer Nelson Lane
 - iii. Storm Drain: 12-inch partial main in SW Elmer Nelson Lane, and 12- inch cross drains in SW Waterstone Drive and SW Kokanee Lane

b. Proposed Utilities:

- i. Water: 8-inch main in Eastwood Lane, Mistybrook Drive and Ryen Court;
- ii. Sewer: 8-inch main in Eastwood Lane, Mistybrook Drive and Ryen Court;
- iii. Storm: Extension of the storm drain in Eastwood Lane and Ryen Court (size to be determined).

5. Topography: Relatively flat

6. Natural Hazards: None

7. Natural Resources: None

8. Existing Land Use:

- a. Subject Parcels: Residential and undeveloped pasture
- b. Surrounding: Moderate Density Residential

B. Background:

The proposal is to subdivide the approximately 8.39 acre property into a total of fifty (50) single family lots located in the R-2 residential zoning district. The tentative plan reflects the project will be developed in three phases, labeled Phases 4-6 to continue the recently completed Summerfield development phases 1-3 to the south.

Phase 1 will consist of Lots 1-29; half-street improvements along SW Elmer Nelson Lane, SW Waterstone Drive and SW Kokanee Lane; and extension of SW Eastwood Lane between SW Waterston Drive and SW Kokanee Lane. Phase 2 will consist of Lots 30-40 and partial development of Mistybrook Drive and Ryen Court (south of Mistybrook). Phase 3 will consist of Lots 41-50; completion of Mistybrook Drive; and extension and partial completion of Ryen Court (north of Mistybrook).

Due to the number of trips generated by the subdivision, the applicant was required to provide a Traffic Impact Analysis (TIA) (see **Exhibit 4**). The City's traffic consultant concurred with the conclusions of the TIA that no additional mitigation is required for the project (see **Exhibit 5**).

The properties are subject to five (5) Advanced Finance Districts (AFDs). Ordinance 5687 established the Redwood Avenue Phase 2 Street Improvements. Ordinance established the Redwood Avenue Water improvements between George Tweed Boulevard and Darneille Lane. Ordinance 5497 established the Summerfield Estates water and street improvements, but the AFD has expired. Ordinance 5474 established the Jackson Estates improvements for water, sewer and storm drain in Kokanee Lane. And Ordinance 5327 established the Waterstone Estates improvements for water, sewer and storm drain in Waterstone Drive. As conditioned below, the developer will be required to pay or finance the reimbursement charges for each AFD.

VI. CONFORMANCE WITH APPLICABLE CRITERIA:

Section 17.413 of the City of Grants Pass Development Code states that the review body shall approve, approve with conditions or deny the request based upon the following criteria:

CRITERION (1): The plan conforms to the lot dimension standards of Article 12, the base lot standards of Section 17.510, and the requirements of any applicable overlay district.

Staff Response: Satisfied. The R-2 zone district requires a minimum lot size of 5,000 square feet. The proposed lots meet or exceed this base requirement. Each lot is required to have a minimum width of fifty (50) feet, as required by the Development Code, and all lots meet this base requirement.

The lots are in compliance with Section 17.510 of the Development Code specifically the lot width to depth ratio, side property lines are being created at right angles to streets as far as practical, and curved property lines are created at the public street intersections. Through lots are avoided, except where necessary to provide separate of residential developments from streets of collector and arterial status. Redwood Avenue bounds the development to the north, is classified as an Arterial and will not be used to provide access to interior lots.

CRITERION (2): When required, the proposed future development plan allows the properties to be further developed, partitioned, or subdivided as efficiently as possible under existing circumstances, in accordance with requirements for typical permitted uses in the applicable zone and comprehensive plan district, and in conjunction with other development in the neighborhood.

Staff Response: Satisfied. The proposed lots in the subdivision cannot be further divided due to minimum lot size requirements in the R-2 zoning district. The maximum development potential of the individual lots will be completed with the construction of single-family residences.

Tax lot 400 is located to the west of tax lot 300 and is not part of the current subdivision application. The applicant has submitted a future development plan that depicts how tax lot 400 could be further subdivided and connected to the existing and proposed street network (see **Exhibit 6**).

CRITERION (3): When one is required or proposed, the street layout conforms to the applicable requirements of the adopted street plans, meets the requirements of Article 27 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

Staff Response: Satisfied with Conditions. The tentative plan reflects the development of three new internal local access streets (50 ft. right-of-way, 5.5 ft. planter strips and 5 ft. sidewalks) and half-street improvements to three existing local access streets. The first street is "Eastwood Lane" running east-west between Kokanee Lane and Waterstone Drive. The second street is "Mistybrook Drive" running east-west from Kokanee Lane to the third street, "Ryen Court". Ryen Court will run north-south and end

in a cul-de-sac on either side of Mistybrook Drive. This will provide future street connections to tax lot 400.

In 2004, the City Council passed Resolution 4851, which requires off-site pedestrian paths to connect all new subdivisions to “destination” streets. Redwood Avenue, east of Sun Glo Drive, is listed as a destination street. Sidewalks and street improvements along Redwood Avenue, west of Sun Glo Drive, were completed as part of the Redwood Avenue Phase II improvements. As reflected on the tentative plan, sidewalks will be provided along all the new local streets and the completion of half-street improvements. This will provide sidewalk connection to Redwood Avenue, in accordance with Resolution 4851.

The tentative plan reflects back-to-back flagpole lots which will provide shared driveway access for Lots 3 & 9. As conditioned below, the shared access between Lots 3 & 9 shall be identified as a Fire Lane with No Parking signs posted on both sides of the access, pursuant to OFC D103.

CRITERION (4): The proposed utility plan conforms to the applicable requirements of adopted utility plans, the requirements of Article 28 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

Staff Response: Satisfied with Conditions.

Water: The proposal includes the extension of public water mains to provide domestic and fire services to the individual properties. As conditioned below, the applicant shall submit a detailed utility plan to the Engineering Division for review and approval. The plan will need to include: location of fire hydrants, and water services for each lot within a public right-of-way.

Sewer: The applicant proposes sewer main extensions within the dedicated public right of way. Separate sewer laterals are required for each lot. The construction drawings will also need to address the abandonment of unutilized private sewer laterals on Redwood Avenue and SW Elmer Nelson Lane not utilized for the development. As conditioned below, a detailed utility plan shall be submitted to the Engineering Division.

Storm Water: The property is located in the Sand Creek Drainage basin. Development in the basin is subject to the Storm System Development Charges (SDCs) rate (see **Exhibit 7**). The proposal includes storm mains in Eastwood Lane, Mistybrook Drive and Ryen Court that drain into the existing line in Kokanee Lane. As conditioned below, the applicant shall submit storm drain calculations that demonstrate that post-development run-off does not exceed pre-development run-off and that storm drainage does not cross property lines without an easement.

Other Utilities: As conditioned below and reflected on the tentative plan, a 10 ft. City Utility Easement (CUE) must be dedicated along all existing and proposed public street frontages, and along one side of each of the private streets.

CRITERION (5): The tentative plan allows for the preservation or establishment of natural features or the preservation of historic features of the property, and allows access to solar energy to the extent possible under existing circumstances, including:

- (a) Providing the necessary information to complete the tree chart identified in Section 11.041.
- (b) No cuts shall result in retaining walls greater than 15 feet high in a single wall from the finish grade or create any un-retained slopes greater than 100%.
- (c) No fills shall result in a retaining wall within the required setback from a property not included in the development plan greater than 6 feet in height from the finish grade or create any slopes which are greater than 100%.

Staff Response: Satisfied with Conditions. The applicant provided a tree canopy chart (see *Exhibit 8*) showing existing tree canopy and existing trees to be removed. The site has an existing tree-canopy cover of approximately 12%. As required by Section 11.041, residential developments in the R-2 zone shall maintain or re-establish a tree-canopy cover of 20% to 30%, which typically requires 3-4 trees per lot. As conditioned below, prior to final plat, the applicant shall submit a revegetation plan and pay applicable tree deposits per Section 11.060.

Solar Standards: The solar lot design standards in Section 22.632 (1) requires, "At least 80 percent of lots in a residential subdivision shall:
 (a) have a north-south dimension of at least 80 feet; or
 (b) have a solar building line located on the lot(s) to the north of the subject lot. The solar building line shall be at least 85 feet north of the south property line of the subject lot. Construction on the lot shall be setback from the recorded solar building line in accordance with Section 22.623(2)."

Section 22.632 (3) states,
 "Any proposed lot where any structure built on that lot would be exempt from solar setback standards as given in Section 22.621 of this Code shall not be included in the total number of lots in the subdivision when calculating the number of lots in subsection (1) above."

Of the fifty (50) proposed lots, thirty-three (33) lots meet the eighty (80) foot minimum north/south lot dimension, resulting in only 66% of the lots meeting the solar lot standard where 80% is required. The applicant is requesting an exception to the solar lot standards, pursuant to Section 22.634(2). Complying with the solar lot standards would reduce the number of lots platted as part of the subdivision. The properties are surrounded by residential development and the proposed infill development is consistent with the development patterns in the area.

The site is relatively flat; therefore areas of cut and fill are not expected to exceed 1-2 feet. No retaining walls are proposed as part of the development plan. Cut fill slopes will not exceed 5:1 or 20%.

CRITERION (6): The plan complies with applicable portions of the Comprehensive Plan, this Code, and state and federal laws.

Staff Response: Satisfied with Conditions. The proposed subdivision name of “Summerfield North” was approved by the County Surveyor (see **Exhibit 9**). As conditioned below, the proposed street names shall be amended to include the “SW” directional identifier (Section 6.40.030.B of the Municipal Code).

Based upon the conditions listed below, along with the submittal of a revised tentative subdivision plan and utility plans as previously discussed, the applicant is demonstrating compliance with all applicable Grants Pass Comprehensive Plan, Development Code requirements, and state and federal laws given the conditions of approval stated below.

VII. RECOMMENDATION:

Staff recommends the Planning Commission **APPROVE** the tentative plan request for the three phase, fifty (50) lot, subdivision with the conditions listed below.

CONDITIONS OF APPROVAL:

A. The following must be accomplished within 24 months of the Planning Commission’s Decision and prior to issuance of a Development Permit for Phase I (Lots 1-29). (Note: A Development Permit is required in order to obtain a grading permit.):

1. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

2. Submit a revised tentative showing the following:
 - a. Revised street names with the directional identifier of “SW” in accordance with Section 6.40.030 of the Municipal Code.
 - b. Designate the access for Lots 3 & 9 as “Fire Lane No Parking”.
 - c. Identify mailbox locations.
3. Pay the reimbursement fees for the five (5) AFDs for the subject properties.
4. Obtain an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Parks and Community Development Department.

5. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:
 - a. Provide an engineered drainage plan for the subdivision and tentative drainage plans for each lot. The plan shall include line size and percentage of fall. The drainage plan shall include the prevention of storm water from crossing property lines unless within dedicated easements. GPID approval must be obtained prior to drainage into their system.
 - b. Provide a grading plan and receive a grading permit prior to any earthwork. Include the creation of building pads in the grading plan if completed as part of the construction of the subdivision. If building pads are created as part of the grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.
 - c. Provide an erosion control and dust control plan for the subdivision.
 - d. Include any provisions of the NPDES permit on the construction plans.
 - e. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval.

Street Improvements:

- i. Show full street improvements to Eastwood Lane to City standards.
- ii. Show the half-street improvements along SW Kokanee Lane, SW Waterstone Drive and SW Elmer Nelson Drive.
- iii. Reflect proposed street lighting in accordance with Section 27.121.16 of the Development Code.
- iv. Provide a striping and signage plan.
 - (a) Developer will paint 20' yellow setbacks at the corners and paint white stop bar at stop sign.
 - (b) City will install the required street name sign, "stop" sign, and will bill developer for all costs.
 - (c) Any other signs will be the developers to install.

- v. Obtain encroachment permits prior to any work in the right-of-way.

Utility Plan Provide detailed engineered drawings containing plan and profiles for the Utility Division Review (Specific conditions or changes to the utility shall be approved by the Engineering and Utility Departments).

- i. Show the extension of an 8" public water main in Eastwood Lane.
- ii. Show the extension of an 8" public sewer main in Eastwood Lane.
- iii. Show the extension of public storm water main in Eastwood Lane.
- iv. Show the relocation of the existing GPID irrigation line.
- v. RP backflow devices shall be required as "premises" protection on all water services (new and existing) if GPID or private wells are present.
- vi. All "premises" backflow prevention devices shall be located within 10 feet behind each water meter.
- vii. DC backflow devices shall be required as "point of use" protection on all water services containing multiple zone irrigation systems.
- viii. Separate sewer and water services shall be required for separate lots.
- ix. Provide utility plans for PPL, Qwest and Avista. Show all pedestals and boxes to be installed (This is to verify utilities can be installed within dedicated City Utility Easements).

- 6. Sign a Developer Installed Agreement for Public Improvements.

B. The following must occur within 18 months of issuance of the Development Permit and prior to Final Plat approval for Phase I:

- 1. Substantially complete all construction items related to Eastwood Lane, SW Kokanee Lane, SW Elmer Nelson Lane and SW Waterstone Drive.
 - a. Secure for any remaining construction items in accordance with City Standards.
 - b. Submit a one year maintenance guarantee.

- c. Submit as-built drawings of all public improvements or secure for them in accordance with City policy.
 - d. Install a commercial thickness approach for the approaches on the shared driveway access.
2. Submit a tree revegetation plan in accordance with Section 11.060:
 - a. Location of trees or groups of trees remaining on site post development as related to new lot lines.
 - b. A tree planting plan identifying general locations of where new trees will be planted and include the height, caliper and species of trees recommended to be planted.
 - c. The percentage of tree canopy proposed to be re-established. The calculation shall be based upon the type of trees to be planted and number of trees needed per lot, and shall meet the conditions of tentative plan approval.
 - d. Demonstration of efforts to promote diversity of tree species.
 - e. The Tree Re-vegetation Plan shall be recorded along with the final plat/plan.
 3. Pay the tree deposit fee in the amount of \$400 for each new lot in Phase I (Section 11.060.2).
 4. Separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
 5. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.
 6. If individual lots were graded as part of the grading permit for the subdivision, provide a map of those lots with new building pads and include the dimensions of the area graded.
 7. All adjacent streets shall be swept regularly during construction.
 8. Street name sign, "stop" sign, and "no parking" signs (if needed) shall be paid for by the developer and installed by the City. All other signs and markings including "sidewalk ends signs", painting curbs at 20 foot setback at intersections for no parking, ten feet of yellow each side of hydrants, and a white stop bar at the stop signs are to be completed by the developer.
 9. Power, telephone, cable television and natural gas lines shall be installed underground and within the 10 foot City Utility Easements.

10. Pay all engineering inspection fees due.
11. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
12. Properly abandon any existing wells and provide evidence of proper abandonment to the Parks and Community Development Department.
13. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.
14. Complete installation of the public utility services as reflected on the approved utility plans.
15. Provide a copy of any proposed CC&R's & deed restrictions if they are desired by the developer. There are no CC&Rs or deed restrictions required as a condition of this approval.
16. Provide a land division guarantee issued by a title company.
17. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:
 - a. Dedication of Eastwood Lane to the public.
 - b. Half-street dedication of SW Waterstone Drive and SW Kokanee Lane.
 - c. All easements indicated on approved construction plans.
 - d. A ten-foot wide City Utility Easement dedicated to the City of Grants Pass along all necessary public street frontages, and along one side of each of the private streets.
 - e. Include any necessary drainage and cross access easements.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

C. The following must be accomplished within 36 months of the Planning Commission's Decision and prior to issuance of a Development Permit for Phase II (Lots 30-40). (Note: A Development Permit is required in order to obtain a grading permit.):

1. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

2. Submit a revised tentative showing the following:
 - a. Revised street names with the directional identifier of "SW" in accordance with Section 6.40.030 of the Municipal Code.
 - b. Identify mailbox locations.
3. Obtain an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Parks and Community Development Department.
4. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:
 - a. Provide an engineered drainage plan for the subdivision and tentative drainage plans for each lot. The plan shall include line size and percentage of fall. The drainage plan shall include the prevention of storm water from crossing property lines unless within dedicated easements. GPID approval must be obtained prior to drainage into their system.
 - b. Provide a grading plan and receive a grading permit prior to any earthwork. Include the creation of building pads in the grading plan if completed as part of the construction of the subdivision. If building pads are created as part of the grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.
 - c. Provide an erosion control and dust control plan for the subdivision.
 - d. Include any provisions of the NPDES permit on the construction plans.

- e. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval.

Street Improvements:

- i. Show half street improvements to Mistybrook Drive and south end portion of Ryen Court to City standards.
- ii. Reflect proposed street lighting in accordance with Section 27.121.16 of the Development Code.
- iii. Provide a striping and signage plan.
 - 1. Developer will paint 20' yellow setbacks at the corners and paint white stop bar at stop sign.
 - 2. City will install the required street name sign, "stop" sign, and will bill developer for all costs.
 - 3. Any other signs will be the developers to install.
- iv. Obtain encroachment permits prior to any work in the right-of-way.

Utility Plan Provide detailed engineered drawings containing plan and profiles for the Utility Division Review (Specific conditions or changes to the utility shall be approved by the Engineering and Utility Departments).

- i. Show the extension of an 8" public water main in Mistybrook Drive and Ryen Court.
- ii. Show the extension of an 8" public sewer main in Mistybrook Drive and Ryen Court.
- iii. Show the extension of public storm water main in Mistybrook Drive and Ryen Court.
- iv. RP backflow devices shall be required as "premises" protection on all water services (new and existing) if GPID or private wells are present.
- v. All "premises" backflow prevention devices shall be located within 10 feet behind each water meter.
- vi. DC backflow devices shall be required as "point of use" protection on all water services containing multiple zone irrigation systems.

- vii. Separate sewer and water services shall be required for separate lots.
- viii. Provide utility plans for PPL, Qwest and Avista. Show all pedestals and boxes to be installed (This is to verify utilities can be installed within dedicated City Utility Easements).

5. Sign a Developer Installed Agreement for Public Improvements.

D. The following must occur within 18 months of issuance of the Development Permit for Phase II and prior to Final Plat approval for Phase II:

1. Substantially complete all construction items related to Mistybrook Drive and south end of Ryen Court.
 - a. Secure for any remaining construction items in accordance with City Standards.
 - b. Submit a one year maintenance guarantee.
 - c. Submit as-built drawings of all public improvements or secure for them in accordance with City policy.
 - d. Install a commercial thickness approach for the approaches on the shared driveway access.
2. Submit a tree revegetation plan in accordance with Section 11.060:
 - a. Location of trees or groups of trees remaining on site post development as related to new lot lines.
 - b. A tree planting plan identifying general locations of where new trees will be planted and include the height, caliper and species of trees recommended to be planted.
 - c. The percentage of tree canopy proposed to be re-established. The calculation shall be based upon the type of trees to be planted and number of trees needed per lot, and shall meet the conditions of tentative plan approval.
 - d. Demonstration of efforts to promote diversity of tree species.
 - e. The Tree Re-vegetation Plan shall be recorded along with the final plat/plan.
3. Pay the tree deposit fee in the amount of \$400 for each new lot in Phase I (Section 11.060.2).

4. Separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
5. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.
6. If individual lots were graded as part of the grading permit for the subdivision, provide a map of those lots with new building pads and include the dimensions of the area graded.
7. All adjacent streets shall be swept regularly during construction.
8. Street name sign, "stop" sign, and "no parking" signs (if needed) shall be paid for by the developer and installed by the City. All other signs and markings including "sidewalk ends signs", painting curbs at 20 foot setback at intersections for no parking, ten feet of yellow each side of hydrants, and a white stop bar at the stop signs are to be completed by the developer.
9. Power, telephone, cable television and natural gas lines shall be installed underground and within the 10 foot City Utility Easements.
10. Pay all engineering inspection fees due.
11. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
12. Properly abandon any existing wells and provide evidence of proper abandonment to the Parks and Community Development Department.
13. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.
14. Complete installation of the public utility services as reflected on the approved utility plans.
15. Provide a copy of any proposed CC&R's & deed restrictions if they are desired by the developer. There are no CC&Rs or deed restrictions required as a condition of this approval.
16. Provide a land division guarantee issued by a title company.
17. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must

survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:

- a. Dedication of Mistybrook Drive and Ryen Court to the public.
- b. All easements indicated on approved construction plans.
- c. A ten-foot wide City Utility Easement dedicated to the City of Grants Pass along all necessary public street frontages, and along one side of each of the private streets.
- d. Include any necessary drainage and cross access easements.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

E. The following must be accomplished within 36 months of the Planning Commission's Decision and prior to issuance of a Development Permit for Phase III (Lots 40-50). (Note: A Development Permit is required in order to obtain a grading permit.):

1. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

2. Submit a revised tentative showing the following:
 - a. Revised street names with the directional identifier of "SW" in accordance with Section 6.40.030 of the Municipal Code.
 - b. Identify mailbox locations.
3. Obtain an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Parks and Community Development Department.
4. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:

- a. Provide an engineered drainage plan for the subdivision and tentative drainage plans for each lot. The plan shall include line size and percentage of fall. The drainage plan shall include the prevention of storm water from crossing property lines unless within dedicated easements. GPID approval must be obtained prior to drainage into their system.
- b. Provide a grading plan and receive a grading permit prior to any earthwork. Include the creation of building pads in the grading plan if completed as part of the construction of the subdivision. If building pads are created as part of the grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.
- c. Provide an erosion control and dust control plan for the subdivision.
- d. Include any provisions of the NPDES permit on the construction plans.
- e. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval.

Street Improvements:

- i. Show half street improvements to north end portion of Ryen Court to City standards.
- ii. Reflect proposed street lighting in accordance with Section 27.121.16 of the Development Code.
- iii. Provide a striping and signage plan.
 - 1. Developer will paint 20' yellow setbacks at the corners and paint white stop bar at stop sign.
 - 2. City will install the required street name sign, "stop" sign, and will bill developer for all costs.
 - 3. Any other signs will be the developers to install.
- iv. Obtain encroachment permits prior to any work in the right-of-way.

Utility Plan Provide detailed engineered drawings containing plan and profiles for the Utility Division Review (Specific conditions or changes to the utility shall be approved by the Engineering and Utility Departments).

- i. Show the extension of an 8" public water main in Ryen Court.
- ii. Show the extension of an 8" public sewer main in Ryen Court.
- iii. Show the extension of public storm water main in Ryen Court.
- iv. RP backflow devices shall be required as "premises" protection on all water services (new and existing) if GPID or private wells are present.
- v. All "premises" backflow prevention devices shall be located within 10 feet behind each water meter.
- vi. DC backflow devices shall be required as "point of use" protection on all water services containing multiple zone irrigation systems.
- vii. Separate sewer and water services shall be required for separate lots.
- viii. Provide utility plans for PPL, Qwest and Avista. Show all pedestals and boxes to be installed (This is to verify utilities can be installed within dedicated City Utility Easements).

5. Sign a Developer Installed Agreement for Public Improvements.

F. The following must occur within 18 months of issuance of the Development Permit for Phase II and prior to Final Plat approval for Phase II:

- 1. Substantially complete all construction items related to north end portion of Ryen Court.
 - a. Secure for any remaining construction items in accordance with City Standards.
 - b. Submit a one year maintenance guarantee.
 - c. Submit as-built drawings of all public improvements or secure for them in accordance with City policy.
 - d. Install a commercial thickness approach for the approaches on the shared driveway access.
- 2. Submit a tree revegetation plan in accordance with Section 11.060:
 - a. Location of trees or groups of trees remaining on site post development as related to new lot lines.

- b. A tree planting plan identifying general locations of where new trees will be planted and include the height, caliper and species of trees recommended to be planted.
 - c. The percentage of tree canopy proposed to be re-established. The calculation shall be based upon the type of trees to be planted and number of trees needed per lot, and shall meet the conditions of tentative plan approval.
 - d. Demonstration of efforts to promote diversity of tree species.
 - e. The Tree Re-vegetation Plan shall be recorded along with the final plat/plan.
3. Pay the tree deposit fee in the amount of \$400 for each new lot in Phase I (Section 11.060.2).
 4. Separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
 5. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.
 6. If individual lots were graded as part of the grading permit for the subdivision, provide a map of those lots with new building pads and include the dimensions of the area graded.
 7. All adjacent streets shall be swept regularly during construction.
 8. Street name sign, "stop" sign, and "no parking" signs (if needed) shall be paid for by the developer and installed by the City. All other signs and markings including "sidewalk ends signs", painting curbs at 20 foot setback at intersections for no parking, ten feet of yellow each side of hydrants, and a white stop bar at the stop signs are to be completed by the developer.
 9. Power, telephone, cable television and natural gas lines shall be installed underground and within the 10 foot City Utility Easements.
 10. Pay all engineering inspection fees due.
 11. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
 12. Properly abandon any existing wells and provide evidence of proper abandonment to the Parks and Community Development Department.

13. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.
14. Complete installation of the public utility services as reflected on the approved utility plans.
15. Provide a copy of any proposed CC&R's & deed restrictions if they are desired by the developer. There are no CC&Rs or deed restrictions required as a condition of this approval.
16. Provide a land division guarantee issued by a title company.
17. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:
 - a. Dedication of Mistybrook Drive and Ryen Court to the public.
 - b. All easements indicated on approved construction plans.
 - c. A ten-foot wide City Utility Easement dedicated to the City of Grants Pass along all necessary public street frontages, and along one side of each of the private streets.
 - d. Include any necessary drainage and cross access easements.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

G. The following shall be accomplished at the time of development of individual lots in the subdivision:

Note: The following conditions are not all-inclusive and are provided for the information of the applicant.

1. Payment of all System Development Charges due; including, but not limited to, water, storm, sewer, parks and transportation. The City's System Development Charges Brochure is attached as Exhibit 7.
2. Development of lots shall be in accordance with solar standards.
3. Each lot shall have separate utility services.

4. All utilities shall be placed underground.
5. Comply with the Uniform Fire and Building Codes.
6. Install landscaping in accordance with the approved landscape plan (Sections 11.041 ~ Tree Canopy and 23.031 ~ Residential Front Yard).
7. Submit lot drainage plans for approval on all building plans.
8. Tree refund in the amount of \$400 per lot is available within one (1) year of final inspection and submittal of a valid receipt meeting or exceeding that amount of trees only.
9. Developed or undeveloped building lots will need to be maintained for weed and grass control throughout the year.
10. Provide addresses visible from the public right-of-way.
11. Gravel driveway approaches and other erosion and track out control measures shall be in place during construction of individual lots.
12. Prior to occupancy, driveways and parking and maneuvering areas shall be paved in accordance with the requirements of the Development Code.

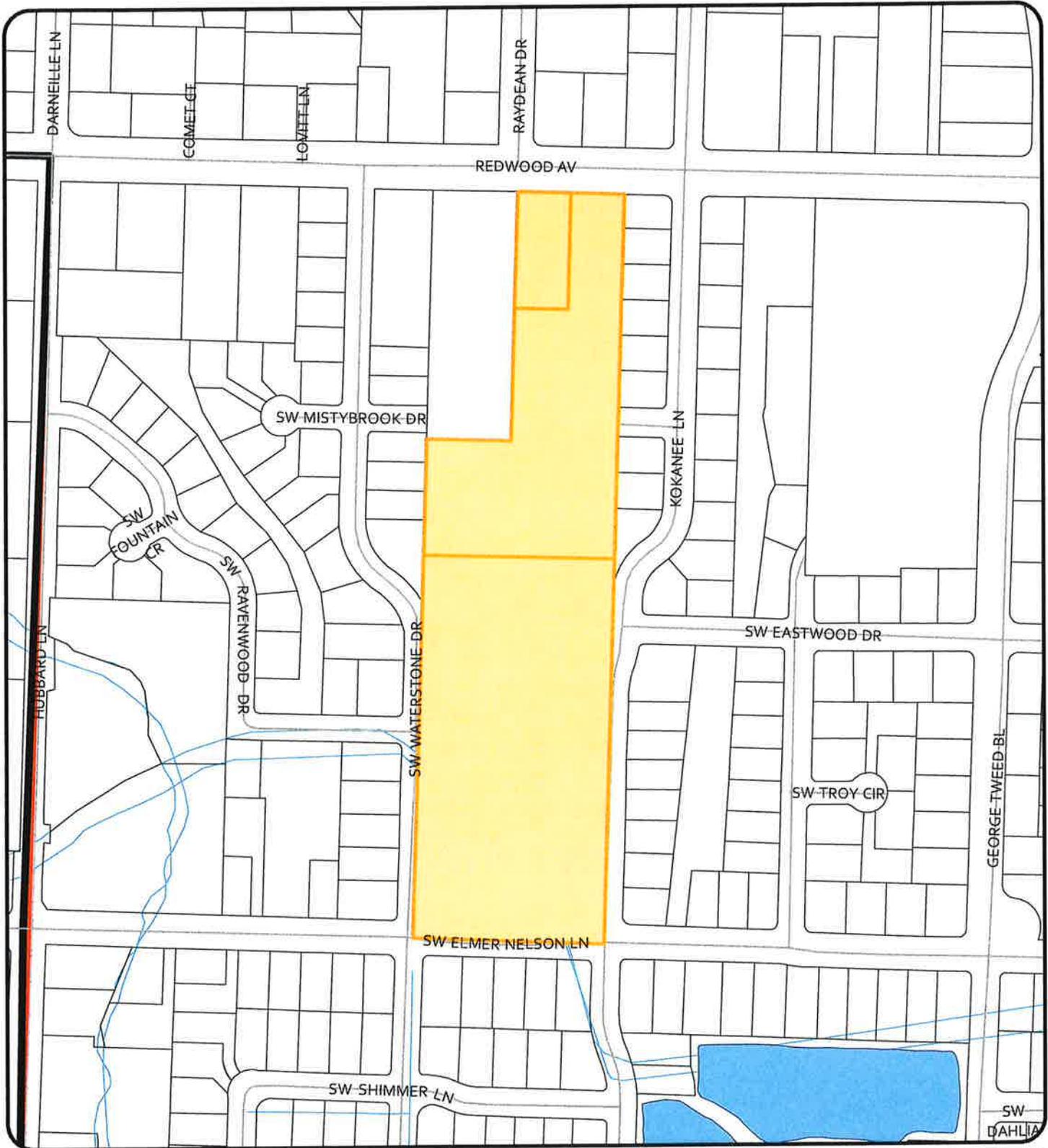
VIII. PLANNING COMMISSION ACTION:

- A. Positive Action: Approve the request
 1. as submitted.
 2. with the conditions stated in the staff report.
 3. with the conditions stated in the staff report as modified by the Planning Commission (list):
- B. Negative Action: Deny the request for the following reasons (list):
- C. Postponement: Continue item
 1. indefinitely
 2. to a time certain.

NOTE: State law requires that a decision be made on the application within 120 days of when the application was deemed complete.

IX. INDEX TO EXHIBITS:

1. Location Map
2. Aerial Photo
3. Tentative Plan & Narrative
4. Traffic Impact Analysis
5. Replinger & Associates comments
6. Future Development Plan
7. SDC Brochure
8. Tree Canopy Retention Plan
9. County Surveyor comments



CITY OF GRANTS PASS
 2839 & 2825 Redwood Avenue &
 2851 SW Elmer Nelson Lane
 36-06-23-CC, Tls 200, 300, 1700

Legend

 Subject Parcels

0 45 90 180 270 360 Feet



CITY OF GRANTS PASS
 Parks & Community Development Dept.
 101 Northwest "A" Street
 Grants Pass, OR 97526
 Phone: (541) 450-6060
 Fax: (541) 476-9218
 Web: www.grantspassoregon.gov



<<DOUBLECLICK TO ADD NAME • DATE>>

DISCLAIMER: The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Grants Pass and Josephine County. Every reasonable effort has been made to assure the accuracy of the maps and associated data.



CITY OF GRANTS PASS
 2839 & 2825 Redwood Avenue &
 2851 SW Elmer Nelson Lane
 36-06-23-CC, Tls 200, 300, 1700

0 30 60 120 180 240
 Feet

Legend

-  Subject Parcels
-  Water Mains
-  Sewer Gravity Mains
-  Storm Water Gravity Main



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**BURDEN OF PROOF
STATEMENT FOR APPLICATION FOR
LANDON ESTATES SUBDIVISION APPROVAL
GRANTS PASS, OREGON**

Applicant: Northridge Enterprises,
Po Box 891
Grants Pass, OR 97528
Phone: (541) 541-472-1100

Owner: Oregon Ponderosa, LLC
1 Fire Mountain Way
Grants Pass, OR 97528
Phone: (541) 218-3111

Representatives: Rhine-Cross Group, LLC
112 N 5th Street, Suite 200
PO BOX 909
Klamath Falls, OR 97601
Phone: (541) 851-9405

Location: The property is between Kokanee Ln and Waterstone Dr, south of Redwood Ave and north of Elmer Nelson Lane on the southwest side of Grants Pass, OR.

Address: 2825 Redwood Ave. & 2857 SW Elmer Nelson Ln

Reference Parcel No.: Tax Lot 200,300, & 1700, Map # 36-06-23CC

Comp. Plan Designation: Residential

Zoning Designation: R-2 – Moderate Density Residential

Property Size: ±8.39 Acres

Proposal: Subdivision application for 50 single family residential lots ranging in size from 5001 sq.ft. to 8244 sq.ft.

Date: July, 2016

PROJECT OVERVIEW & DESCRIPTION

The applicant intends to develop the site in accordance with Article 12 and 17 of the Grants Pass Municipal Code (GPMC). The development will be named Summerfield North Subdivision, being phases 4-6 of the approved and constructed Summerfield Estates Phase 1-3. A master plan showing the proposed street layout and the underlying zoning of the proposed development will be provided with the application.

The 8.39 acre property is located within the Urban Growth Boundary on the southwest side of Grants Pass, Oregon. The site is bounded to the west by be developed residential property known as Waterstone Estates subdivision. To the East is a developed single family residential property known as Jackson Estates and Jackson Estates Phase 1. To the south is developed residential property known as Summerfield Estates. The north end of the property sits along Redwood Ave. The site is surrounded by single family development and is therefore irrevocably committed to similar use.

The site enjoys direct access to SW Elmer Nelson Lane , SW Kokanee Lane , SW Waterstone Dr, and SW Mistybrook Dr. The property is currently under-developed with three separate homes with each home sitting on one of the three existing legal lots. Each structure will be removed for development. Fire protection services are provided by the Grants Pass Fire District. The site is located within the Grants Pass service area for water service, sanitary sewerage service, and storm water management. Other utilities readily available are power, telephone, and cable TV all existing within the right of way of Kokanee Lane, SW Waterstone Drive, SW Elmer Nelson Lane, and Mistybrook Dr.

The site consists of Clawson Sandy Loam (#17B), and Baron Coarse sandy loam (#5B), with hydrologic soil classification B. The site is currently occupied by three existing residential homes, with a mix of trees, weeds and grasses covering the areas. The site is "located" on Panel No. 41033C – 0492E of the Flood Insurance Rate Map (FIRM) for Josephine County. The property is outside of all Zone A mapped flood areas.

The subject property is currently designated as Moderate Density Residential by the Grants Pass Comprehensive Plan. The applicant is proposing a subdivision master plan with approximately 50 lots ranging in size from 5001 sq.ft. to 8,244 sq.ft.

This application for a Land Subdivision is subject to both City and State criteria and standards and is processed by the City administratively and is reviewed by the Planning Commission and City Council, pursuant to Grants Pass Municipal Code. Accordingly, the applicant shall address all of the applicable criteria and standards of the Grants Pass Municipal code that pertain to these requests. As required by the City's land subdivision review process and by the State, the applicant shall also address the applicable criteria and standards of the Oregon Administrative Rules (OAR) and the Oregon Revised Statutes (ORS), particularly the elements of these State rules and statutes that apply to subdividing land.

GRANTS PASS MUNICIPAL CODE

1. Article 17 – Lots and Creation of Lots

17.413 Criteria for Tentative Subdivision Plan Approval. The review body shall approve, approve with conditions or deny the request, based upon the following criteria:

(1) The plan conforms to the lot dimension standards of Article 12, the base lot standards of Section 17.510, and the requirements of any applicable overlay district.

Response: All lots meet or exceed the minimum lot size of 5000 sq.ft. and minimum 50 ft width for R-2 zoning.

(2) When required, the proposed future development plan allows the properties to be further developed, partitioned, or subdivided as efficiently as possible under existing circumstances, in accordance with requirements for typical permitted uses in the applicable zone and comprehensive plan district, and in conjunction with other development in the neighborhood.

Response: All of the property owned by the applicant is included in the tentative subdivision plat. The proposed project is bounded to the west by existing developed residential property known as Waterstone Estates also zoned R-2. To the east is a developed residential property known as Jackson Estates Phase 1 also zoned R-2. To the south is developed single family residential properties known as Summerfield Estates zoned R-2 as well. The north property line of this development sits on Redwood Avenue. A future development plan of the adjacent parcel on the Northwest corner of the property is included

(3) When one is required or proposed, the street layout conforms to the applicable requirements of the adopted street plans, meets the requirements of Article 27 and other applicable laws, and best balances needs for economy, safety, efficiency, and environmental compatibility.

Response: The street pattern for this property is mostly determined by existing platted local streets. The platted half widths of Kokanee Ln and Waterstone Dr that front the properties will be completed as part of this project. Eastwood Ln terminates on the east and west side of the property and will be connected through as required by the City. Mistybook Dr also terminates on the east side of the property, this project will continue the street corridor for future connection to Mistybrook Dr to the west through adjacent properties. The only new street proposed is Ryen Court, it is proposed as a cul-de-sac because a new connection to Redwood Ave is not warranted or wanted by the City.

(4) The proposed utility plan conforms to the applicable requirements of adopted utility plans, the requirements of Article 28 and other applicable laws, and best balances needs for economy, safety, efficiency, and environmental compatibility.

Response: The proposed utility plan will provide utility service to all of the lots within the proposed development. Public sewer and water already exist within

Kokanee Lane, SW Waterstone Drive, SW Elmer Nelson Lane, and SW Mistybrook Dr. An existing GPID irrigation main that diagonals through the site will be re-located as part of this project.

(5) The tentative plan allows for the preservation or establishment of natural features or the preservation of historic features of the property, and allows access to solar energy to the extent possible under existing circumstances including:

Response: The proposed development does not contain established natural features or historic features. All roof tops will be available for solar energy installation, however the applicant is not proposing such use at this time. See Solar Lot Standard Note on the tentative plat for more discussion on this subject.

(a) Providing the necessary information to complete the tree chart identified in Section 11.041.

Response: The property is mostly vacant, with several trees around the existing home sites. Approximately 63 of the existing 99 trees will need to be removed to facilitate development of the proposed streets and lots. See percentages below for information to complete the tree chart.

<i>Existing % of Canopy Cover Prior to Development</i>	<i>% of Exist. Canopy Cover To Remain Post Development</i>	<i>Target % Based on Zoning District</i>	<i>Total % of Canopy Cover Proposed Post Development</i>	<i># of Trees To Be Planted Per Lot</i>
12.2%	36%	20-30% (R2)	20%	2

(b) No cuts shall result in retaining walls greater than 15 feet high in a single wall from the finish grade or create any un-retained slopes greater than 100%.

Response: The site is relatively flat, therefore cuts and fills are not expected to exceed 2-3 feet. No retaining walls are proposed other than potential landscape walls less than 2' in height. Cut fill slopes will not exceed 5:1 or 20%.

(c) No fills shall result in a retaining wall within the required setback from a property not included in the development plan greater than 6 feet in height from the finish grade or create any slopes which are greater than 100%.

Response: The site is relatively flat, therefore cuts and fills are not expected to exceed 2-3 feet. No retaining walls are proposed other than potential landscape walls less than 2' in height. Cut fill slopes will not exceed 5:1 or 20%

(6) The plan complies with applicable portions of the Comprehensive Plan, this Code, and state and federal Laws.

Response: With the submittal of the tentative subdivision plan and this burden of proof, the applicant is demonstrating compliance with all applicable Grants Pass Comprehensive Plan, Development Code requirements, and state and federal laws.

17.510 Base Lot Standards: *All new lots shall conform to the provision of Article 12, other applicable sections of this Code, and the following standards:*

Response: All lots in the proposed development are equal to or greater than 5000 sq.ft., equal to or wider than 50 feet, and the setbacks will meet the requirements for 20 ft front yard, 10 ft exterior side yard, and 5 ft side and rear yard per the requirements in the R2 zone.

17.511 Lot Width to Depth Ratio. *Lot depth shall not exceed four times lot width. This standard may be exceeded where a portion of a lot is located within the floodway and the portion outside of the floodway cannot be further divided.*

Response: No lots within the proposed development have depths that exceed four times the lot width. The proposed development is not within a floodway or flood plain.

17.512 Buildable Lots. *The lot arrangement shall be such that there will be no foreseeable difficulties, by reason of topography or other conditions, in securing development permits or building permits for typical permitted uses allowed in that zone in compliance with this Code, with the exception of properties designated for open space use.*

Response: The subject property is relatively flat and the applicant does not foresee difficulty in constructing the proposed single family residences.

17.513 Through Lots. *Lots that have frontage on more than one street, except corner lots, shall be avoided except where necessary to provide separation of residential developments from streets of collector and arterial street status or to overcome specific disadvantages of topography and/or orientation.*

Response: The proposed lot layout does not create any through lots between public streets. Access to each lot will be limited to the proposed local street. Lots 4-8 on Elmer Nelson Lane are being platted with a common access easement along the rear side of the lots that will allow the structures to be constructed as rear entry properties, mirroring the existing rear entry homes that exist on the south side of Elmer Nelson.

17.514 Side Property Lines. *As far as practical the side property lines of a lot shall run at right angles to the street upon which it faces, except that on a curved street the side property line shall be radial to the curve.*

Response: All proposed property side lines are perpendicular to the streets to the greatest extent possible.

17.515 Curved Property Line at Street Intersections. *At all street intersections, an arc along the property line shall be established to allow construction of standard curb and sidewalk wholly within the right-of-way.*

Response: Curved property lines at each street intersection are included in the lot layout that is demonstrated on the Tentative Plat.

17.516 Commercial Properties. *Any modification to a commercial property through a property line vacation, property line adjustment, partition, or subdivision shall address the following:*

(a) *The applicant has demonstrated the property configuration does not preclude development in accordance with Article 20, including the building orientation standards.*

(b) *The applicant has demonstrated the property configuration meets public street block length and perimeter standards of Articles 17 and 27, and has provided right-of-way and public street and pedestrian way improvements as necessary to meet these standards.*

(c) *The applicant has provided, or revised as necessary, vehicular, pedestrian, and bicycle easements on and between properties to meet the connectivity requirements of Article 27.*

(d) *When required by the Director, the applicant has provided a conceptual site plan to demonstrate the property configuration will enable development in compliance with the provisions of this Code.*

(e) *Conditions relating to the issues in this section may be imposed as part of the decision as may be necessary to enable future coordinated development of the properties in accordance with the provisions of this Code.*

Response: The subject property is not commercial, therefore this section is not applicable to this development.

17.520 Flag lots. *No flag lot shall be approved by the review body unless the following requirements are met:*

(a) *A street cannot reasonable or practically be created to serve the properties.*

Response: There are six flag lots proposed on the development to ensure each lot has the minimum street frontage allowed by code. The applicant has tried to minimize the use of flag lots within the proposed development. However existing street patterns have required some flag lots to be proposed to efficiently layout 5000 sq.ft. lots within the constraints of the property lines.

(b) *The flag pole shall be at least the minimum width allowed in the appropriate zone. The maximum length for a flag pole shall be twice the width of the lot, or twice the length of the lot, whichever is less.*

Response: Each flag lots meets the minimum width allowed in R2 zone and the flag pole lengths are less than twice the width of each lot.

(c) The flag pole shall be designed such that a driveway meeting the standards of Section 27.121(8) could be constructed within the flag pole, unless an alternative access is provided by easement. The access shall not encroach upon or cross a live stream, ravine, irrigation ditch, or similar topographic feature without provision of an adequate structure, fill, or culvert to provide access for emergency vehicles. Any such required structure shall be constructed prior to final plat or plan approval. The review body may require the structure to be certified by a registered engineer as meeting this standard.

Response: Each flag lot stem is a minimum of 20' wide and will allow a driveway to be constructed by the home builder. None of the proposed flag lots cross a stream, ditch, or ravine.

(d) Flag lots shall not be created off minimum access streets.

Response: The flag lots are proposed from public full width streets.

(e) Not more than two abutting flag poles are permitted.

Response: No more than two abutting flag lots are proposed within the Summerfield North Subdivision.

2. Article 12 – Zoning Districts

12.140 Determining Maximum Residential Density. (12.44 du/acre)

(1) The maximum number of dwelling units (du) allowable under either Base Development Standards or Alternative Development Options shall be determined according to the following formula:

Total Site (Acres) - dedicated public right of way (acres) = Useable Site (Acres) x maximum density allowed by zone (du/acre) = Maximum Dwelling Units allowed on site (round to whole number by dropping all fractions).

(2) Using the Base Development Standards, the minimum lot size, the particulars of site layout and topography, and the access requirements may result in yielding less than the allowable maximum dwelling units for any given proposal. In this case, the most restrictive requirement shall govern.

(3) The maximum density for any given zone is not subject to increase using the variance process or the subdivision process. The maximum density for any given zone may be increased only by using the PUD process, small lot allowance, or density incentives as provided in this Code.

(4) *The maximum net density for all residential zones shall be as given in the following schedule. Net density in Schedule 12-4 generally corresponds to the following calculation: Divide the area in an acre (43,460 square feet) by the minimum area per dwelling unit (du) from Column 3 in Schedule 12-5. For example, in the R-2 zone: 43,560 sq ft / 3,500 sq ft minimum land area per dwelling / = 12.44 du/acre.*

However, the maximum density measurement of dwellings/acre in Schedule 12-4 provides guidance for other provisions of this code intended to provide greater flexibility for unique site conditions and other issues, such as small lot allowances, cluster lots, and Planned Unit Developments (PUDs).

Response: The density is calculated by taking the total developable area (8.39 acres) and subtracting the area for street right of ways (1.49 acres) which equals 6.90 acres. Then taking the total developable area (6.9 acres) x 12.44 du/acre (R2 zone maximum density) = maximum dwelling units (85 units). The applicant is proposing 50 single family residential lots and therefore the maximum density will be 7.25 du/acre, meeting this code requirement.

12.145 Determining Minimum Residential Density (12.44du/acre)

In order to ensure an adequate supply of sites zoned for different housing types at appropriate locations, some residential zones have minimum density requirements. Zones with minimum density requirements are designated on the zoning map with an "M" suffix following the name of the zoning district. This allows 'legacy' zones to continue to be subject to the original standards, while most newly zoned properties will meet the newer requirements.

Response: The subject property is zoned R-2 and not R-2M, therefore the minimum density does not apply.

12.150 Residential Base Development Standards

12.151 Purpose. *The purpose of this Section is to provide the Base Development Standards for all residential uses, including lot size, lot dimension, setbacks, structure height and lot access.*

12.152 Lot Requirements

(1) Minimum lot requirements shall be as given in Schedule 12-5, except as specified in Section 12.152(2)(d) for zero-lot line development for attached housing or as otherwise specified in Subsection (2).

Response: All lots in the proposed development are equal to or greater than 5000 sq.ft., equal to or wider than 50 feet, and the setbacks will meet the requirements for 20 ft front yard, 10 ft exterior side yard, and 5 ft side and rear yard per the requirements in the R-2 zone.

OREGON ADMINISTRATIVE RULES (OAR)

3. Chapter 660: Land Conservation & Development Department

(A) Division 3: Procedure For Review & Approval Of Compliance Acknowledgment Request

Response: The Land Conservation & Development Commission granted acknowledgement of the City of Grants Pass Comprehensive Plan, pursuant to the process outlined under this OAR Section. Therefore, the applicant's request for a Land Subdivision is being made within a jurisdiction that possesses an acknowledged Comprehensive Plan.

(B) Division 12: Transportation Planning

(i) 660-012-0060 — Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

Response: The proposed land subdivision will not significantly affect an existing or planned transportation facility.

(C) Division 15: Statewide Planning Goals & Guidelines

(ii) 660-15-0000(1), Goal 1 — Citizen Involvement

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Response: The applicant is working through the City of Grants Pass process to apply for the proposed subdivision as regulated by the City's development code. As such, notice of the application will be sent to neighboring property owners, printed in a newspaper of general circulation in Grants Pass for two consecutive days not less than 20 days prior to the hearing and posted on site. Review of the proposed subdivision shall undergo a Planning Commission hearing at the discretion of the planning staff. The mailed notices, posted notice, printed notice, and hearing will provide sufficient opportunities for citizens of Grants Pass to comment on the proposal.

(iii) 660-15-0000(2), Goal 2 — Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

City, County, State and Federal Agencies and special district plans and actions related to land use shall be consistent with the Comprehensive Plans of cities and counties and regional plans adopted under ORS Chapter 268.

Response: Through the submittal of this application, along with all of the accompanying information, the applicant is demonstrating and justifying that the proposed land subdivision is in conformance with all applicable standards of the Comprehensive Plan and the Development Code.

(iv) 660-15-0000(3), Goal 3 — Agricultural Lands

To preserve and maintain agricultural lands.

Response: This property is not zoned Agricultural, therefore this section is not applicable.

(v) 660-15-0000(4), Oregon Land Use Planning Goal 4 — Forest Lands

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Forest lands are those lands acknowledged as forest lands as of the date of adoption of this goal amendment. Where a plan is not acknowledged or a plan amendment involving forest lands is proposed, forest land shall include lands which are suitable for commercial forest uses including adjacent or nearby lands which are necessary to permit forest operations or practices and other forested lands that maintain soil, air, water and fish and wildlife resources.

(a) Guidelines

B. Implementation

1. *Before forest land is changed to another use, the productive capacity of the land in each use should be considered and evaluated.*

Response: This property is not zoned forestry, therefore this section is not applicable.

(vi) 660-15-0000(5), Goal 5 — Open Space, Scenic, and Historic Areas and Natural Resources

To protect natural resources and conserve scenic and historic areas and open spaces.

Response: The site proposed for the land subdivision does not exhibit any historic resources or wetland potential. Therefore, the encouragement of the protection and management of significant resources in mutual cooperation with appropriate Federal or State agencies will be accomplished with this development.

(vii) 660-15-0000(6), Goal 6 — Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Response: If the City approves this application, the site would subsequently be developed into residential lots for single family dwellings. The development of this site would only include enough site disturbance to build a single-family dwelling on each lot. Once home construction is complete, trees and other vegetation would be landscaped by homeowners and allowed to grow indefinitely, thereby continuously improving air quality.

(viii) 660-15-0000(7), Goal 7 — Areas Subject to Natural Disasters and Hazards

To protect people and property from natural hazards.

Response: The site is not located within a fire hazard area, existing vegetation is grass and weeds and the property is currently being used as a property management office and also one residential home. The site is located within the Grants Pass Fire District.

(ix) 660-15-0000(8), Goal 8 — Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response: The proposed subdivision is not seeking to develop the site as one that would meet the recreational needs of Grants Pass. The subject site enjoys close access to the Rogue River and associated parks.

(x) 660-15-0000(9), Goal 9 — Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Response: The approval of the land subdivision application for residential uses would expand and increase the productivity from several existing industries and firms. First, it would utilize several components of the development, construction and building industries and trades through site development work, home construction and ongoing home improvement. Second, it would create additional residents / consumers within the area that would utilize the many firms and industries that provide residents with the many goods and services that are typically demanded by residents of the area.

(xi) 60-15-0000(10), Goal 10 — Housing

To provide for the housing needs of citizens of the state.

(b) Guidelines

A. Planning

1. In addition to inventories of buildable lands, housing elements of a comprehensive plan should, at a minimum, include:

(1) a comparison of the distribution of the existing population by income with the distribution of available housing units by cost;

- (2) a determination of vacancy rates, both overall and at varying rent ranges and cost levels;
- (3) a determination of expected housing demand at varying rent ranges and cost levels;
- (4) allowance for a variety of densities and types of residences in each community; and

Response: Approval of this subdivision request will allow the development of approximately 50 single family home sites meeting the increasing demand in Josephine County for residential homes.

(xii) 660-15-0000(11), Goal 11 — Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Response: The individual lots will be served by city sewer and water facilities. The properties will receive additional public services from Grants Pass Fire District; Grants Pass Police Department; Josephine County social services programs; applicable school district(s); applicable waste collection services; and applicable ambulance / medical facilities and services. No new public facilities or services are proposed as part of this application as these services are already in place.

(xiii) 660-15-0000(12), Goal 12 — Transportation

To provide and encourage a safe, convenient and economic transportation system. A transportation plan shall:

- (9) Conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

Response: Approval of this request would lead to development of single family residential homes as allowed by the existing underlying city zoning.

(xiv) 660-15-0000(13), Goal 13 — Energy Conservation

Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

Response: If the site is developed into a subdivision, new homes on the property shall be constructed pursuant to the energy efficient standards that are required by the current edition of the International Building Code (IBC). Electric utilities shall be installed underground, thereby minimizing the need for repair and replacement of electric energy infrastructure.

Technological strides continue to be made in the solar energy and the ground source heating and cooling field that will continue to make these alternatives more attractive each year. There are tax rebates and incentives available for such systems that will also help to persuade homeowners to the advantages of such technologies.

(xv) 660-15-0000(14), Goal 14 — Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

(c) *Single-Family Dwellings in Exception Areas*

Notwithstanding the other provisions of this goal, the commission may by rule provide that this goal does not prohibit the development and use of one single-family dwelling on a lot or parcel that:

(a) *Was lawfully created;*

(b) *Lies outside any acknowledged urban growth boundary or unincorporated community boundary;*

(c) *Is within an area for which an exception to Statewide Planning Goal 3 or 4 has been acknowledged; and*

(d) *Is planned and zoned primarily for residential use.*

Response: If the proposed land subdivision is approved, the site would be developed into single family dwellings as allowed by the underlying City zoning. The subdivision will be legally created through the platting process, and utilities will be installed and extended to each new lot.

(xvi) *Statewide Planning Goals 15 – 19 do not apply to the City of Grants Pass.*

(D) *Division 18: Plan & Land Use Regulation Amendment Review Rule*

(xvii) 660-018-0005 — Purpose

This division is intended to implement provisions of ORS 197.610 through 197.625. The overall purpose is to carry out the state policies outlined in ORS 197.010 and Or Laws 2003, Chapter 800, Section 17(2).

Response: OAR 660-018 provides the requirements for notices, timelines, appeal procedures and other items relating to Land Use applications. It is understood that the process, submittal requirements, procedure, appeal options, timelines, etc., of the proposed application, is subject to all of the applicable definitions, criteria, standards, etc., that are outlined in this Division. Further, the applicant will work with City Staff to assure that all procedures are properly followed.

OREGON REVISED STATUTES (ORS)

ORS Chapter 92 – Subdivisions and Partitions

92.014 Approval of city or county required for specified divisions of land. (1) A person may not create a street or road for the purpose of subdividing or partitioning an area or tract of land without the approval of the city or county having jurisdiction over the area or tract of land to be subdivided or partitioned.

(2) Notwithstanding ORS 92.175, an instrument dedicating land to public use may not be accepted for recording in this state unless the instrument bears the approval of the city or county authorized by law to accept the dedication

Response: This application for a land subdivision meets the requirements of ORS 92.014 if the applicant receives approval from the City of Grants Pass.

92.040 Application for approval of subdivision or partition; tentative plan; applicability of local government laws. (1) Before a plat of any subdivision or partition subject to review under ORS 92.044 may be made and recorded, the person proposing the subdivision or partition or authorized agent or representative of the person shall make an application in writing to the county or city having jurisdiction under ORS 92.042 for approval of the proposed subdivision or partition in accordance with procedures established by the applicable ordinance or regulation adopted under ORS 92.044. Each such application shall be accompanied by a tentative plan showing the general design of the proposed subdivision or partition. No plat for any proposed subdivision or partition may be considered for approval by a city or county until the tentative plan for the proposed subdivision or partition has been approved by the city or county

Response: The applicant has included a tentative plan map with the land subdivision application for review to the City of Grants Pass. The final plat map for this subdivision will not be recorded until tentative plan approval is obtained from the City.

92.050 Requirements of survey and plat of subdivision and partition.

(1) A person shall not submit a plat of a subdivision or partition for record, until all the requirements of ORS 209.250 and the plat requirements of the subdivision or partition have been met.

(2) The survey for the plat of the subdivision or partition shall be done in a manner to achieve sufficient accuracy that measurements may be taken between monuments within one-tenth of a foot or one ten-thousandth of the distance shown on the subdivision or partition plat, whichever is greater.

(3) The survey and plat of the subdivision or partition shall be made by a registered professional land surveyor.

(4) The plat of the subdivision or partition shall be of sufficient scale and lettering size, approved by the county surveyor, so that:

(a) The survey and mathematical information and all other details are clearly and legibly shown on the plat.

- (b) *Each lot or parcel is numbered consecutively.*
- (c) *The lengths and courses of the boundaries of each lot or parcel are shown on the plat.*
- (d) *Each street is named and shown on the plat.*
- (5) *The locations and descriptions of all monuments found or set must be carefully recorded upon all plats and the proper courses and distances of all boundary lines, conforming to the surveyor's certificate, must be shown.*
- (6) *The location, dimensions and purpose of all recorded and proposed public and private easements must be shown on the subdivision or partition plat along with the county clerk's recording reference if the easement has been recorded by the county clerk. Private easements become effective upon the recording of the plat.*
- (7) *The area of each lot or parcel must be shown on the subdivision or partition plat.*
- (8) *In addition to showing bearings in degrees, minutes and seconds and distances in feet and hundredths of a foot, the following curve information must be shown on the subdivision or partition plat either on the face of the map or in a separate table:*
 - (a) *Arc length;*
 - (b) *Chord length;*
 - (c) *Chord bearing;*
 - (d) *Radius; and*
 - (e) *Central angle.*
- (9) *A city or county may not require that a final subdivision, condominium or partition plat show graphically or by notation on the final plat any information or requirement that is or may be subject to administrative change or variance by a city or county or any other information unless authorized by the county surveyor. [Amended by 1955 c.756 §10; 1983 c.309 §3; 1989 c.772 §8; 1991 c.763 §10; 1993 c.702 §3; 1995 c.382 §4; 1997 c.489 §2; 1999 c.1018 §1; 2005 c.399 §5]*

Response: The applicant has retained the services of Rhine-Cross Group, LLC to prepare the Tentative Subdivision Plan and application for the land subdivision. The final plat map will be prepared by an Oregon Registered Land Surveyor in accordance with ORS 92.050 should the applicant receive tentative plan approval from the City. The subdivision will be monumented in accordance with ORS 92.060.

92.075 Declaration required to subdivide or partition property; contents.

- (1) *In order to subdivide or partition any property, the declarant shall include on the face of the subdivision or partition plat, if a partition plat is required, a declaration, taken before a notary public or other person authorized by law to administer oaths, stating that the declarant has caused the subdivision or partition plat to be prepared and the property subdivided or partitioned in accordance with the provisions of this chapter. Any dedication of land to public purposes or any public or private easements created, or any other restriction made, shall be stated in the declaration.*
- (2) *If the declarant is not the fee owner of the property, the fee owner and the vendor under any instrument of sale shall also execute the declaration for the purpose of consenting to the property being subdivided or partitioned.*

(3) If the subdivision or partition plat contains any dedication or donation of land to public purposes, the holder of any mortgage or trust deed shall also execute the declaration for the purpose of consenting to the property being submitted to the provisions of this chapter.

(4) Notwithstanding the provisions of subsections (1) to (3) of this section, the fee owner, vendor or the mortgage or trust deed holder may record an affidavit consenting to the declaration of property being subdivided or partitioned and to any dedication or donation of property to public purposes. The affidavit must indicate the recorded document by which the interest in the property was acquired and all information required by ORS 93.410 to 93.530 and must be recorded in deed records at the same time as the subdivision or partition plat. The county clerk shall note the recording information of the affidavit on the original and any exact copies of the subdivision or partition plat. [1991 c.763 §3; 1995 c.382 §8; 2005 c.399 §9]

Response: The final plat map will be prepared by an Oregon Registered Land Surveyor and will contain a declaration, taken before a notary public, stating the requirements of ORS 92.075

92.080 Preparation of plat.

Notwithstanding ORS 205.232 and 205.234, all plats subdividing or partitioning land in a county in this state, dedications of streets or roads or public parks and squares and other writings made a part of the subdivision or partition plats offered for record in a county in this state must be made on material that is 18 inches by 24 inches in size with an additional three-inch binding edge on the left side when required by the county clerk or the county surveyor, that is suitable for binding and copying purposes, and that has the characteristics of strength and permanency required by the county clerk and county surveyor. All signatures on the original subdivision or partition plat must be in archival quality black ink. The subdivision or partition plat must be of a scale required by the county surveyor. The lettering of the approvals, the declaration, the surveyor's certificate and all other information must be of a size or type to be clearly legible, but the information may not come nearer an edge of the sheet than one inch. The subdivision or partition plat may be placed on as many sheets as necessary, but a face sheet and an index page must be included for subdivision or partition plats placed upon three or more sheets. [Amended by 1955 c.756 §12; 1973 c.696 §15; 1985 c.582 §1; 1989 c.772 §12; 1991 c.763 §14; 1993 c.321 §6; 1993 c.702 §5; 1997 c.489 §5; 1999 c.710 §3; 2005 c.399 §10]

Response: The final plat map will be prepared by an Oregon Registered Land Surveyor and will be on approved material 18"X24" in size with all the requirements of ORS 92.080.

92.095 Payment of taxes, interest or penalties before subdivision or partition plat recorded.

(1) A subdivision or partition plat may not be recorded unless all ad valorem taxes have been paid, including additional taxes, interest and penalties imposed on land disqualified for any special assessment and all special assessments, fees or other charges required by law to be placed upon the tax roll that have become a lien upon the land or that will become a lien during the tax year.

(2) After July 1, and before the certification under ORS 311.105 of any year, the subdivider or partitioner shall:

(a) If the exact amount of taxes, penalties, special assessments, fees and charges can be computed by the assessor, pay the amount to the tax collector. The assessor is authorized to levy and the tax collector is authorized to collect the amount.

(b) If the assessor is unable to compute the amount at the time, either:

(A) Pay the amount estimated by the assessor to be needed to pay the taxes, penalties, special assessments, fees and other charges to become due; or

(B) Deposit with the tax collector a bond or irrevocable letter of credit with a good and sufficient undertaking in an amount the assessor considers adequate to ensure payment of the taxes to become due. The bond or irrevocable letter of credit amount may not exceed twice the amount of the previous year's taxes, special assessments, fees and other charges upon the land.

(3) Taxes paid or for which security is given under subsection (2)(a) or (b) of this section are entitled to the discount provided by ORS 311.505.

(4) ORS 311.370 applies to all taxes levied and collected under subsection (2) of this section, except that any deficiency constitutes a personal debt against the person subdividing or partitioning the land and not a lien against the land and must be collected as provided by law for the collection of personal property taxes.

(5) If a subdivision or partition plat is recorded, any additional taxes, interest or penalties imposed upon land disqualified for any special assessment become a lien upon the land on the day before the plat was recorded

Response: If the applicant receives approval from the City of Grants Pass for the land subdivision, all ad valorem taxes shall be paid prior to recording the final plat.

92.100 Approval of plat by city or county surveyor; procedures; approval by county assessor and county governing body; fees.

(1)(a) Except as provided in subsection (4) of this section, before a subdivision or partition plat that covers land within the corporate limits of a city may be recorded, the county surveyor must approve the plat.

(b) Notwithstanding ORS 92.170, the governing body of the city may, by resolution or order, designate the city surveyor to serve in lieu of the county surveyor or, with concurrence of the county surveyor, a contract surveyor to act as city surveyor.

(c) Except as provided in subsection (4) of this section, if the land is outside the corporate limits of any city, the subdivision or partition plat must be approved by the county surveyor before it is recorded.

(d) All subdivision plats must also be approved by the county assessor and the governing body of the county in which the property is located before recording.

(e) Notwithstanding paragraph (d) of this subsection, a county may provide by ordinance for the approval of subdivision plats by:

(A) The county assessor; and

(B)(i) The chairperson of the governing body of the county;

(ii) The vice chairperson of the governing body of the county; or

(iii) A person designated in lieu of the chairperson or vice chairperson.

(f)(A) A partition plat is subject only to the approval of the city or county surveyor unless:

(i) The partition plat includes a dedication of land for public road purposes; or

(ii) Provided otherwise by ordinance of the governing body.

(B) The city or county surveyor shall review the partition plat only for compliance with the survey-related provisions of ORS 92.010 to 92.192 and 209.250.

(2) Before approving the subdivision plat as required by this section, the county surveyor shall check the subdivision site and the subdivision plat and shall take measurements and make

computations and other determinations necessary to determine that the subdivision plat complies with the survey-related provisions of ORS 92.010 to 92.192 and 209.250 and with survey-related requirements established pursuant to an ordinance or resolution passed by the governing body of the controlling city or county.

(3) Before approving the partition plat as required by this section, the county surveyor shall check the partition plat and make computations and other determinations that the partition plat complies with the survey-related provisions of ORS 92.010 to 92.192 and 209.250 and with the survey-related requirements established pursuant to an ordinance or resolution by the governing body of the controlling city or county.

(4) Before a subdivision or partition plat prepared by the county surveyor in a private capacity may be recorded, the plat must be approved in accordance with subsection (2) or (3) of this section, whichever is applicable, by the surveyor of a county other than the county in which the land is located and who has been designated by the county surveyor.

(5) For performing the service described:

(a) In subsection (2) of this section, the county surveyor shall collect from the subdivider or declarant a fee of \$100 plus \$5 for each lot contained in the subdivision. The governing body of a city or county may establish a higher fee by resolution or order.

(b) In subsection (3) of this section, the county surveyor shall collect from the partitioner or declarant a fee to be established by the governing body.

(c) In subsection (4) of this section, the designated county surveyor shall collect the applicable subdivision or partition plat check fee, and any travel expenses incurred, as established by the designated county surveyor's board of commissioners. The subdivision or partition plat check fee and other expenses must be paid by the subdivider, partitioner or declarant prior to approval of the subdivision or partition plat by the designated county surveyor.

(6) Nothing in this section prohibits a city, county or special district from requiring engineering review and approval of a subdivision plat to ensure compliance with state and local subdivision requirements that relate to matters other than survey adequacy.

(7) Granting approval or withholding approval of a final subdivision or partition plat under this section by the county surveyor, the county assessor or the governing body of a city or county, or a designee of the governing body, is not a land use decision or a limited land use decision, as defined in ORS 197.015.

Response: The final plat map will be prepared by an Oregon Registered Land Surveyor and will be submitted to the City and the Josephine County Surveyor for review and approval. All fees required by the County Surveyor will be paid by applicant. The plat map will be recorded by Josephine County after all required jurisdictional signatures and approvals have been obtained in accordance with ORS 92.100.

ORS Chapter 197 – Comprehensive Land Use Planning Coordination

4. Comprehensive Planning Responsibilities

(J) 197.175 — Cities' and counties' planning responsibilities; rules on incorporations; compliance with goals.

(1) Cities and counties shall exercise their planning and zoning responsibilities, including, but not limited to, a city or special district boundary change which shall mean the annexation of unincorporated territory by a city, the incorporation of a new city and the formation or change of organization of or annexation to any special district authorized by ORS 198.705 to 198.955, 199.410 to 199.534 or 451.010 to 451.620, in accordance with ORS chapters 195, 196 and 197 and the goals approved under ORS chapters 195, 196 and 197. The Land Conservation and Development Commission shall adopt rules clarifying how the goals apply to the incorporation of a new city. Notwithstanding the provisions of section 15, chapter 827, Oregon Laws 1983, the rules shall take effect upon adoption by the commission. The applicability of rules promulgated under this section to the incorporation of cities prior to August 9, 1983, shall be determined under the laws of this state.

Response: It is understood that in the review of this proposed land subdivision, the City of Grants Pass is required to abide by the applicable planning responsibilities and compliance with the Goals in the manner that is outlined above.

- (2) Pursuant to ORS chapters 195, 196 and 197, each city and county in this state shall:*
- (a) Prepare, adopt, amend and revise comprehensive plans in compliance with goals approved by the commission;*
 - (b) Enact land use regulations to implement their comprehensive plans;*
 - (c) If its comprehensive plan and land use regulations have not been acknowledged by the commission, make land use decisions and limited land use decisions in compliance with the goals;*
 - (d) If its comprehensive plan and land use regulations have been acknowledged by the commission, make land use decisions and limited land use decisions in compliance with the acknowledged plan and land use regulations; and*
 - (e) Make land use decisions and limited land use decisions subject to an unacknowledged amendment to a comprehensive plan or land use regulation in compliance with those land use goals applicable to the amendment.*

Response: The City of Grants Pass possesses an acknowledged Comprehensive Plan that is in compliance with the Statewide Goals. It has also adopted land use regulations through the Grants Pass Development Code. The City makes land use decisions and limited land use decisions in compliance with its Plan and the Development Code. In turn, the City's land use decision on the proposed land subdivision must be in compliance with its Plan and the Development Code.

5. Goals Compliance

(E) 197.250 — Compliance with goals required.

Except as otherwise provided in ORS 197.245, all comprehensive plans and land use regulations adopted by a local government to carry out those comprehensive plans and all plans, programs, rules or regulations affecting land use adopted by a state agency or special district shall be in compliance with the goals within one year after the date those goals are approved by the Land Conservation and Development Commission.

Response: The City of Grants Pass Comprehensive Plan and Development Code — along with all plans, programs, rules or regulations affecting land use that are adopted by a State agency or special district — are in compliance with the Statewide Goals. In turn, the City's decision on the proposed land subdivision must be in compliance with the Statewide Goals.

(F) 197.251 — Compliance acknowledgment; commission review; rules; limited acknowledgment; compliance schedule.

(1) Upon the request of a local government, the Land Conservation and Development Commission shall by order grant, deny or continue acknowledgment of compliance of comprehensive plan and land use regulations with the goals. A commission order granting, denying or continuing acknowledgment shall be entered within 90 days of the date of the request by the local government unless the commission finds that due to extenuating circumstances a period of time greater than 90 days is required.

Response: The Land Conservation & Development Commission granted acknowledgement of the City of Grants Pass Comprehensive Plan, pursuant to the process outlined under this Section. Therefore, the applicant's request for a land subdivision is being made within a jurisdiction that possesses an acknowledged Comprehensive Plan. In turn, the City's decision on the proposed land subdivision must be in compliance with the City's acknowledged Comprehensive Plan.

6. Enforcement Of Planning Requirements

(G) 197.340 — Weight given to goals in planning practice; regional diversity and needs.

(1) The Land Conservation and Development Commission, the Department of Land Conservation and Development, other state agencies and local governments shall give the goals equal weight in any matter in which the goals are required to be applied.

Response: The applicant has addressed and provided findings that pertain to all 19 goals, each of which has been weighed equally. Goals 1 through 2 and 5 through 14 apply directly to this proposal. Goal 3 and 4 do not apply to this proposal because the subject property is not designated as Agricultural or Forestry. Goal 15 does not apply because the subject property does not impact the Willamette River Greenway. Goals 16 through 19 do not apply because the subject property is not located within a coastal community and does not exhibit any of the natural coastal features or environments that

are addressed by these Goals. In turn, the City's review and decision on the proposed land subdivision must apply each Goal equally.

(2) The commission and the department shall consider and recognize regional diversity and differences in regional needs when making or reviewing a land use decision or otherwise applying the goals.

Response: It is understood that DLCD, and if necessary LCDC, shall consider and recognize regional diversity and differences in regional needs, such as those peculiar to the City of Grants Pass and the area of the subject property, when reviewing the City's land use decision on the proposed land subdivision and applying the Goals in its review.



GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft

SUMMERFIELD NORTH

PHASE 4-6 OF SUMMERFIELD

TENTATIVE SUBDIVISION PLAN

JULY 2016

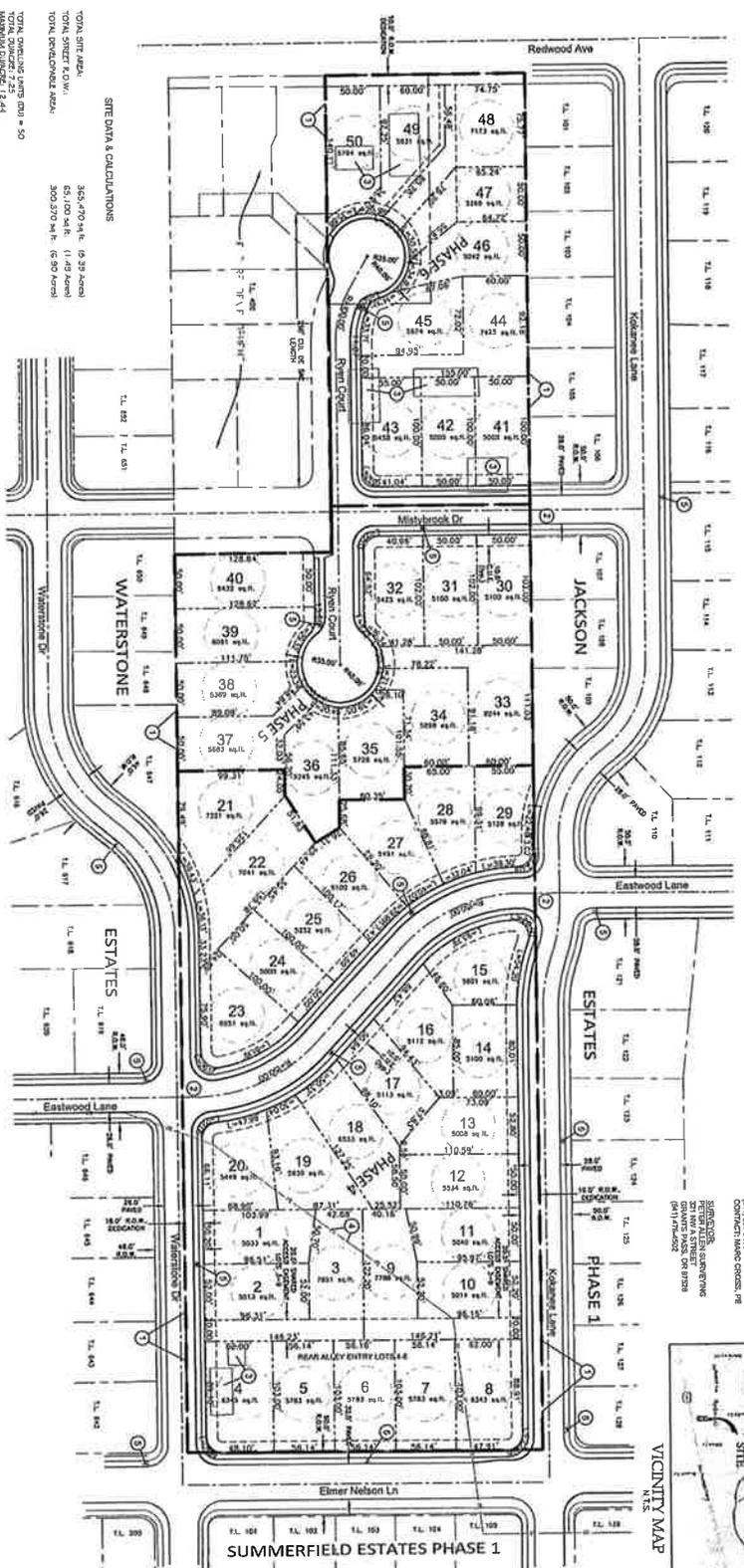
PROJECT INFORMATION:
TRACT NO. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50
APPROX. 1,320 ACRES

OWNER:
GRANTS PASS, OR 97628

DESIGNER:
R-C GROUP, INC.
112 N 5th ST - SUITE 200 - P.O. BOX 909
KLAMATH FALLS, OR 97601

APPLICANT:
GRANTS PASS, OR 97628

DESIGNER:
R-C GROUP, INC.
112 N 5th ST - SUITE 200 - P.O. BOX 909
KLAMATH FALLS, OR 97601



SITE DATA & CALCULATIONS

TOTAL SITE AREA: 265,470 sq. ft. (6.03 acres)
TOTAL STREET R.O.W.: 24,000 sq. ft. (0.55 acres)
TOTAL DEVELOPABLE AREA: 500,370 sq. ft. (11.49 acres)

TOTAL GARAGE SPACES = 50
TOTAL DRIVEWAYS = 23
TOTAL SIDEWALKS = 10
MINIMUM LOT SIZE: 4,000 sq. ft.
MINIMUM LOT WIDTH: 50 ft.

STREETS	DESIGNED	ACTUAL
PHASE 4	20 ft	20 ft
PHASE 5	10 ft	10 ft
PHASE 6	5 ft	5 ft
PHASE 7	5 ft	5 ft

OFF-STREET PARKING DATA

STREETS	# SPACES
PHASE 4	90
PHASE 5	90
PHASE 6	90
PHASE 7	90

TOTAL PROPOSED INCLUDING PARKING WITHIN ROAD GRADE SPACE AND ONE IN EACH SIDEWALK: 100

SOLAR LOT STANDARD NOTE

IN THE EVENT THE PROPOSER HAS ANY QUESTIONS REGARDING THE SOLAR LOT STANDARD, THE PROPOSER SHALL CONTACT THE CITY ENGINEER AT THE ADDRESS LISTED BELOW. THE CITY ENGINEER SHALL BE AVAILABLE TO ASSIST THE PROPOSER IN OBTAINING THE NECESSARY INFORMATION TO COMPLY WITH THE SOLAR LOT STANDARD. THE CITY ENGINEER SHALL BE AVAILABLE TO ASSIST THE PROPOSER IN OBTAINING THE NECESSARY INFORMATION TO COMPLY WITH THE SOLAR LOT STANDARD. THE CITY ENGINEER SHALL BE AVAILABLE TO ASSIST THE PROPOSER IN OBTAINING THE NECESSARY INFORMATION TO COMPLY WITH THE SOLAR LOT STANDARD.

SITE PLAN NOTES

- PROPERTY LINE BOUNDING
- PROPOSED ACCESS POINT
- PROPERTY CORNER
- RE STRUCTURE TO BE REMOVED
- RE PROPOSED TO BE REMOVED
- COOPERATE WITH CITY
- SITE LAYOUT FINAL USINGS
- OTHER AS DESCRIBED BY

SHEET INDEX

- T1 TENTATIVE SUBDIVISION PLAN
- T2 TENTATIVE UTILITY & DRAINAGE PLAN
- T3 TENTATIVE TREE PLAN

DATE: JULY 2016
SHEET: T1
PAGE: 1 OF 3

SUMMERFIELD NORTH
(PHASE 4-6 OF SUMMERFIELD ESTATES)
GRANTS PASS OREGON



R-C GROUP
RHINE-CROSS GROUP, LLC
ENGINEERING - SURVEYING - PLANNING
112 N 5th ST - SUITE 200 - P.O. BOX 909
KLAMATH FALLS, OREGON 97601
Phone: (541) 851-9405 Fax: (541) 273-9200 email@rc-grp.com

OREGON PONDEROSA, LLC
1 FIRE MOUNTAIN WAY
GRANTS PASS, OR 97628
(841) 218-3111

Summerfield 50-lot Single-Family Residential Development

Traffic Impact Analysis

July 14, 2016

Prepared By:



*SOUTHERN OREGON
TRANSPORTATION
ENGINEERING, LLC*

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Summerfield 50-lot Single-Family Residential Development

Traffic Impact Analysis

July 14, 2016

Prepared By:

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC



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I. EXECUTIVE SUMMARY

Summary

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed 50-lot single family residential development in Grants Pass, Oregon. The subject property is located south of Redwood Avenue between SW Waterstone Drive and Kokanee Lane at Township 36S Range 6W Section 23CC, tax lots 200, 300, and 1700.

Access to the site is provided from SW Waterstone Drive, Kokanee Lane, SW Elmer Nelson Lane, an extension of SW Eastwood Lane, and an extension of SW Mistybrook Drive from the east. Proposed development is estimated to generate 476 average daily trips (ADT) to the transportation system with 50 trips occurring during the p.m. peak hour. Distribution of peak hour trips shows 25 reaching the intersection of Kokanee Lane and Redwood Avenue, which is the single study area intersection. The study area was evaluated under existing year 2016 and design year 2018 (no-build and build) conditions during the p.m. peak hour.

Conclusions

The findings of the traffic impact analysis conclude that the proposed 50-lot single family residential development can be approved on the transportation system without creating adverse impacts. Results of the analysis are as follows:

1. The intersection of Kokanee Lane and Redwood Avenue is shown to operate within performance standards under existing year 2016, design year 2018 no-build, and design year 2018 build conditions during the p.m. peak hour.
2. 95th percentile queue lengths were not shown to exceed available link distances under any analysis scenario.
3. Sight distance is shown to be adequate from Kokanee Lane at Redwood Avenue.
4. A westbound left turn lane is currently provided on Redwood Avenue at Kokanee Lane, and the eastbound right turn movement is too low to meet criterion for a right turn lane.
5. There were no safety concerns as a result of crash history at the intersection of Kokanee Lane and Redwood Avenue.

The proposed 50-lot single-family residential development is shown to be in compliance with the City of Grants Pass Comprehensive Plan and Land Development Code. Streets that serve the subject property are shown to have adequate capacity to support proposed development.

II. INTRODUCTION

Background

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed 50-lot single-family residential development in Grants Pass, Oregon.

A traffic analysis is required to address development impacts in accordance with the City of Grants Pass Urban Area Master Transportation Plan and Land Development Code pursuant to Section 27.121(3). The scope of the analysis includes evaluating impacts to the surrounding transportation system under existing and design year conditions. One intersection was shown to be reached with 25 or more peak hour trips during the p.m. peak hour, which is the threshold for when an intersection is considered to be impacted and included as a study area intersection. This included the intersection of Kokanee Lane and Redwood Avenue.

Access to the site is provided from SW Waterstone Drive, Kokanee Lane, SW Elmer Nelson Lane, an extension of SW Eastwood Lane, and an extension of SW Mistybrook Drive from the east.

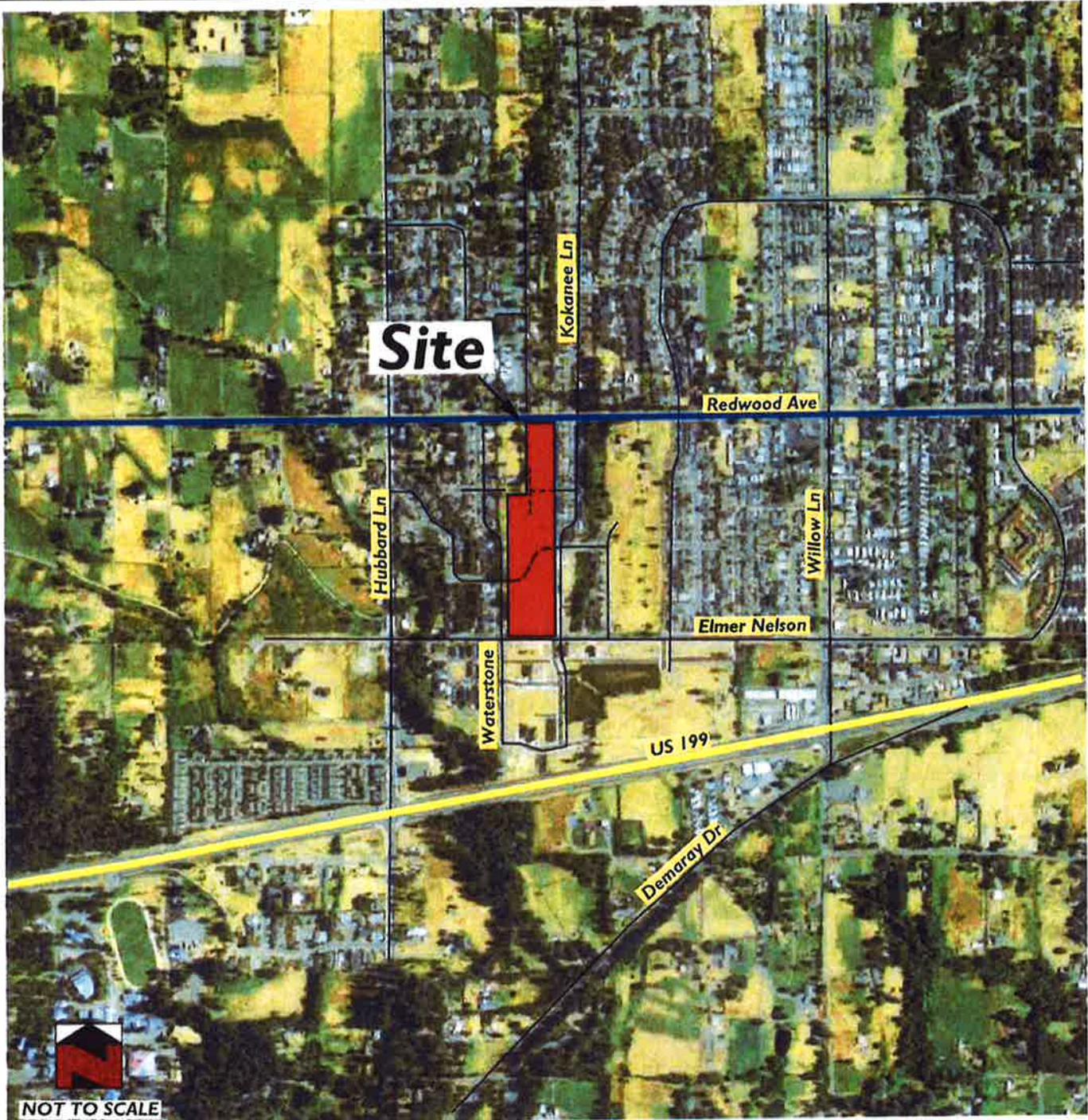
Project Location

The subject property is located at 2825 Redwood Avenue and 2857 SW Elmer Nelson Lane on Township 36S Range 6W Section 23CC, tax lots 200, 300, and 1700 in Grants Pass, Oregon. Refer to Figures 1 and 2 for a vicinity map and site plan.

Project Description

The subject property is currently occupied by three single family residences, which take access from Redwood Avenue and SW Elmer Nelson Lane. Proposed development includes 50 single family residential dwelling units, which are estimated to generate 476 average daily trips (ADT) to the transportation system with 50 trips occurring during the p.m. peak hour. Access from the proposed development will no longer be taken from Redwood Avenue.

Figure 1 : Vicinity Map

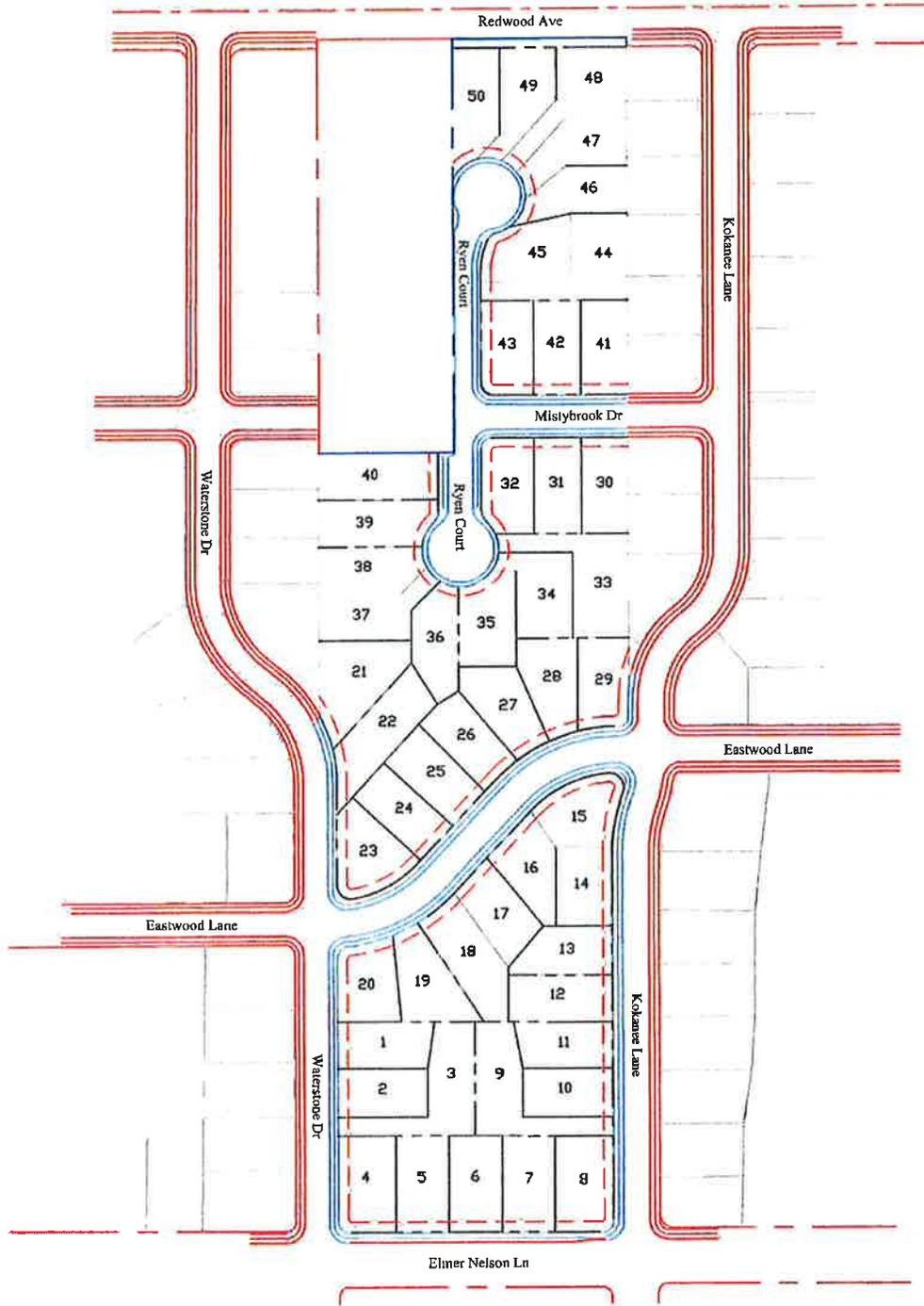


**SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504
ph 541.608.9923 fax 541.535.6873
email: kwkp1@q.com

**Summerfield 50-lot
Residential Subdivision
Traffic Impact Analysis
Grants Pass, Oregon**

Figure 2 : Site Plan



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**Summerfield 50-lot
Residential Subdivision
Traffic Impact Analysis
Grants Pass, Oregon**

III. EXISTING YEAR 2016 NO-BUILD CONDITIONS

Site Conditions

The subject property is located south of Redwood Avenue and north of SW Elmer Nelson Lane between SW Waterstone Drive and Kokanee Lane at 2825 Redwood Avenue and 2857 SW Elmer Nelson Lane in Grants Pass, Oregon. Streets that provide direct access to the site are classified as local streets. The nearest higher order streets include Redwood Avenue to the north, Hubbard Lane to the west, Willow Lane to the east, and Redwood Highway to the south.

Roadway Characteristics

The project study area is defined by higher order streets impacted by 25 or more peak hour trips. The only intersection shown to be reached with 25 or more peak hour trips was the intersection of Kokanee Lane at Redwood Avenue. This intersection is under City of Grants Pass jurisdiction. Table 1 provides a summary of existing roadway classifications and descriptions in the study area.

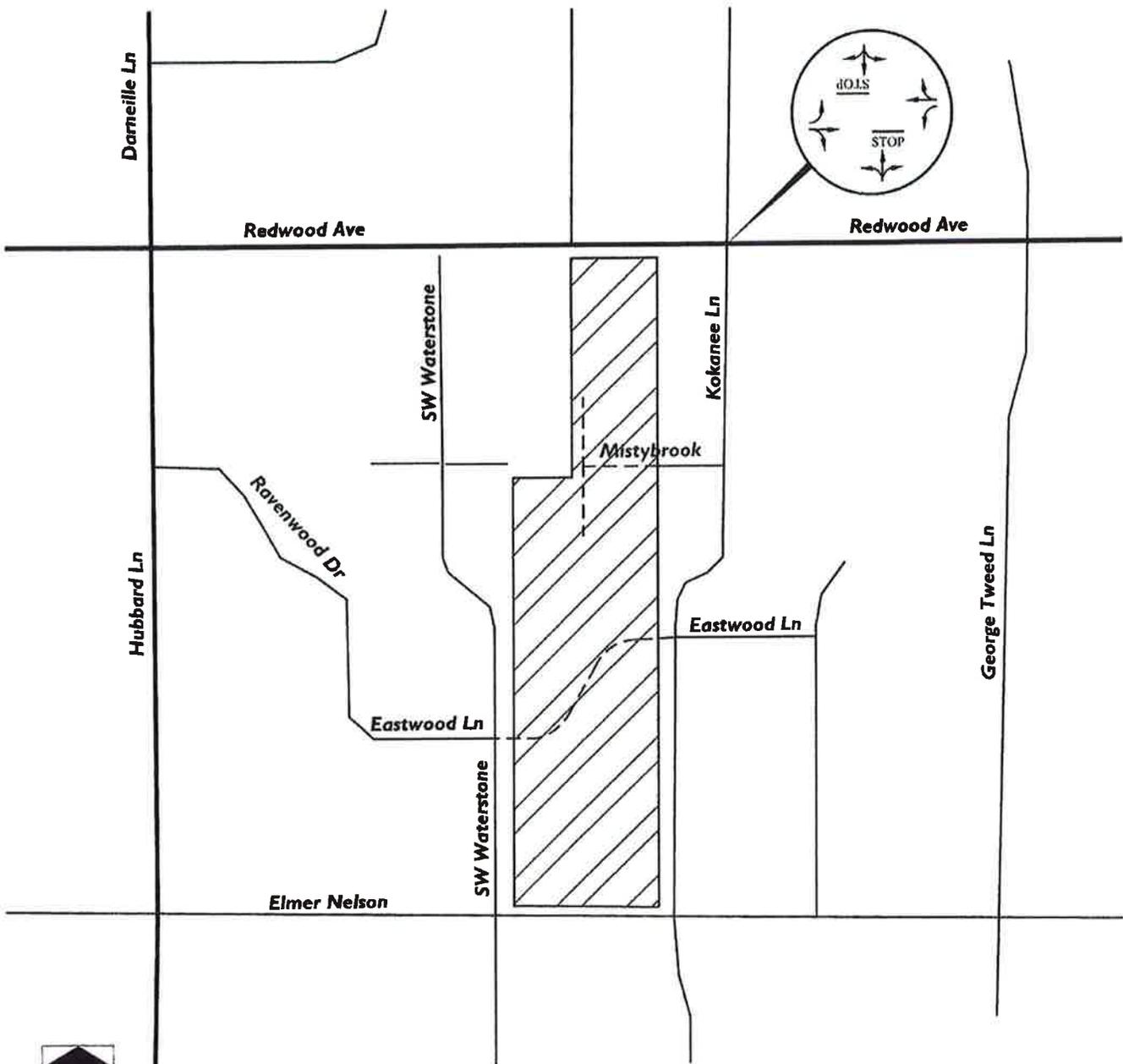
Table 1 - Roadway Classifications and Descriptions

Roadway	Jurisdiction	Functional Classification	Lanes	Operational Standard	Posted Speed (MPH)
Redwood Avenue	City of Grants Pass	Arterial	3	LOS D	35
Kokanee Lane	City of Grants Pass	Local	2	None	25

Traffic Counts

Year 2016 manual traffic counts (3:00-6:00 pm) were collected in June at five intersections within the vicinity of the proposed development to determine existing traffic patterns. Counts were seasonally adjusted using ODOT's 2015 Seasonal Trend Table. A commuter adjustment produced an average seasonal adjustment of 4.2%. Traffic volumes were then adjusted to reflect 30th highest hour volumes. Refer to Figures 3 and 4 for intersection lane configurations and year 2016 design hour volumes during the p.m. peak hour. Counts are provided in Appendix A.

Figure 3 : Intersection Lane Configurations



NOT TO SCALE

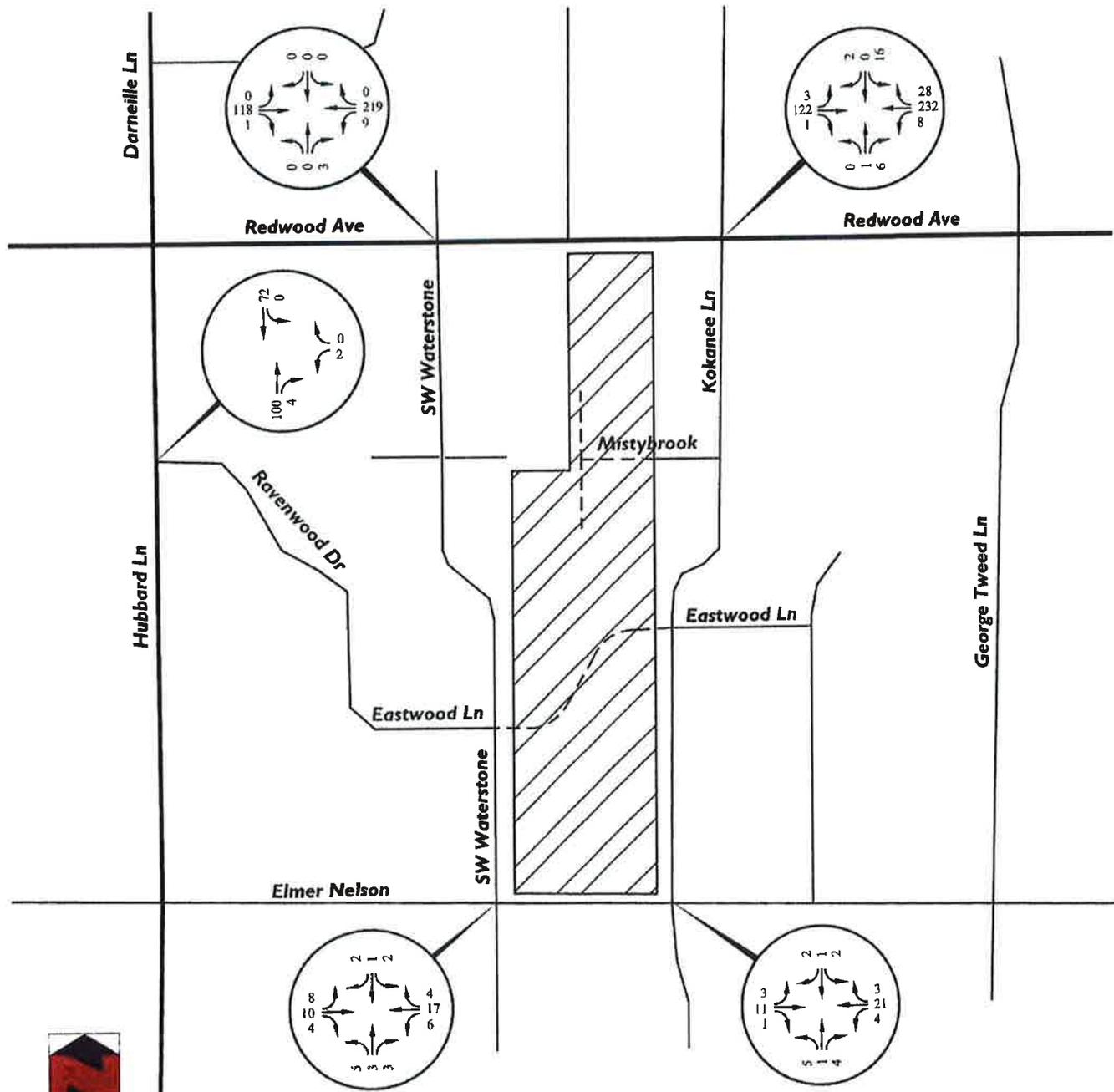


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Figure 4 : Year 2016 No-Build Traffic Volumes, PM Peak Hour



NOT TO SCALE



**SOUTHERN OREGON
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Traffic Impact Analysis
Grants Pass, Oregon**

Intersection Capacity and Level of Service

Intersection capacity calculations were conducted utilizing the methodologies presented in the Year 2010 *Highway Capacity Manual*. Capacity and level of service calculations for unsignalized intersections were prepared using “SYNCHRO” timing software.

Level of service quantifies the degree of comfort afforded to drivers as they travel through an intersection or along a roadway section. The level of service methodology was developed to quantify the quality of service of transportation facilities. Level of service is based on total delay, defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Level of service ranges from “A” to “F”, with “A” indicating the most desirable condition and “F” indicating an unsatisfactory condition. The HCM LOS designations for stop-controlled intersections are provided in Table 2.

Table 2 – HCM Level of Service Designations for Stop-Controlled Intersections

Level of Service	Delay Range
A	< 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	> 50

Streets within the study area are under City of Grants Pass jurisdiction. The City of Grants Pass maintains a level of service “D” minimum for the critical movement at unsignalized intersections. Mitigation is required if proposed development causes a study area intersection to exceed the operational standard and is shown to operate worse than no-build conditions.

Year 2016 No-Build Intersection Operations

The unsignalized intersection of Kokanee Lane and Redwood Avenue was evaluated under existing year 2016 no-build conditions during the p.m. peak hour. Results are summarized in Table 3.

Table 3 - Year 2016 No-Build Intersection Operations, PM Peak Hour

Intersection	Performance Standard	Traffic Control	Year 2016 No-Build
Kokanee Ln / Redwood Ave	LOS D	Stop Controlled	B (southbound)

LOS = Level of Service, V/C = volume-to-capacity

Results of the analysis show study area intersections operate acceptably (within performance standards) under year 2016 no-build conditions. Refer to Appendix C for synchro output sheets.

Year 2016 No-Build 95th Percentile Queuing

Queuing is the stacking up of vehicles for a given lane movement, and it can have a significant effect on roadway safety and the overall operation of a transportation system. Long queue lengths in through lanes can block access to turn lanes, driveways, and minor street approaches, as well as spill back into upstream intersections. As a result of this, the estimation of queue lengths is an important aspect of the analysis process for determining how a transportation corridor operates.

Queue lengths are reported as the average, maximum, or 95th percentile queue length. The 95th percentile queue length is used for design purposes and is the queue length reported in this analysis. Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths. Queues were evaluated at study area intersections under existing year 2016 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 4 for the p.m. peak hour.

Table 4 – Year 2016 No-Build 95th Percentile Queue Lengths, PM Peak Hour

Intersection	Available Link Distance (Ft)	95 th Percentile Queue (Ft)	Exceeded Roadway
<i>Kokanee Ln / Redwood Ave</i>			
Northbound Left/Thru/Right	400'	25'	None
Southbound Left/Thru/Right	725'	50'	None
Westbound Left	250'	25'	None
Westbound Thru/Right	600'	0'	None
Eastbound Left	250'	25'	None
Eastbound Thru/Right	550'	0'	None

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show no link distances are exceeded at the intersection of Kokanee Lane and Redwood Avenue under existing conditions during the p.m. peak hour. Refer to Appendix C for a full queuing and blocking report.

Crash History

Crash data for the most recent 5-year period was provided from ODOT's crash analysis unit. Results for the period of January 1, 2011 through December 31st, 2015 on Redwood Avenue at Kokanee Lane showed no collisions. No further review is shown to be necessary.

IV. DESIGN YEAR 2018 NO-BUILD CONDITIONS

Design Year 2018 No-Build Description

Design year 2018 no-build conditions represent development build year conditions for the study area without consideration of proposed development trips. This condition is evaluated to determine how a study area will be impacted by area background growth. Background growth in this report was derived using the ODOT Future Volume Table. Growth was calculated for Redwood Highway at Redwood Avenue and at Willow Lane. An average growth rate of 1.4% per year from these two locations was then applied to existing design hour volumes to develop design year 2018 no-build conditions. Refer to Figure 5 for estimated growth between the existing year 2016 and design year 2018. Refer to Figure 6 for design year 2018 no-build traffic volumes.

Design Year 2018 No-Build Intersection Operations

The unsignalized intersection of Kokanee Lane and Redwood Avenue was evaluated under design year 2018 no-build conditions during the p.m. peak hour. Results are summarized in Table 5.

Intersection	Performance Standard	Traffic Control	Year 2018 No-Build
Kokanee Ln / Redwood Ave	LOS D	Stop Controlled	B (southbound)

LOS = Level of Service, V/C = volume-to-capacity

Results of the analysis show study area intersections operate acceptably (within performance standards) under design year 2018 no-build conditions. Refer to Appendix D for synchro output sheets.

Design Year 2018 No-Build 95th Percentile Queuing

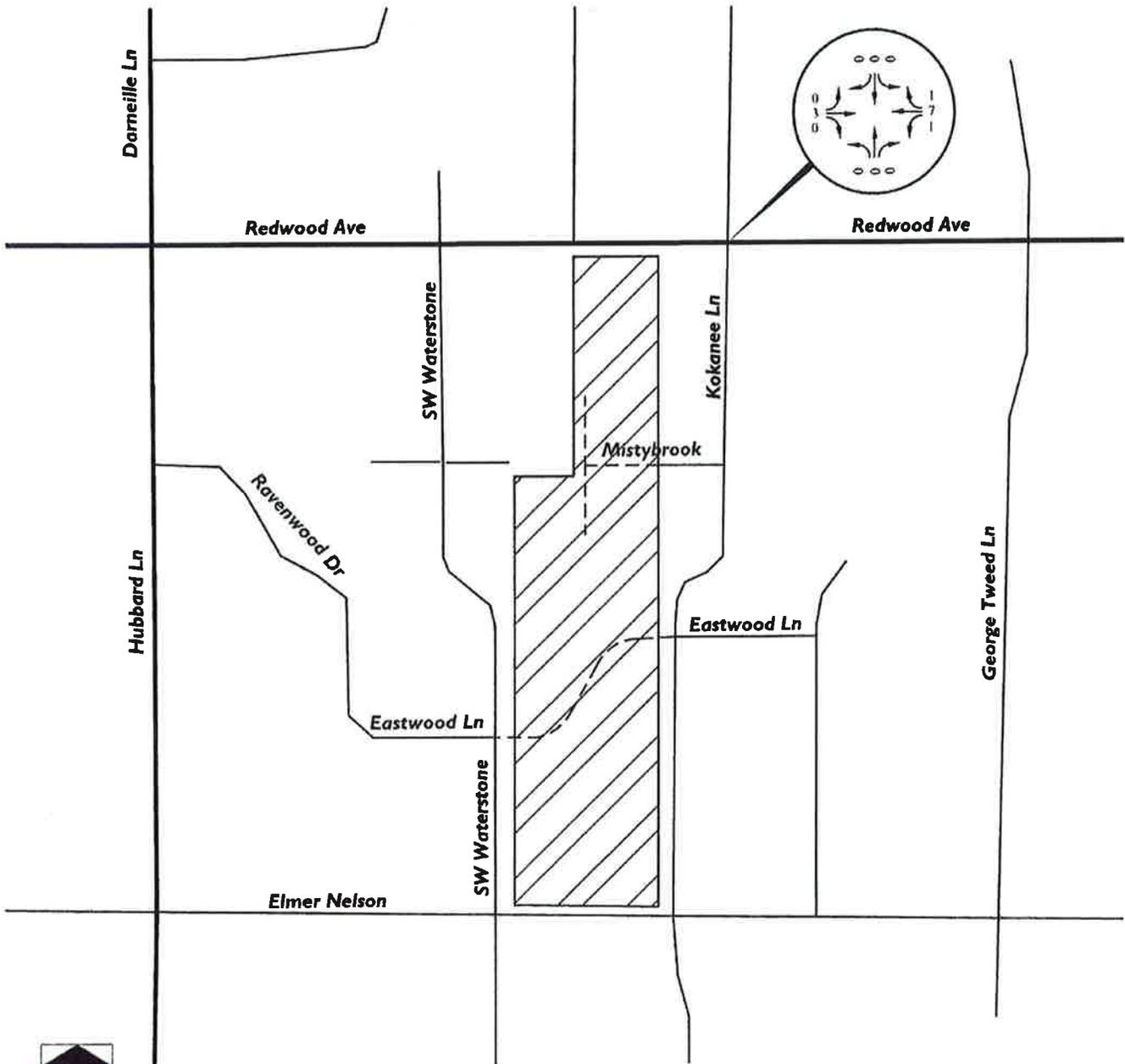
Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under design year 2018 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 6 for the p.m. peak hour.

Intersection / Movement	Available Link Distance (Ft)	95th Percentile Queue (Ft)	Exceeded Roadway
<i>Kokanee Ln / Redwood Ave</i>			
Northbound Left/Thru/Right	400'	25'	None
Southbound Left/Thru/Right	725'	50'	None
Westbound Left	250'	25'	None
Westbound Thru/Right	600'	0'	None
Eastbound Left	250'	25'	None
Eastbound Thru/Right	550'	0'	None

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show no link distances are exceeded at the intersection of Kokanee Lane and Redwood Avenue under design year 2018 no-build conditions during the p.m. peak hour. Refer to Appendix D for a full queuing and blocking report.

Figure 5 : Background Growth Year 2016-2018, PM Peak Hour



NOT TO SCALE

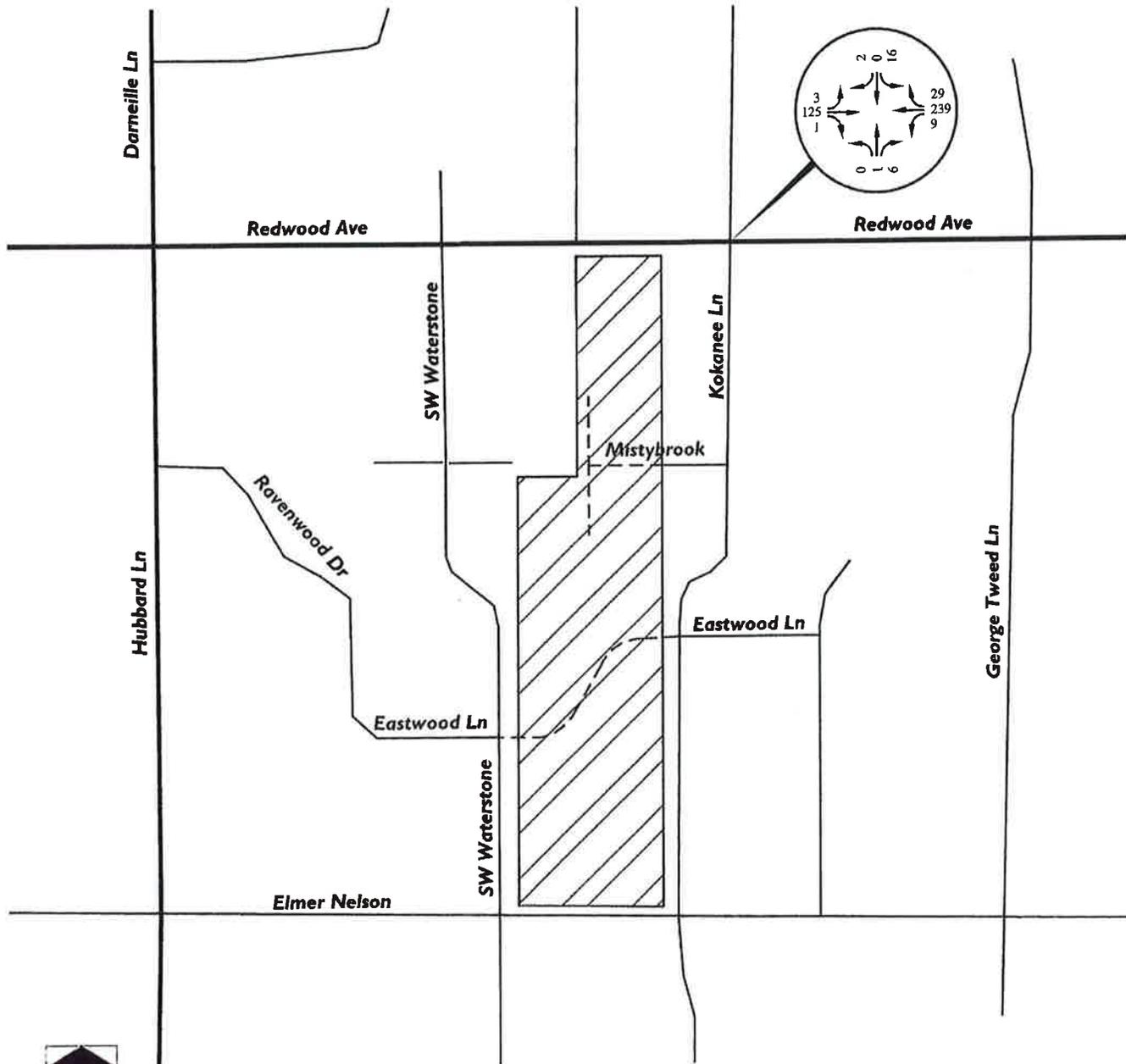


**SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504
 ph 541.608.9923 fax 541.535.6873
 email: kwkp1@q.com

**Summerfield 50-lot
Residential Subdivision
Traffic Impact Analysis
Grants Pass, Oregon**

Figure 6 : Design Year 2018 No-Build Traffic Volumes, PM Peak Hour



NOT TO SCALE



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V. SITE TRAFFIC

Trip Generation

Trip generation calculations for the proposed 50-lot single-family residential development were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition. Rates were used for land use code 210 – Single Family Detached Housing. Refer to Table 7 for a summary of trip generations. ITE trip generation sheets are provided in Appendix B.

Table 7 – Development Trip Generations

Land Use	Unit	Size	Daily Rate	Daily Trips	PM Rate	PM Peak Hour		
						Total	In	Out
210–Single Family Detached Housing	DU	50	9.52	476	1.00	50	31	19
Total Trips				476		262	139	124

* DU = dwelling unit

Trip Distribution and Assignment

Development trips were distributed to the transportation system in accordance with existing traffic patterns and splits from counts at surrounding intersections. This produced the following distribution percentages:

Inbound Trips

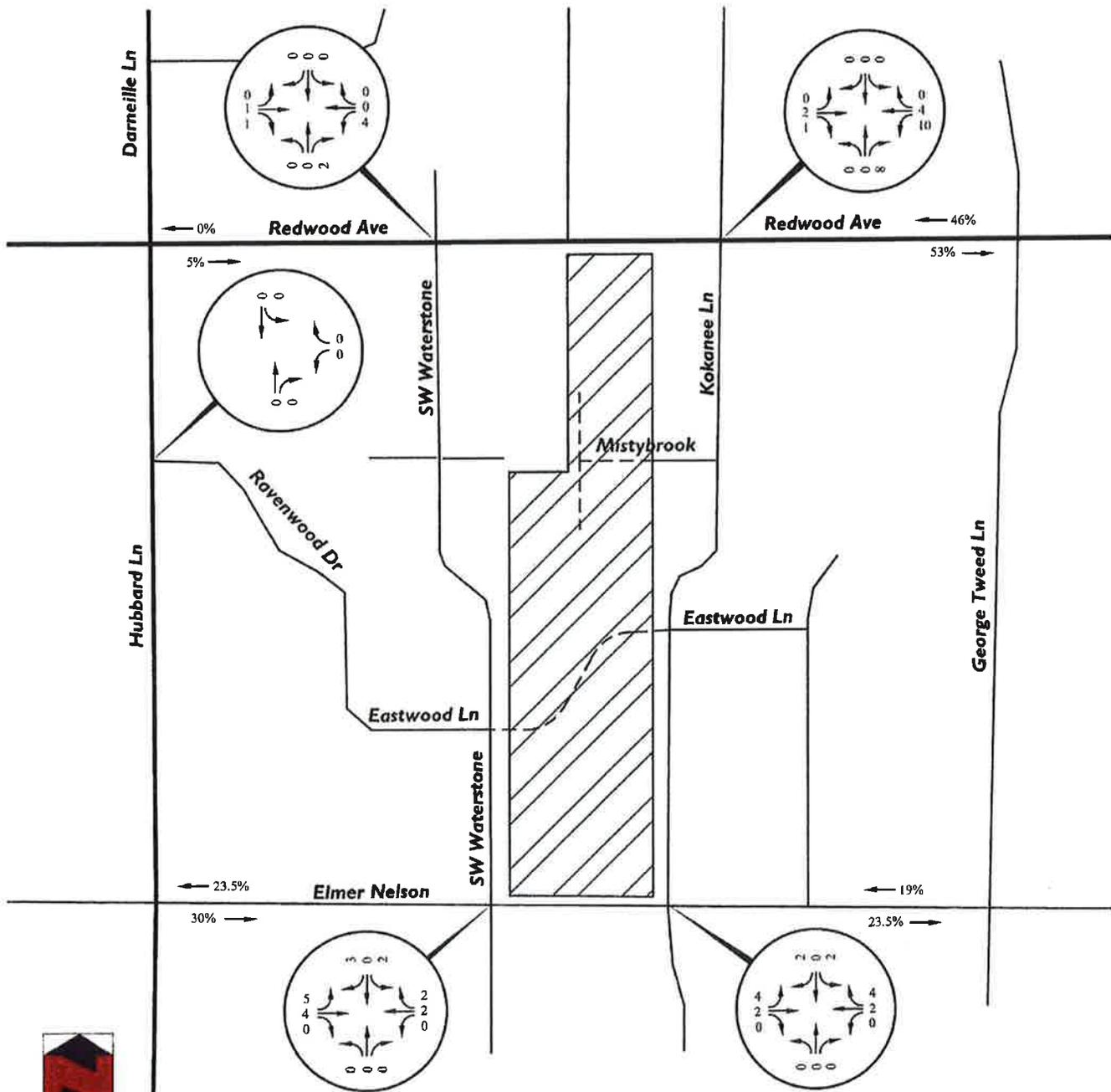
46% Redwood Avenue from the east
 5% Redwood Avenue from the west
 19% Willow Lane from the east
 30% Hubbard Lane from the west

Outbound Trips

53% Redwood Avenue to the east
 0% Redwood Avenue to the west
 23.5% Willow Lane to the east
 23.5% Hubbard Lane to the west

Refer to Figure 7 for development trip distributions and assignments during the p.m. peak hour.

Figure 7 : Development Trip Distribution and Assignment, PM Peak Hour



NOT TO SCALE



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VI. DESIGN YEAR 2018 BUILD CONDITIONS

Design Year 2018 Build Description

Build conditions in this analysis represent no build conditions for the study area with the addition of proposed development trips. Build conditions are compared to no-build conditions to determine what impacts and/or mitigation measures will result from proposed development. Refer to Figure 8 for design year 2018 build conditions during the p.m. peak hour.

Design Year 2018 Build Intersection Operations

The unsignalized intersection of Kokanee Lane and Redwood Avenue was evaluated under design year 2018 build conditions during the p.m. peak hour. Results are summarized in Table 8.

Intersection	Performance Standard	Traffic Control	Year 2018 Build
Kokanee Ln / Redwood Ave	LOS D	Stop Controlled	B (southbound)

LOS = Level of Service, V/C = volume-to-capacity

Results of the analysis show study area intersections continue to operate acceptably (within performance standards) under design year 2018 build conditions. Refer to Appendix E for synchro output sheets.

Design Year 2018 No-Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under design year 2018 build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 9 for the p.m. peak hour.

Intersection / Movement	Available Link Distance (Ft)	95 th Percentile Queue (Ft)	Exceeded Roadway
<i>Kokanee Ln / Redwood Ave</i>			
Northbound Left/Thru/Right	400'	50'	None
Southbound Left/Thru/Right	725'	50'	None
Westbound Left	250'	25'	None
Westbound Thru/Right	600'	0'	None
Eastbound Left	250'	25'	None
Eastbound Thru/Right	550'	0'	None

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis no link distances are exceeded at the intersection of Kokanee Lane and Redwood Avenue under design year 2018 build conditions during the p.m. peak hour. The northbound queue length increased from 25 feet to 50 feet as a result of development traffic, but this is still well within the available link distance. No other queue lengths were shown to change from no-build conditions. Refer to Appendix E for a full queuing and blocking report.

Sight Distance

Redwood Avenue has been improved within the study area to include a center two-way-left-turn-lane (TWLTL) and bike lanes. These improvements have improved sight distance from side streets, including the intersection at Kokanee Lane. Minimum stopping sight distance (SSD) and intersection sight distance (ISD) are both shown to be met.

Design Year 2018 Build Turn Lane Criterion

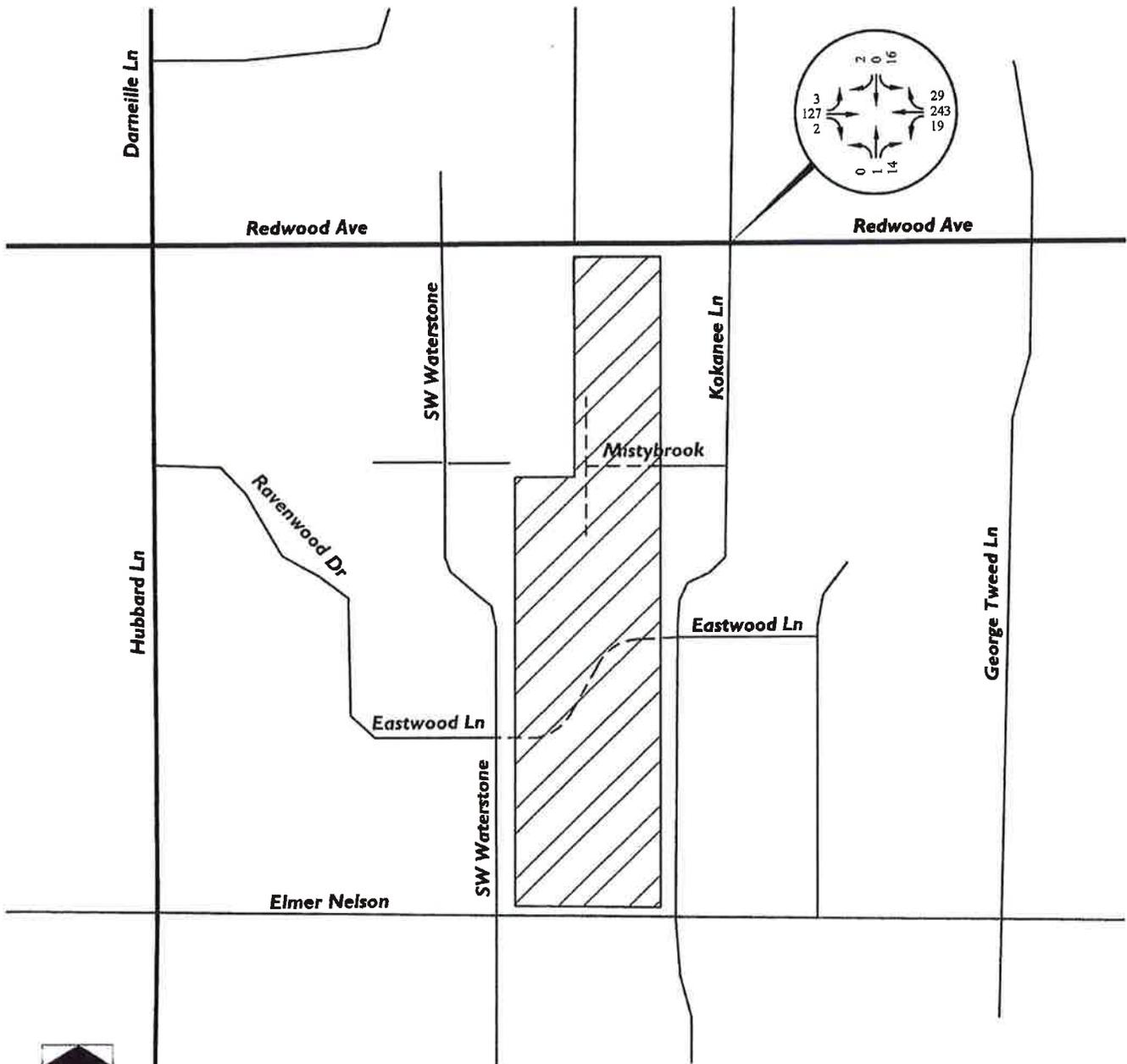
Right Turn Lane Criterion

Right turn lane criterion is not met on Redwood Avenue at Kokanee Lane. The eastbound right turn movement from Redwood Avenue to Kokanee Lane during the peak hour is well below what would require a turn lane. No further evaluation is shown to be necessary.

Left Turn Lane Criterion

A center left turn lane is currently provided on Redwood Avenue at Kokanee Lane. No further left turn analysis is shown to be necessary.

Figure 8 : Design Year 2018 Build Traffic Volumes, PM Peak Hour



NOT TO SCALE



**SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC**

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**Summerfield 50-lot
Residential Subdivision
Traffic Impact Analysis
Grants Pass, Oregon**

VII. CONCLUSIONS

Conclusions

The findings of the traffic impact analysis conclude that the proposed 50-lot single family residential development can be approved on the transportation system without creating adverse impacts. Results of the analysis are as follows:

1. The intersection of Kokanee Lane and Redwood Avenue is shown to operate within performance standards under existing year 2016, design year 2018 no-build, and design year 2018 build conditions during the p.m. peak hour.
2. 95th percentile queue lengths were not shown to exceed available link distances under any analysis scenario.
3. Sight distance is shown to be adequate from Kokanee Lane at Redwood Avenue.
4. A westbound left turn lane is currently provided on Redwood Avenue at Kokanee Lane, and the eastbound right turn movement is too low to meet criterion for a right turn lane.
5. There were no safety concerns as a result of crash history at the intersection of Kokanee Lane and Redwood Avenue.

The proposed 50-lot single-family residential development is shown to be in compliance with the City of Grants Pass Comprehensive Plan and Land Development Code. Streets that serve the subject property are shown to have adequate capacity to support proposed development.

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

July 28, 2016

Ms. Lora Glover
City of Grants Pass
101 NW A Street
Grants Pass, OR 97526

SUBJECT: REVIEW OF TRAFFIC IMPACT ANALYSIS – SUMMERFIELD SUBDIVISION

Dear Lora:

In response to your request, I have reviewed the Traffic Impact Analysis (TIA) submitted in support of the proposed Summerfield Subdivision. The TIA was prepared under the direction of Kimberly Parducci, PE of Southern Oregon Transportation Engineering. The TIA is dated July 14, 2016.

The proposed development is south of Redwood Avenue and north of SW Elmer Nelson Lane between SW Waterstone Drive and Kokanee Lane. The development is proposed to have 50 single-family detached homes.

Overall

I find the TIA addresses the city's requirements. The TIA provides an adequate basis to assess the impacts of the proposed development.

Comments

1. Study Area. The city code requires analysis of intersections where the impact of the proposal causes an increase of 25 or more trips during either the AM or PM peak hour. The trip generation during the PM peak hour produces volumes that exceed this threshold only at the intersection of Redwood Avenue and Kokanee Lane. The analysis included the collection of data at five intersections in the area that helped assess traffic patterns and led to the operational analysis of one intersection where the volume threshold was met.

The analysis area is appropriate and covers the key intersections impacted by the development of the site.

2. Traffic Counts. The traffic counts were conducted in June 2016. The traffic volumes were adjusted to account for seasonal variations using ODOT's methodology. The traffic counts and adjustments appear reasonable.

3. Trip Generation. The engineer estimated trip generation from the proposed subdivision using trip generation rates from the Institute of Transportation Engineers' *Trip Generation Manual* for single-family detached housing, Land Use Category 210. The development is

predicted to generate 38 AM peak hour trips, 50 PM peak hour trips, and 476 weekday trips. This trip generation estimate appears reasonable.

- 4. Trip Distribution.** The TIA presents information on trip distribution. Approximately half of the traffic was predicted to use Redwood Avenue to and from the east. Approximately one-quarter of the traffic is predicted to use Hubbard Lane to and from the southwest and another approximately one-quarter is predicted to use Willow Lane to and from the southeast. The traffic patterns were based on turning movements at five nearby intersections. The percentages using each route vary somewhat for inbound and outbound movements predicted for the PM peak hour.

The trip distribution appears to reflect logical routes to origins and destinations. The trip distribution seems reasonable.

- 5. Traffic Growth.** The development is expected to be completed in 2018. The TIA provides estimates for the year 2018 background traffic based on 1.4 percent annual growth. The engineer derived this growth rate from volumes at the intersections of Redwood Highway at Redwood Avenue and at Willow Lane. The 2018 background volumes used in the analysis appear reasonable.
- 6. Analysis.** Traffic volumes were calculated for the intersection identified in #1, above. The analysis was conducted for base year 2016 conditions, 2018 background conditions, and 2018 conditions with the development.

Intersection level of service (LOS) and delay calculations were provided to assess operations relative to the city's intersection LOS standard.

The TIA presents the results of the operational analysis for the intersection of Redwood Avenue and Kokanee Lane. Kokanee Lane has stop-control for both the northbound and southbound movements. The critical (more delayed) minor street approach for Kokanee Lane was determined to be the southbound approach. The southbound Kokanee Lane approach is predicted to operate at LOS B during the PM peak hour without or with the proposed subdivision. The predicted performance of the intersection meets the city's operational standards, which allows operation at LOS D.

The TIA also includes an analysis of queuing. During the PM peak hour, with the development, the 95th-percentile queues for the westbound and eastbound left turns from Redwood Avenue to Kokanee Lane were predicted to be less than 25 feet. Queues for northbound and southbound Kokanee Lane were predicted to be less than 50 feet. Changes in queue lengths due to the subdivision were predicted to be minimal and sufficient storage space is available on all approaches for the predicted queues.

The engineer shows that traffic operations at the study area intersections will meet operational standards during the PM peak hour and concludes that no off-site mitigation is required for this development proposal. I concur with this conclusion.

7. **Crash Information.** The TIA states that no crashes were reported at the intersection of Redwood Avenue and Kokanee Lane. The engineer concluded no further analysis is necessary. I concur.
8. **Site Plan and Access.** The development proposes to extend Eastwood Lane between Kokanee Lane and Waterstone Drive; extend Mistybrook Drive westerly from Kokanee Lane; and create new culs-de-sac intersecting with Mistybrook Drive. In addition to these streets, individual lots are proposed to take access to Kokanee Lane, Waterstone Drive, and Elmer Nelson Lane. The configuration of the subdivision reinforces a grid system and provides logical street extensions.
9. **Sight Distance.** The engineer states that sight distance at the intersection of Redwood Avenue and Kokanee Lane is adequate. This is an existing intersection and is not proposed for modification.
10. **Conclusions and Recommendations.** The engineer concludes that the proposal does not cause intersection operations to deteriorate below adopted performance standards and does not cause queuing or safety concerns. The engineer also concludes that mitigation for transportation impacts is not necessary. I concur with these conclusions.

Conclusion and Recommendations

I find that the TIA addresses city requirements for analysis of the impacts of the proposed subdivision. The applicant's traffic engineer uses appropriate methods and accurately describes the analysis of traffic operations. I concur with the applicant's engineer that no mitigation is required for operational or safety issues.

If you have any questions or need any further information concerning this review, please contact me at replinger-associates@comcast.net or at 503-719-3383.

Sincerely,



John Replinger, PE
Principal

T.L. 120

T.L. 119

T.L. 118

T.L. 117

T.L. 116

T.L. 115

5

Kokanee Lane

T.L. 101

T.L. 102

T.L. 103

T.L. 104

T.L. 105

T.L. 106

50.0' R.O.W.

28.0' PAVED

1

2

Redwood Ave

48
7173 sq.ft.

47
5266 sq.ft.

PHASE 6
46
5042 sq.ft.

44
7425 sq.ft.

41
5000 sq.ft.

49
5631 sq.ft.

45
5674 sq.ft.

42
5000 sq.ft.

43
5458 sq.ft.

50
5794 sq.ft.

1

250' CUL DE SAC LENGTH

T.L. 400

FUTURE DEVELOPMENT

T.L. 652

T.L. 651

T.L.

Mistybrook Dr

SITE DATA & CALCULATIONS

AREA:

365,470 sq.ft. (8.33 Acres)

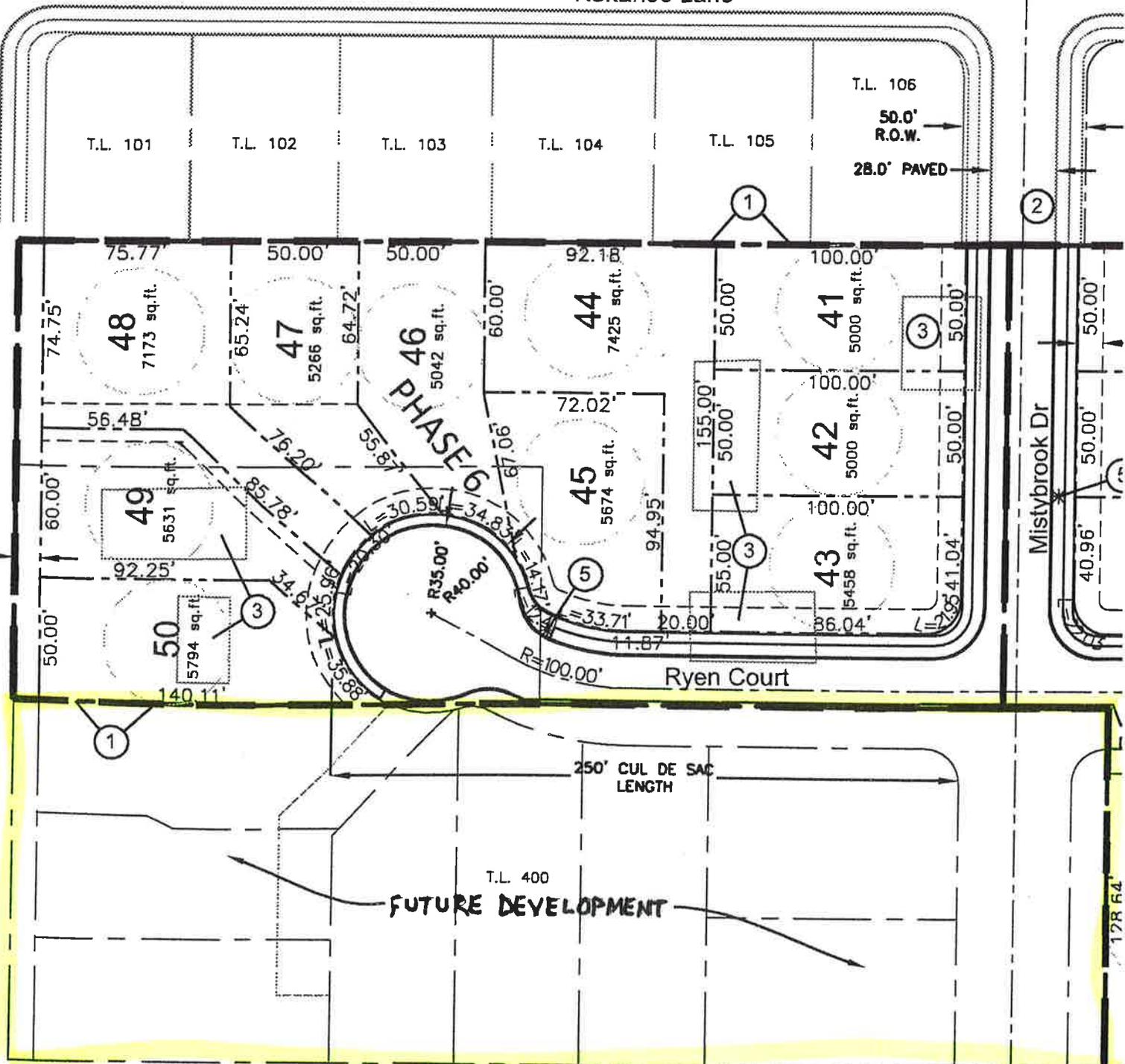
ET R.O.W.:

65,100 sq.ft. (1.49 Acres)

DEVELOPABLE AREA:

300,370 sq.ft. (6.89 Acres)

EXHIBIT 10
Page 1 of 6



This brochure is intended to be used as a **guide-line only** for estimating System Development Charges as a part of total project costs. Actual costs for your project may differ due to site specific requirements.

It does not include information on other fees which may be due including planning review fees, engineering fees, building permit fees, water and sewer connection fees, reimbursement district fees and business licenses.

Please contact the Parks & Community Development office at 541-450-6060 for information on SDC's specific to your project and information on other potential costs.

Who to contact at Community Development:

Our Planning Division can assist you with questions on our Parks and Transportation SDC's.

Our Building Permit Technician can assist with questions on our Water, Sewer and Storm Drain SDC questions and rates.

Visit our website at:
www.grantspassoregon.gov

Parks & Community Development Office is located at:

101 NW A Street
Upstairs Room 201
Grants Pass, Oregon 97526
541-450-6060

Open 8 am – 5 pm Monday – Friday
Building Counter Hours 8 – 10 M – F
Planning Counter Hours 8 – 5 M – F

What are SDCs?

The City of Grants Pass is committed to providing quality services to our community. As our community grows, old systems need to be updated and new systems must be built. System Development Charges are one way to fund those improvements.

System Development Charges (SDCs) are fees imposed upon new and expanding development within the City of Grants Pass and the urbanizing area that connects to or otherwise will use City services of the water system, sanitary sewer system, parks, streets and storm drainage.

The objective of SDCs is to charge new users an equitable share of the cost of services and to pay for improvements necessary as a result of increased development and demand on the City's infrastructure.

Storm Drain System

Storm Water and Open Space SDC's were adopted by the City Council on February 4, 2004. At that time, two separate charges were created, one applying to all lands within the urban growth boundary, and one specifically limited to properties which fall within the Sand Creek Drainage Basin.

The Storm Water and Open Space SDC's are an incurred charge for the planning, acquisition and capital development of facilities to accommodate and control storm water runoff, directly associated open space, and water quality control facilities to clean surface water runoff prior to return to natural surface water conveyances.

Storm Drain SDC's are due and payable upon issuance of building permit for any new construction or expansion which creates additional residential units and any construction which expands or remodels a business building which includes an increase in impervious surface of 25% or more.

The Storm Drain and Open Space Plan SDC For residential and commercial development is **\$488.11 per development permit.**

The Sand Creek Drainage Basin Storm Drain SDC For residential and commercial development is **.33 per square foot of the lot or improvement.**

SYSTEM DEVELOPMENT CHARGES



Fees Effective

January 1, 2016 through
December 31, 2016

SDC Fee Adoption & Adjustments

On July 17, 1991 the City of Grants Pass adopted an ordinance allowing the creation of system development charges. SDCs are now in place to fund the Water, Sewer, Parks, Storm Drain and Transportation Systems.

On January 2, 2002, the Council adopted a resolution establishing Cost of Living (COLA) Adjustments for SDCs.

The figures in this brochure reflect the fees for January 1, 2016 through December 31, 2016 only.

For further assistance...

If you would like more information on System Development Charges call (541) 450-6060

This brochure is only a guideline for anticipating potential system charges for new development and is subject to change.

Water System

The Water SDC was first adopted by the City Council on August 21, 1991 and last amended on July 25, 2005. It is charged and payable for development at the time of permit to connect to the water system.

The method of calculating the Water SDC depends on what Water Pressure Zone service area the development is connecting to, as follows:

Water Pressure Zones 1, 2 & 3:

(based on water meter size)	
3/4"	\$2,845
1"	\$7,116
1-1/2"	\$14,234
2"	\$22,776

Water Pressure Zones 4, 5 & up:

(based on water meter size)	
3/4"	\$3,311
1"	\$8,279
1-1/2"	\$16,559
2"	\$26,494

Water meter size required for your project can vary by site specific please contact our office for actual cost for your connection.

Per Municipal Code 3.11.400 All Residential Development. The water system development charge shall be the greater of the charge based on water meter size or the charge based on residential living units.

Sewer System

The Sewer SDC was first adopted by the City Council on October 19, 1994 and last amended on July 25, 2005. The Sewer SDC is charged and payable for development at the time of permit to connect to the sewer system.

Sewer SDCs for residential use are based on Equivalent Residential Units (ERUs) as follows:

Single-family or Manufactured Home	\$3,009
Duplex	\$4,814
Tri-plex	\$7,222

Sewer SDCs for commercial, public and quasi-public development are determined by the number of fixture units and strength of discharge. A worksheet is available to estimate the sewer SDC for individual projects.

Redwood Sewer District

Properties located within the Redwood Sanitary Sewer Service District (RSSSD) are Subject to a different sewer SDC schedule, *and may be subject to additional assessment charges or eligible for credits. *Please contact the Community Development office for an estimate of RSSSD charges.*

*For typical new construction within the RSSSD, the following schedule applies:

Residential in Redwood Sewer District:	
1 toilet	\$3,835
2 toilets	\$4,135
3 toilets	\$4,435

Redwood Sewer SDCs for commercial, public and quasi-public development are determined by the number of fixtures units, strength of discharge and water meter size. A worksheet is available to estimate the sewer SDC for individual projects.

Transportation

The Transportation SDC was adopted by the City Council on September 15, 1999. The Transportation SDC helps to pay for the expansion and capital development of the transportation system to accommodate and control motorized vehicular traffic, pedestrian traffic, and bicycle traffic.

In September 2011, the City Council adopted Ordinance 5546 which identifies the method of calculating the SDC's to be based on the Institute of Transportation Engineers Trip Generation Report. Trips are calculated based on the Land Use and Title that best fits the Development as interpreted by the City. If the ITE Trip Generation Report includes multiple measures that can be used to determine average daily trip generation including area, the measure of square footage (area) will be used. The Director may consider an alternative trip calculation when a report is supplied by a licensed traffic engineer and said alternative is reviewed and approved by the City Engineer.

The Transportation SDC is due and payable at the time of building permit issuance for construction.

The City Council adopted Resolution 15-6338 to establish the current Transportation SDC trip rate. This rate is a 30% reduction from the previous rate.

In certain cases, a credit may be applied towards the Transportation SDC for previous uses on the site. Please contact Planning for an estimate of the Transportation SDC's for your project.

Below is an example using the \$111.13/trip rate.

Single Family Residence
 Category: Single-family (9.57 trips/unit)
 1 unit x 9.57 trips/unit x \$111.13/trip = \$1063.51

Parks

The City of Grants Pass has adopted two SDCs for Parks. The Parkland Acquisition SDC was adopted by the City Council on June 30, 1997. The SDC pays for the purchase of parkland, trails, and open space for the parks and recreation master plan. On December 18, 2006 the City Council adopted a Park Development SDC effective June 1, 2007. This SDC will help fund capital improvements and development of the park, trail and open space system.

Parks SDCs are due and payable upon issuance of a building permit for: any new construction or expansion which creates additional residential units; any construction which creates a new business building or enlarges a business building; or issuance of the first manufactured home placement permit granted upon an individual building lot.

The Parks SDCs for residential development is based on the number of units:
 Parkland Acquisition \$461.21 per residence
 Park Development \$370.45 per residence
Total per unit \$831.66

The Parks SDCs for non-residential development is based upon the number of required parking spaces built to serve the development.

Parkland Acquisition \$42.23 per new parking space built
 Park Development \$32.97 per new parking space built
Total per parking space \$75.20

The City Council adopted Resolution 15-6338 to establish the current Transportation SDC trip rate. This rate is a 30% reduction from the previous rate.

See other side for Storm Drain SDC Information



Josephine County, Oregon

County Surveyor

Peter D. Allen, P.L.S.

Josephine County Courthouse

500 NW 6th Street / Grants Pass, OR 97526

(541) 474-5311 / FAX (541) 474-5312

surveyor@co.josephine.or.us

May 7, 2016

Ms. Kayla Wallace
City of Grants Pass
101 NW A St.
Grants Pass, OR 97526

RE: Subdivision name approval

Dear Ms. Wallace,

Per your email to me on April 19, 2016, I have reviewed and approve the following subdivision name for use in a new subdivision application:

- 1) Summerfield North

Although there is already a subdivision named "Summerfield Estates" that is comprised of three phases, the ownership of this "new" Summerfield is under the same ownership and therefore permissible.

However, for the second name submitted, "Hubbard Lane Development," I am not certain that this is going to be the "official" platted name or just the project reference. You will need to have the applicant clarify the desired subdivision name to be submitted.

Should the applicant have another subdivision name to submit, I would be happy to review that as well. Thank you for your help in this matter. Please feel free to contact me should you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Peter D. Allen".

Peter D. Allen
Josephine County Surveyor

cc: (via email) Surveyor's Office, Lora Glover, Joe Slaughter, Justin Gindlesperger, Shelly Stichter, Otto Ribansky

**CITY OF GRANTS PASS
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT**

**CASCADE SELF STORAGE
MAJOR SITE PLAN/DISCRETIONARY REVIEW
STAFF REPORT - URBAN AREA PLANNING COMMISSION**

Procedure Type:	Type III: Planning Commission Decision
Project Number:	201-00130-16
Project Type:	Major Site Plan/Discretionary Review
Owner/Applicant:	Cascade Self Storage – Grants Pass
Representative:	HCA Management Co LLC
Map & Tax Lot:	36-05-06-00, TL 4300
Address:	2450 NW Vine Street (see Exhibits 1 and 2)
Total Acreage:	7.3 acres
Zoning:	Industrial Park (IP)
Planner Assigned:	Lora Glover
Application Received:	August 8, 2016
Application Complete:	August 12, 2016
Date of Staff Report:	September 3, 2016
Date of UAPC Hearing:	September 14, 2016

I. PROPOSAL:

The request is for a self-storage complex consisting of two phases.

- Phase I ~ 703 storage units, 24' x 48' two-story office with managers' quarters, and a 397 sq. ft. relief managers' unit. The proposed structures would total approximately 157,692 sq. ft. The site plan also reflects "covered" RV storage between Building A and Building E. This structure is not calculated in the overall building area for Phase I and occupies the area indicated as Phase II.
- Phase II ~ proposes to add 48,426 sq. ft. of additional storage.

The property is approximately 7.3 acres in size and is located in the Industrial Park (IP) zoning district. The request includes discretionary review for the architectural standards listed in Article 20 of the Development Code. The applicant's site plan is attached as **Exhibit 3** and the application narrative discussing the request for Discretionary Review is attached as **Exhibit 4**.

II. AUTHORITY AND CRITERIA:

Section 2.050, Schedule 2-1, and Sections 2.050, 7.040 and 12.027 of the Development Code authorize the Urban Area Planning Commission to consider the request and make a decision to

approve, approve with conditions, or deny. The decision must be based on the criteria contained in Section 19.052 of the *GPDC*.

III. APPEAL PROCEDURE:

Section 10.050, City of Grants Pass Development Code, provides for an appeal of the Urban Area Planning Commission's decision to the City Council. An appeal application and fee must be submitted within twelve (12) calendar days of the Urban Area Planning Commission's oral decision. A statement of grounds to the appeal must be filed within seven (7) calendar days of the Urban Area Planning Commission's written decision.

IV. BACKGROUND AND DISCUSSION:

A. Property Characteristics

1. Land Use Designation:
 - a. Comprehensive Plan: Industrial Park
 - b. Zone District: IP
 - c. Special Purpose District: None identified.
2. Size: 7.31 acres
3. Frontage: Vine Street
4. Access: Vine Street
5. Existing Public Utilities:
 - a. Water: 8-inch east of site in Hawthorne Ave
 - b. Sewer: 8-inch via Heidi Lane
 - c. Storm: along west property line.
6. Proposed Public Utilities: 8-inch sewer main along south property line
7. Topography: Relatively flat w/riparian on west.
8. Natural Hazards: Wetlands
9. Natural Resources: Riparian Area/Gilbert Creek
10. Existing Land Use: Vacant
11. Surrounding Land Use:
 - a. North: RR-5 (UGB); animal shelter
 - b. South: R-3-1/I; private school; industrial
 - c. East: Mixed industrial
 - d. West: R-3-1/IP industrial
manufactured dwelling park;

B. Discussion

Major Site Plan Review

The applicant is proposing to construct a self-storage facility in two phases. The proposed development is being reviewed as a Major Site Plan and is subject to the criteria in Section 19.052 of the Development Code. Because the development is located in the IP zone, the business office and managers' quarters are subject to the Commercial Design Standards of Article 20. The applicant has elected for the Discretionary Review option pursuant to Section 20.210(2)(b). The applicant has provided a narrative covering the applicable elements of the design standards (see **Exhibit 4**).

Throughout this report, we will be discussing square footage of the proposed development for "lot coverage" and "building size". The IP zone has specific limitations concerning lot coverage for new development. Schedule 12-9 allows for maximum lot coverage of 50%. The application materials include conflicting building and lot coverage sizes (possibly as a result of design revisions). Lot coverage is defined in Article 30 as the percentage of a development site area covered by the vertical projection of any structures or buildings. This review will be focusing on the building sizes and lot coverage reflected on Sheet A1.1. The proposed lot coverage in Phase I is 105,853 sq. ft. while the proposed building size is 157,692 sq. ft. The two figures are different due to the multi-story buildings in Phase I. The building size and lot coverage is the same for Phase II (48,426 sq. ft.).

The applicant initially submitted a pre-application for an 115,745 sq. ft. self-storage complex in July 2015. During that review, staff made the determination a Traffic Impact Analysis was required. According to the Institute of Transportation Engineers (ITE) Manual, mini-warehouse classification (Use 151) is calculated to generate 2.5 total daily trips (ADT) per 1000 sq. ft., or 289 ADT on a weekday and 0.29 PM Peak Hour Trips per 1000 sq. ft., or 33.56 trips. Section 27.121(3) requires a TIA when the number of peak hour trips exceeds 25. The applicant responded it was not their experience the use generated that high a number of daily or peak hour trips. The applicant's traffic consultant prepared a local trip generation study (**Exhibit 5**). The trip generation study focused on five local sites with an average rate of 0.13 trips/1000. Based upon the initial 115,745 sq. ft. project ($115,745 \times 0.13 = 15,046$) a TIA is not required. The study was reviewed and the conclusions supported by the City's traffic consultant (**Exhibit 6**). Since the pre-application, the applicant has redesigned the project and has increased the proposed building square footage up to 157,692 for Phase I (not including the referenced proposed covered RV parking) and an additional 48,426 sq. ft. for Phase II (a total of 206,118 sq. ft.). A TIA would not be required for Phase I (provided no covered RV parking). The trip rate for Phase I calculates out to: $157,692 \times 0.13 = 20,499$ PM peak hour trip. However, based upon the total square footage for the overall project with Phase II, a TIA is required: $206,118 \times 0.13 = 26,795$ PM peak hour trips.

The project has nonconforming development aspects along NW Vine Street, to include rural road design (no curb, gutter, planter strip or sidewalk). In addition, sewer and water are not installed on NW Vine along the property's frontage. Sewer and water are located south of the subject parcel via the school property and Heidi Lane. The pre-application report indicated that sewer and water would be required to be installed along NW Vine Street as part of the project. Half-street improvements could be deferred through a Deferred Development Agreement (**Exhibit 7**). The site plan (Sheet A1.1)

reflects the sewer being extended to the property's south property line and east to NW Vine at the property's east property line. The site plan does not reflect the location of water for the property and does not include extension of water or sewer along the frontage (a utility plan was not submitted as part of the application materials). As submitted, the Public Works/Utility Division does not support the approval of the development without the extension of sewer and water along NW Vine. The recently adopted Collection System Master Plan Update (Carollo) reflects the extension of a gravity sewer main through the property to provide future service for the UGB area on the north side of I-5. A condition of approval will require the necessary sewer main extensions and a revised site plan to provide for the unobstructed easements over the sewer main. Public Works' comments and conditions are incorporated below under the criteria responses.

The project is subject to the zone buffer building setbacks as reflected in Schedule 23-4. This includes a 20-ft. building setback from the residential zoned properties along the west and south property lines, a 3-ft. buffer strip and a 6-ft. sight-obscuring fence.

The property abuts Gilbert Creek along its west property line, and has "not locally significant" wetlands along the riparian corridor. Notice of the application has been forwarded to the Department of State Lands (DSL) (**Exhibit 8**). As of the date of this staff report, comments have not been received from DSL. A condition of approval will required that the applicant meet any conditions imposed by DSL. The site plan reflects a 20-ft setback from the "stream center line". As conditioned below, the applicant will be required to submit a revised site plan reflecting all structures are meeting the stream corridor setback of 20-ft. from the edge of the stream (i.e., ordinary high water line) (Section 24.341).

Architectural Standards

The applicant has elected the "Discretionary Review" procedure to deviate from the Commercial Design Standards of Article 20 of the City of Grants Pass *Development Code* (GPDC). The design is not fully compliant with the Code due to construction requirements for the proposed use.

The architectural standards require that buildings present a "face" towards streets, sidewalks and other public areas. Windows and glass doors in exterior walls (Section 20.410), overall building length of more than 50 feet (Section 20.422), change in massing at maximum of 50 feet (Section 20.423), detailing (Section 20.425) and treatment of blank walls without windows or glass doors (Section 20.430) provide building design guidelines to break up massing, minimize the feeling of long, continuous blank wall and creating human scale.

The applicant's narrative (**Exhibit 4**) addresses these issues and notes that the 20-ft. perimeter landscaping will reduce the impact on the adjoining properties. The use of "high quality elements" in the development (such as brick veneer, patterned and textured stucco, and flush metal canopies) will assist in accomplishing the purpose and intent of the commercial designs standards in Article 20.

V. CONFORMANCE WITH APPLICABLE CRITERIA:

A. Major Site Plan Review Criteria - Section 19.052

Section 19.052 of the City of Grants Pass Development Code states that the review body shall approve, approve with conditions, or deny the request based upon the following criteria:

Criterion (1): Complies with applicable development standards: Base standards of zoning district, special development standards, residential development standards, or standards as previously approved under the provisions of an optional development plan or other approved permit.

Staff's Response: Satisfied with conditions. The project area is comprised of a single parcel, approximately 7.3 acres in the IP zoning district. The applicant proposes two phases for the development:

- Phase I ~ 703 storage units, 24' x 48' two-story office with managers' quarters, and a 397 sq. ft. relief managers' unit. The proposed structures would total approximately 157,692 sq. ft. The site plan also reflects "covered" RV storage between Building A and Building E. This structure is not calculated in the overall building area for Phase I and occupies the area indicated as Phase II.
- Phase II ~ proposes to add 48,426 sq. ft. of additional storage.

The IP zone has specific limitations concerning lot coverage for new development. Schedule 12-9 of the Development Code limits the maximum lot coverage for structures in the IP zone to 50%. Sheet A1.1 of the application materials is being used for the basis of the conditions of approval. The proposed lot coverage in Phase I is 105,853 sq. ft. while the proposed building size is 157,692 sq. ft. The two figures are different due to the multi-story buildings in Phase I. The building size and lot coverage is the same for Phase II (48,426 sq. ft.). Phase I (excluding any covered RV parking) is recommended for approval with the conditions listed below.

Phase II or any additional coverage exceeding 50% of lot coverage or exceeding an overall combined PM peak hour trip rate of 25 trips for Phase I and Phase II requires a TIA and possible zone change.

The project is subject to the Environmental Standards listed in Article 24 of the Development Code. Specifically, potential wetland compliance and the 20-ft. stream corridor setback for all structures pursuant to Section 24.341. As conditioned below, the applicant will be required to submit a revised site plan reflecting the 20-ft. stream corridor setback and will be subject to any conditions required by DSL.

The proposal is also subject to meeting the commercial design standards of Article 20 of the Development Code. Subject to the approval of the applicant's request for Discretionary Review, the proposed building will comply with these standards.

Criterion (2): Complies with applicable elements of the Comprehensive Plan, including: Traffic Plan, Water Plan, Sewer Plan, Storm Drainage Plan, Bicycle Plan, and Park Plan.

Staff's Response: Satisfied with conditions.

Traffic Plan: According to the Institute of Transportation Engineers (ITE) Manual, mini-warehouse classification (Use 151) is calculated to generate 2.5 total daily trips (ADT) per 1000 sq. ft., or 289 ADT on a weekday and 0.29 PM Peak Hour Trips per 1000 sq. ft., or 33.56 trips. Section 27.121(3) requires a TIA when the number of peak hour trips exceeds 25. The applicant's traffic consultant prepared a local trip generation study apparently based upon the initial proposed development plan consisting of 115,745 sq. ft. The trip generation study focused on five local sites with an average rate of 0.13 trips/1000. Based upon the initial 115,745 sq. ft. project ($115.745 \times 0.13 = 15.046$) a TIA is not required. The study was reviewed and the conclusions supported by the City's traffic consultant (**Exhibit 6**). Since the pre-application, the applicant has redesigned the project and has increased the proposed building square footage up to 157,692 for Phase I (not including the referenced proposed covered RV parking) and an additional 48,426 sq. ft. for Phase II (a total of 206,118 sq. ft.). A TIA would not be required for Phase I (provided no covered RV parking is included). The trip rate for Phase I calculates out to: $157.692 \times 0.13 = 20.499$ PM peak hour trip. However, based upon the total square footage for the overall project with Phase II, a TIA is required: $206.118 \times 0.13 = 26.795$ PM peak hour trips. As conditioned below, only Phase I is recommended for approval, limited to the 157,692 sq. ft. of structures. Any further expansion may require a TIA for the overall project and possibly a zone change to Industrial.

Access to the property is proposed along NW Vine Street, a substandard rural road. NW Vine Street lacks curb, gutter, sidewalk and planter strip. As a condition of approval, the applicant will be required to enter into a Deferred Development Agreement and submit a cash deposit (see **Exhibit 7**). In addition, the applicant shall obtain an encroachment permit for work within any right-of-way.

Water and Sewer Plan: As currently reflected on the site plan, the Public Works Department/Utility Division does not support the proposal without the extension of a sewer and water main in NW Vine Street. The recently adopted Collection System Master Plan Update (Carollo) reflects the extension of a gravity sewer main through the property to provide future service for the UGB area on the north side of I-5 (see **Exhibit 9**). The extension of the gravity sewer main through the property will require a revised elevation and site plan for Building D as a structure cannot be located on top of a public sewer main. A condition of approval will require the submittal of a detailed utility plan reflecting the sewer and water main extensions and accompanying unobstructed easements across private property.

Storm Drain Plan: The applicant has submitted storm drainage calculations prepared by Map Engineering, Inc. (**Exhibit 10**). The Post development storm water runoff shall not exceed runoff from pre development conditions. The stormwater plan reflects a detention area in the southwest corner of the property. Prior to installation of such detention near the riparian/wetland area on the site, confirmation will be required from DSL that the wetland area will not be impacted.

The current Master Storm Drain Plan indicates the installation of a 12-inch storm drain along NW Vine Street at the time the street is redevelopment. A condition of approval will require the deferment of the storm drain in conjunction with the half-street improvements for NW Vine Street.

The property is located within the Grants Pass Irrigation District (GPID). Comments received from GPID indicated that the applicant will need to contact their office for specific information regarding the project. GPID may be reached via email at don@gpid.com. No specific conditions are being included in this report regarding GPID.

Bicycle Plan: There are no existing bicycle facilities along the frontage of the property. Installation of bicycle facilities will be installed at the time NW Vine Street is rebuilt. No new bicycle facilities are required at this time.

Park Plan: The subject property is not listed as park land in the Parks and Recreation Master Plan.

Criterion (3): Complies with all other applicable provisions of this Code, including off-street parking, landscaping, buffering and screening, signage, environmental standards, and Special Purpose District standards.

Staff's Response: Satisfied with Conditions.

Parking: The site plan depicts eight (8) parking spaces. The Development Code does not provide a specific parking requirement for the mini-warehouse use. Section 25.035(2) of the Development Code authorizes the Director to determine the number of spaces for uses not specifically listed. The closest parking calculation in the Code is "Storage Warehouse". Using this as the calculation rate the applicant would be required to provide 1 parking space per 2000 square feet. The American Planning Association developed the guide, *Parking Standards*, which uses the ratio of one (1) parking space for every one hundred (100) storage units, plus two (2) spaces for the caretakers units.

Office space will be calculated at one (1) space for every four hundred (400) feet of gross floor area. In addition, one (1) van accessible ADA compliant space is required for every twenty five parking spaces provided.

Since customers park next to their units in unmarked loading areas, the Director has determined that the eight (8) proposed parking spaces, including a van accessible ADA compliant space, adjacent to the office area provide ample parking area for customers when visiting the manager's office. Additional parking will not be required for this complex.

Three (3) Type IV bicycle parking spaces are required for every 15,000 sq. ft. of building space in accordance for storage or warehouse and one (1) Type I bicycle parking space for the 3,300 sq. ft. office building, in accordance with Section 25.064, Schedule 25-2. The site plan reflects a proposed location for bicycle parking. As conditioned below, the applicant will be required to provide ten (10) Type IV bicycle parking spaces and one (1) Type I bicycle parking space.

Landscaping: The site is subject to the Type B – Commercial and Indoor Industrial Front and Exterior Yards landscape requirements listed in Section 23.032 and the Type D Buffering Between Zones requirements of Section 23.034. As conditioned below, the applicant is required to provide a landscaping and irrigation plan for landscaping and screening installed along the front yard, the parking area and adjacent to the new structure, including the following:

- a. Parking Lot Landscaping (Section 23.035(3)).

- i. One (1) tree per 16 sq. ft. of landscaping per 10 parking spaces.
 - ii. Landscaped area shall be planted with shrubs or living ground cover to assure 100% coverage within 2 years.
 - iii. Landscaped end islands provided at end of parking rows.
 - iv. A three (3) foot landscaped strip where parking abuts a property line.
 - v. A sight obscuring hedge where parking abuts a required front or exterior yard. The screen shall be eighteen (18) inches higher than the finished grade of the parking area.
- b. Ten (10) Ft. Front Yard; Ten (10) Ft. Exterior Yard Landscaping (Section 23.032) per 1,000 sq. ft. of landscaping area.
- i. Three (3) trees, at least ten (10) feet in height, two (2) inches in caliper measured three (3) feet from the base
 - ii. Fifteen (5) five-gallon shrubs or accent plants.
 - iii. Remaining area treated with living ground cover. Coverage shall be at least fifty (50) percent upon installation and eighty (80) percent after three (3) years.
- c. Buffering between zones or conflicting uses (Section 23.034) with one of the following buffer types between the proposed use and the residential zoned properties to the south:
- i. D-1 buffer type:
 - a) 20-foot building setback;
 - b) 3-foot buffer strip;
 - c) 6-foot sight obscuring fence
 - ii. D-2 buffer type:
 - a) 5-foot building setback;
 - b) Landscape/maintenance easement;
 - c) 6-foot sound obscuring wall, no building openings

Buffering and Screening: Parking areas adjacent to neighboring properties shall provide additional buffering. As conditioned below, the applicant shall provide screening between the adjacent properties and the proposed parking area with an 18-inch hedge included in the three (3) foot landscaped buffer.

The applicants are proposing to provide a zone buffer between the proposed development and the adjacent residential development to the south and west. The blank walls of the storage units will serve as the screening wall and the applicants are proposing to install additional landscaping to screen the uses. As conditioned below, the applicant will be required to submit a detailed landscaping and irrigation plan.

Signage: The installation of signs is subject to the Municipal Code, requiring a separate review and permit by the Community Development office. Proposed signs are not being included as part of this review.

Environmental Standards: The property has Gilbert Creek along the west property line. The current site plan reflects a twenty (20) ft. setback from the center line of the stream bed. In accordance with Section 24.341, the applicant will be required to submit

a revised site plan reflecting the maintenance of a twenty (20) ft. setback from the riparian area/ordinary high water line will be required. As conditioned below, prior to any disturbance within the riparian/wetland area, the applicant will be required to obtain approval from DSL.

The property has a questionable history of fill material deposited on site. A Geotechnical Engineering report will be required to confirm compaction and stability of any fill placed on site.

Special Purpose District standards: The property is not located within a Special Purpose District.

Commercial Design Standards: The proposed development is subject to the commercial design standards and requirements of Article 20. The applicant has elected the discretionary review option outlined in Section 20.210 of the GPDC. As discussed above, the construction of mini-warehouse does not permit the installation of windows and glass doors due to security reasons. The use of "high quality elements" in the development (such as brick veneer, patterned and textured stucco, and flush metal canopies) will assist in accomplishing the purpose and intent of the commercial designs standards in Article 20.

Criterion (4): Potential land use conflicts have been mitigated through specific conditions of development.

Staff's Response: Satisfied with conditions. The proposed development will be located adjacent to residential properties to the west and south. The applicants are proposing to provide a zone buffer between the uses. The blank walls of the storage units will serve as the screening wall along with the installation of landscaping conditioned above with provide adequate separation of uses.

Criterion (5): Adequate basic urban services are available, or can be made available by the applicant as part of a proposed development, or are scheduled by the City Capital Improvement Plan.

Staff's Response: Satisfied with conditions. As noted in Criterion 2 above, the applicant will be required to provide the necessary water and sewer main extensions. In addition, the applicant will be required to install private water and sewer services for the site. NW Vine is a substandard rural road, lacking curb, gutter, sidewalk and planter strip. A condition of approval will require the applicant to enter into a Deferred Development Agreement and pay a cash deposit for the future half-street improvements.

Criterion (6): Provision of public facilities and services to the site will not cause service delivery shortages to existing development.

Staff Response: Satisfied with conditions. The proposed use will require new connections for water and sewer services. The site will use water for potable use and landscaping. Based upon the required sewer and water main extensions, this project will not cause delivery shortages to surrounding developments. As conditioned, the developer will be required to submit a utility plan to the Utility Division and Public Safety which includes a fire safety plan, to include either public or private fire lines and fire hydrants. A condition of approval will include a 24-hour "unobstructed access" be

provided for any public "on site" fire lines and fire hydrants. Any proposed public fire hydrant must be located outside of the gated compound to enable unobstructed access.

Criterion (7): To the extent possible, identified significant resources, such as intermittent and perennial creeks, stands of pine, fir, and oak trees, wildlife habitats, historic sites, and prominent land features have been preserved and designed into the project. Alternatives shall be considered and the proposal shall represent the most effective design to preserve these resources.

Staff's Response: Satisfied with conditions. The property has Gilbert Creek along its west property line. The current site plan reflects a twenty (20) ft. setback from the center line of the stream bed. In accordance with Section 24.341, the applicant will be required to submit a revised site plan reflecting the maintenance of a twenty (20) ft. setback from the riparian area/ordinary high water line will be required. As conditioned below, prior to any disturbance within the riparian/wetland area, the applicant will be required to obtain approval from DSL.

Criterion (8): The characteristics of existing adjacent development have been determined and considered in the development of the site plan. At a minimum, special design consideration shall be given to:

- a. Areas of land use conflicts, such as more restrictive use adjacent or across the street from proposal. Mitigate by orienting business operations away from use, additional setbacks, screening/buffering, landscaping, directing traffic away from use.
- b. Setbacks. Where existing buildings are setback deeper than required by Code, new setbacks to be compatible.
- c. Building Size and Design. Existing surrounding architecture and building size to be considered to insure compatible scale and balance to the area.
- d. Signs. New signs shall not block primary view to existing signs, and shall be sized consistent with Code or existing signs, whichever is less.
- e. Lighting. Exterior lighting shall not impact adjacent development or traveling motorists.

Staff's Response: Satisfied with Conditions.

- a. The proposed development will be located adjacent to residential properties to the west and south. As noted above, the applicants are proposing to provide a zone buffer between the uses. Any refuse container or disposal area shall be screened from view and any development subject to the commercial design standards shall screen mechanical equipment from view. As conditioned below, the applicant shall reflect the location of the mechanical equipment and proposed screening and provide details of the trash enclosures.
- b. The proposed structures will meet the minimum setback requirements for the Industrial Park zoning district.
- c. The proposal is also subject to meeting the commercial design standards of Article 20 of the Development Code. Subject to the approval of the

applicant's request for Discretionary Review, the proposed building will comply with these standards.

- d. No new signs are being reviewed under this application.
- e. Lighting will not glare on adjacent development or the travelling public.

Criterion (9): Traffic conflicts and hazards are minimized on and off site, as provided in Article 27.

Staff's Response: Satisfied with conditions. As discussed in Criterion 2 above, the property was not required to submit a TIA based upon the initial proposal of 115,745 sq. ft. of structures. Therefore, only Phase I is recommended for approval, limited to the 157,692 sq. ft. of structures. Any further expansion may require a TIA for the overall project and possibly a zone change to Industrial. Prior to any work within a public right-of-way, the applicant will be required to obtain an encroachment permit.

Criterion (10): If phased development, each phase contains adequate provisions of services, facilities, access, off-street parking, and landscaping.

Staff's Response: Satisfied with conditions. The site plan depicts a second phase for development between Buildings A and E. Prior to review of a second phase, the applicant will be required to submit a TIA for the entire project (Phase I and II), along with a zone change from IP to I in order to comply with the lot coverage standards of Schedule 12-9.

Criterion (11): There are adequate provisions for maintenance of open space and other common areas.

Staff's Response: Not applicable. There is no open space or common area proposed as part of this application.

Criterion (12): Internal circulation is accommodated for commercial, institutional and office park uses with walkways and bikeways as provided in Article 27.

Staff's Response: Satisfied with conditions. As conditioned below, the applicant will be required to defer for future frontage improvements along NW Vine Street. No further improvements are required at this time.

Criterion (13): If the property contains existing nonconforming use or development to remain, the application and the Review Body's decision shall also be consistent with the provisions of Article 15, including any additional standards, relief from the Code, or conditions imposed.

Staff's Response: Satisfied with conditions. As previously noted, NW Vine Street is a nonconforming street, lacking curb, gutter, sidewalk and planter strip. A condition of approval requires that the applicant enter into a Deferred Development Agreement and pays cash deposit for half-street improvements (Section 29.060).

VI. RECOMMENDATION:

It is recommended that the Urban Area Planning Commission **APPROVE** the Major Site Plan/Discretionary Review with the following conditions:

Conditions of Approval:

A. The following shall be accomplished within eighteen months of the date this report is signed and prior to issuance of a Development Permit. Otherwise, the approval shall expire. Extension of the Site Plan Review approval is permitted pursuant to Section 3.077(2) of the Development Code. Extension of the Development Permit is permitted pursuant to Section 3.093(2) of the Development Code. (NOTE: A development permit is required prior to commencement of construction).

1. Submit four (4) copies of a revised site plan reflecting the following items:
 - a. 12-inch public water main along NW Vine.
 - b. 8-inch public sewer main along NW Vine as required by Public Works.
 - c. 8-inch public sewer main along the southern property line from existing sewer main in Heidi Lane.
 - d. 12-inch public sewer main north from the existing public sewer cleanout F349 (located near the north property line of 2250 NW Heidi Lane) across TL 4300 to the centerline of NW Vine at the 1144 elevation contour.
 - e. Reflect the location of mechanical equipment and screening in conformance with Figure 23-6.
 - f. Detail of trash enclosures.
 - g. Reflect 24-hour unobstructed and drivable access to any proposed public utilities, including fire lines/hydrants and sewer lines.
 - h. Reflect the location of the ten (10) Type IV and one (1) Type I bicycle parking spaces.
2. Landscape and irrigation plan in accordance with Section 23.032, Commercial Front and Exterior Yards, and Section 23.035, Parking Lot Landscaping. The approved plant materials installed in the area between the curb and the sidewalk may be used in meeting the landscaping requirements for the front yard. The revised landscape plan should include the following:
 - a. Parking Lot Landscaping (Section 23.035(3)).
 - i. One (1) tree per 16 sq. ft. of landscaping per 10 parking spaces.

- ii. Landscaped area shall be planted with shrubs or living ground cover to assure 100% coverage within 2 years.
 - iii. Landscaped end islands provided at end of parking rows.
 - iv. A three (3) foot landscaped strip where parking abuts a property line.
 - v. A sight obscuring hedge where parking abuts a required front or exterior yard. The screen shall be eighteen (18) inches higher than the finished grade of the parking area.
- b. Ten (10) Ft. Front Yard; Ten (10) Ft. Exterior Yard Landscaping (Section 23.032) per 1,000 sq. ft. of landscaping area.
 - i. Three (3) trees, at least ten (10) feet in height, two (2) inches in caliper measured three (3) feet from the base
 - ii. Fifteen (5) five-gallon shrubs or accent plants.
 - iii. Remaining area treated with living ground cover. Coverage shall be at least fifty (50) percent upon installation and eighty (80) percent after three (3) years.
- c. Buffering between zones or conflicting uses (Section 23.034) with one of the following buffer types between the proposed use and the residential zoned properties to the west and south:
 - i. D-1 buffer type:
 - a) 20-foot building setback;
 - b) 3-foot buffer strip;
 - c) 6-foot sight obscuring fence
 - ii. D-2 buffer type:
 - a) 5-foot building setback;
 - b) Landscape/maintenance easement;
 - c) 6-foot sound obscuring wall, no building openings
- 3. Submit draft documentation (including legal description and maps) for a ten (10) foot CUE along all NW Vine Street.
- 4. Submit approval from DSL for any work within the riparian/wetland area of Gilbert Creek.
- 5. Provide four (4) copies of the following to the City Engineering Division for review and approval:
 - a. An engineered drainage plan including detention calculations and detention plan with details for drainage swales and detention basins.
 - b. A grading plan if applicable. **Note:** A grading permit is required prior to any grading on site.
 - c. An erosion and dust control plan. **Note:** A NPDES permit is required prior to construction.

- d. Engineered details for any retaining wall greater than four (4) feet in height, including footings.
- e. Submit a geotechnical report for previous fills placed on the property.
- f. Submit a 1200c permit for disturbance to more than one acre.
- g. A detailed Utility Plan reflecting the following, as required by Public Works:
 - i. The installation of a public sewer main along the Vine Street frontage is required. The exact length of the public sewer main will be determined based upon existing grades on NW Vine. The public sewer main on Vine must be at depths and grades which will enable sewer service to be extended by means of a bore to the east side of Interstate 5. Sewer flows in this segment of public sewer main must connect to the existing public sewer manhole on 2250 NW Heidi Lane.
 - ii. Two separate extensions of public sewer mains, located within 20-ft. public sewer easements crossing two separate portions of TL 4300 are required to provide future access to the utility for adjacent TL 100 (located north of the property) and future development east of Interstate 5.
 - iii. The extension of a 12-inch public sewer main north from the existing public sewer cleanout F349 (located near the north property line of 2250 NW Heidi Lane) across TL 4300 to the centerline of NW Fine at the 1144 elevation contour. A City standard public sewer cleanout shall be required at the end of this section of public sewer main.
 - iv. The extension of an 8-inch public sewer main east from the existing public sewer manhole F315 east to a point at least 10 feet each of the west property line of TL 4300.
 - v. From the above location, the installation of a public sewer manhole and extension of an 8-inch section of public sewer main north across TL 4300 to a point at least 10 ft. north of the south property line of TL 100.
 - vi. From the above point, install a sewer manhole, extend a section of 8-inch sewer main west to the west property line of TL 4300 (east property line of TL 100). This section of sewer main shall terminate with a City standard public sewer cleanout).
 - vii. A 24-hour unobstructed access shall be provided to all public "on-site" public sewer mains and manholes.

- viii. All segments of public sewer mains, not located within the public right-of-ways shall be located within 20-ft. unobstructed and drivable public sewer main easements.
- ix. A sampling manhole shall be required upon the private sewer lateral serving the mini-storage facility.
- x. All private wells and septic systems shall be properly abandoned. (Private wells may be maintained for irrigation purposes only).
- xi. RP backflow devices shall be required as "premises" protection on all water services if GPID or private wells are present.
- xii. If GPID and private wells are absent, an RP backflow device shall be required as "premises" protection on the domestic water service serving the mini storage facility.
- xiii. If GPID or private wells are absent, a DC backflow device shall be required as "premises" protection on any separate irrigation service.
- xiv. All "premises backflow prevention devices shall be located within 10 feet behind of each water meter.
- xv. All water meters shall be located within the public right-of-way of NW Vine Street.
- xvi. A "point of use" DC device shall be required on any water service containing a multiple zone irrigation system.
- xvii. Additional "point of use" backflow prevention devices may be required internal to the mini storage facility dependent upon the types of uses present.
- xviii. The extension of a 12-inch public water main from its current location at the intersection of NW Hawthorne Avenue, northwest within NW Vine Street to the northwest property line of TL 4300.
- xix. If a private fire sprinkler line is required, the fire sprinkler line shall be protected with a DC backflow device containing a detector meter. If anti-freeze agents are added to the fire line, an RP backflow device shall be required in place of the DC assembly.
- xx. If "on site" public fire lines are required, the fire lines and fire hydrants shall be located within 20-ft. unobstructed and drivable public water main easements.
- xxi. Twenty-four hour unobstructed access shall be provided to all public "on site" fire hydrants. If such access cannot be

provided, a private fire line with "City" standard fire hydrants shall be required. The private fire line shall be protected with a DC backflow device with a detector meter. Conditions and requirements related to private fire systems are available from the Public Works Department.

xxii. A City Utility Easement (CUE) is required along all street frontages. The applicant shall provide documentation demonstrating a CUE along NW Vine Street.

6. Obtain an encroachment permit for any work within the public right-of-way.
7. Submit a signed/notaried Deferred Development Agreement and pay the cash deposit for half-street improvements, including storm drain on NW Vine Street.

B. The following must be accomplished prior to issuance of a Building Permit:

1. Pay all System Development Charges including, but not limited to, water, sewer, and storm drain (**Exhibit 11**).
2. Submit construction documents to the Building Division for their review and approval to determine compliance with all Building, Fire and Life Safety, and Americans with Disabilities Act requirements. Buildings plans shall be consistent with the approved site plan.

Note: Plans must be prepared by an Oregon licensed architect or structural engineer. The building must comply with all applicable building and fire codes.

3. Submit a sign permit for any proposed freestanding or attached signs.

C. The following must be accomplished prior to issuance of a Certificate of Completion:

1. Development must occur according to the approved site plan, landscape plan, and construction drawings including the items listed below. The developer must contact the Parks & Community Development Department and arrange for a final inspection prior to occupancy to insure compliance.
2. Provide recorded copies of the ten (10) foot CUE along NW Vine Street.
3. Install access approach along NW Vine Street as reflected on the approved site plan.
4. Install parking spaces as reflected on the approved site plan.

5. Parking lots and maneuvering areas must be paved and surrounded with a 6-inch curb (Section 25.033(5) *GPDC*). Individual parking spaces shall be striped.
6. Install inlets as needed per the detailed drainage plan and as shown on the submitted drawings.
7. All signs are the developers to install. Install signs and pavement markings for the required ADA parking space.
8. Install at least ten (10) Type IV bicycle parking spaces and one (1) Type I bicycle parking space.
9. Comply with all Building, Fire and Life Safety, and the adopted Oregon Structural Specialty Code Act requirements.
10. Comply with all requirements of the Engineering and Utility Divisions.
11. Installed lighting shall be directional, non-glare and shall not cause glare onto adjacent properties or passing motorists.
12. Install landscaping according to approved plans.
 - a. Parking Lot Landscaping (Section 23.035(3)).
 - i. One (1) tree per 16 sq. ft. of landscaping per 10 parking spaces.
 - ii. Landscaped area shall be planted with shrubs or living ground cover to assure 100% coverage within 2 years.
 - iii. Landscaped end islands provided at end of parking rows.
 - iv. A three (3) foot landscaped strip where parking abuts a property line.
 - v. A sight obscuring hedge where parking abuts a required front or exterior yard. The screen shall be eighteen (18) inches higher than the finished grade of the parking area.
 - b. Ten (10) Ft. Front Yard; Ten (10) Ft. Exterior Yard Landscaping (Section 23.032) per 1,000 sq. ft. of landscaping area.
 - i. Three (3) trees, at least ten (10) feet in height, two (2) inches in caliper measured three (3) feet from the base
 - ii. Fifteen (5) five-gallon shrubs or accent plants.
 - iii. Remaining area treated with living ground cover. Coverage shall be at least fifty (50) percent upon installation and eighty (80) percent after three (3) years.
 - c. Buffering between zones or conflicting uses (Section 23.034) with one of the following buffer types between the proposed use and the residential zoned properties to the west and south:
 - i. D-1 buffer type:
 - a) 20-foot building setback;

- b) 3-foot buffer strip;
 - c) 6-foot sight obscuring fence
 - ii. D-2 buffer type:
 - a) 5-foot building setback;
 - b) Landscape/maintenance easement;
 - c) 6-foot sound obscuring wall, no building openings
- 13. Vegetation should be maintained throughout the year.
- 14. All new utilities should be placed underground.
- 15. An RP backflow device shall be required as "premises" protection on the existing domestic water service. All "premises" backflow devices shall be located within 10 feet of the public water service.
- 16. A DC backflow device shall be required as "point of use" protection on any water service with a multiple zone irrigation system. A DC backflow device shall be required as "premises" protection on any irrigation only service.
- 17. Pay all inspection fees incurred by the Engineering and Utility Divisions, as well as all City bills due.
- 18. A sign permit is required prior to erection of any signs. Location of a sign within the CUE must be in compliance with Section 9.21.130 of the Municipal Code.
- 19. Future development of the property will require a TIA for the entire project (Phase I and Phase II) and a zone change to the Industrial zone to maximize lot coverage.

VII. PLANNING COMMISSION ACTION:

Positive Action: Approval of the request:

- 1. as submitted.
- 2. as modified by the Planning Commission (list):

Negative Action: Denial of the request for the following reasons (list):

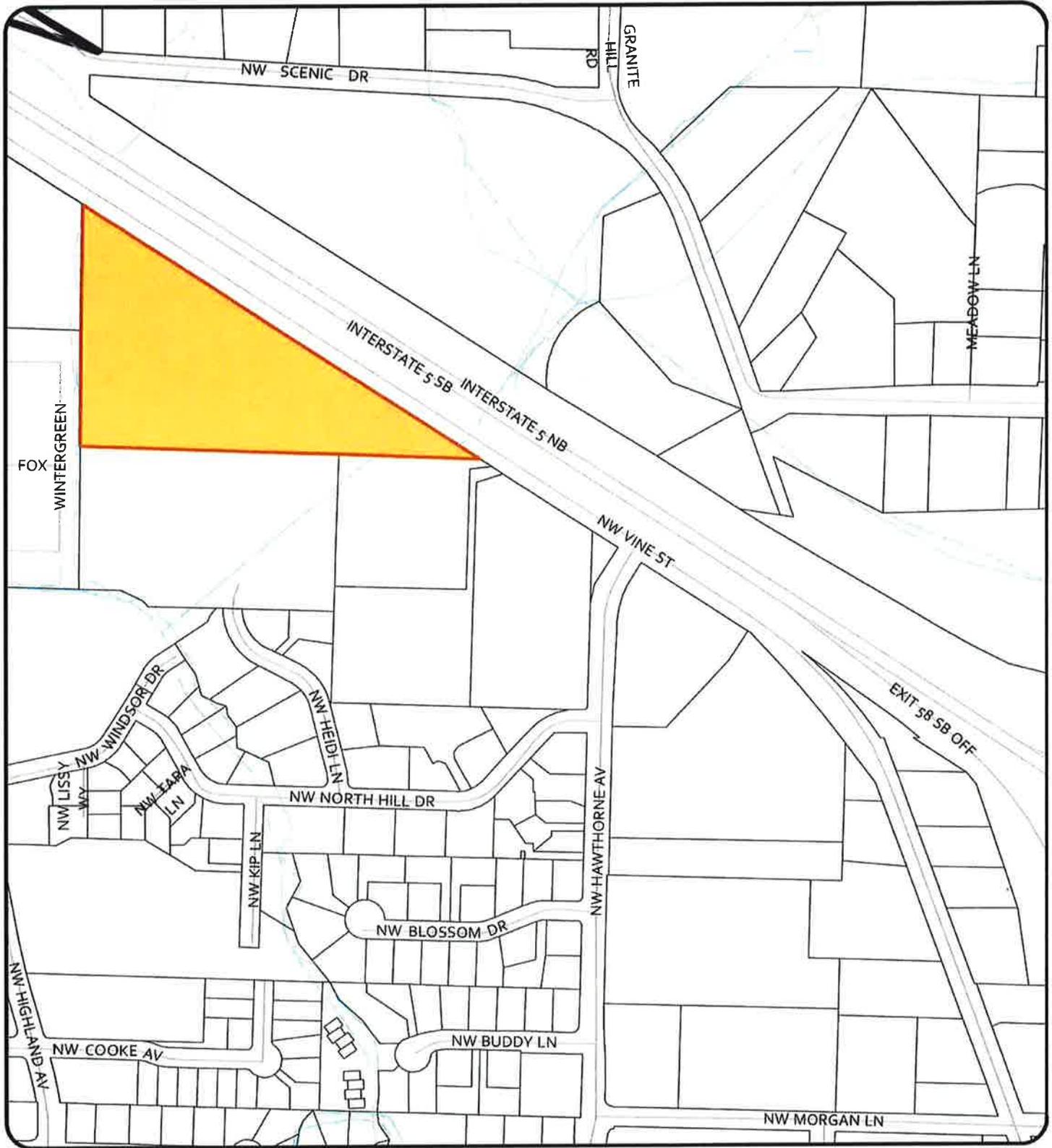
Postponement: Continue item

- 1. indefinitely.
- 2. to a time certain.

NOTE: State law requires that a decision be made on the application within 120 days of when the application was deemed complete.

VIII. INDEX TO EXHIBITS:

1. Vicinity
2. Aerial Photograph
3. Site Plan & Elevations
4. Discretionary Review Narrative
5. Trip Study
6. Replinger's Comments
7. Deferred Development Agreement w/Cash Deposit Estimate
8. DSL Notification
9. Collection Master Plan Proposed Improvements Figure ES.7
10. Stormwater Management Report
11. SDC Brochure
12. Engineering Brochure



CITY OF GRANTS PASS

2450 NW Vine Street
36-05-06-00, TL 4300



Legend

 Subject Parcel

EXHIBIT 1



CITY OF GRANTS PASS
Parks & Community Development Dept.
101 Northwest "A" Street
Grants Pass, OR 97526
Phone: (541) 450-6060
Fax: (541) 476-9218
Web: www.grantspassoregon.gov



DISCLAIMER: The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Grants Pass and Josephine County. Every reasonable effort has been made to assure the accuracy of the maps and associated data.



CITY OF GRANTS PASS

2450 NW Vine Street
36-05-06-00, TL 4300



Legend

-  Subject Parcel
-  Water Mains
-  Sewer Gravity
-  Storm Water Gravity Main

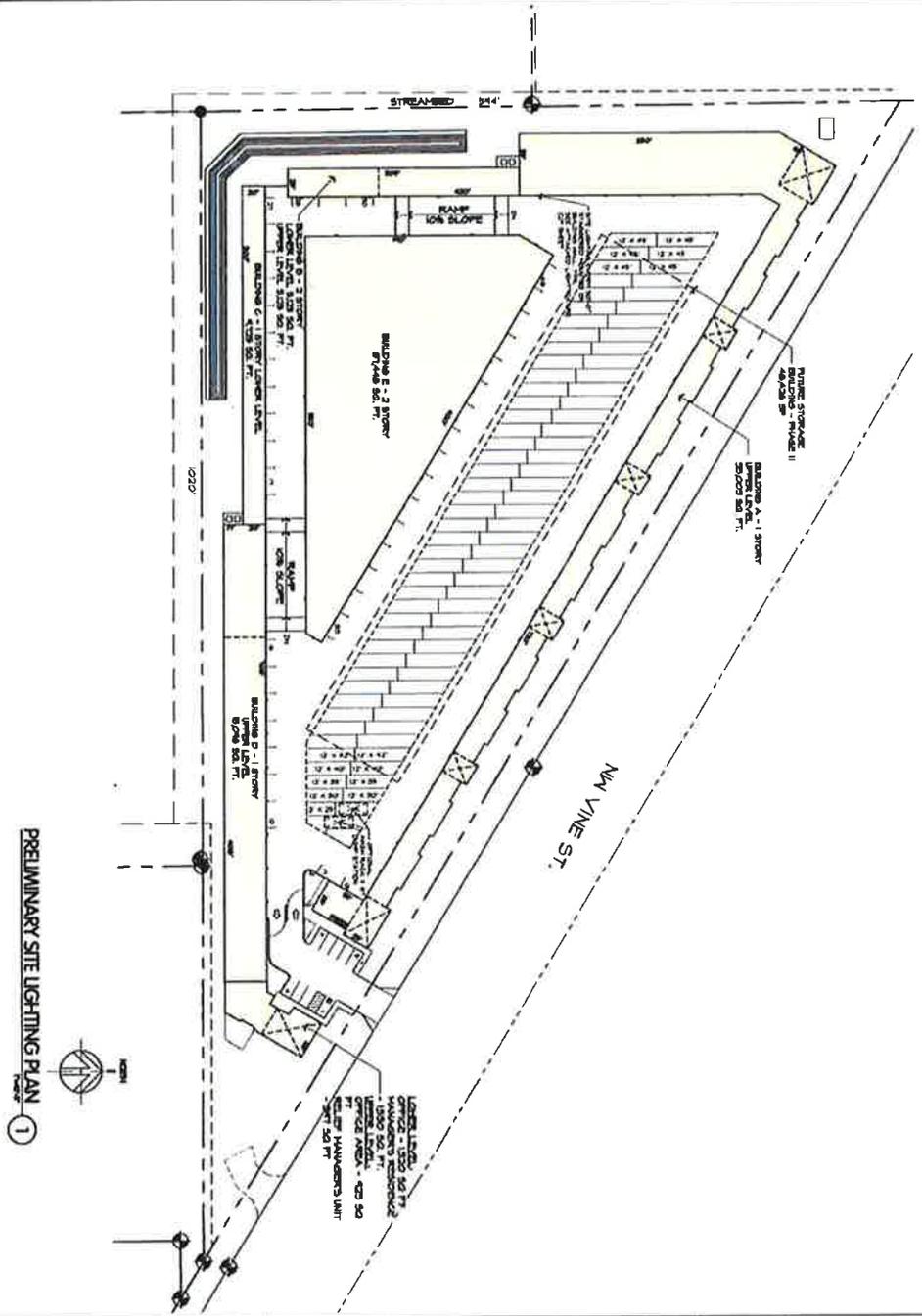


EXHIBIT

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Parks & Community Development Dept.
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PRELIMINARY SITE LIGHTING PLAN
110 Line LED

110 Line LED
111 Full Scope LED

110 Line LED
111 Full Scope LED

110 Line LED
111 Full Scope LED

jordan
architects, inc.

131 Cole Street, Suite 100
San Dimas, CA 92576-5441
Telephone (909) 398-8900
Facsimile (909) 398-8250

HCA
MANAGEMENT CO.
LLC

2480 BURNING WOOD
NORWICH, CA 95955

GRANTS PASS
SELF-STORAGE

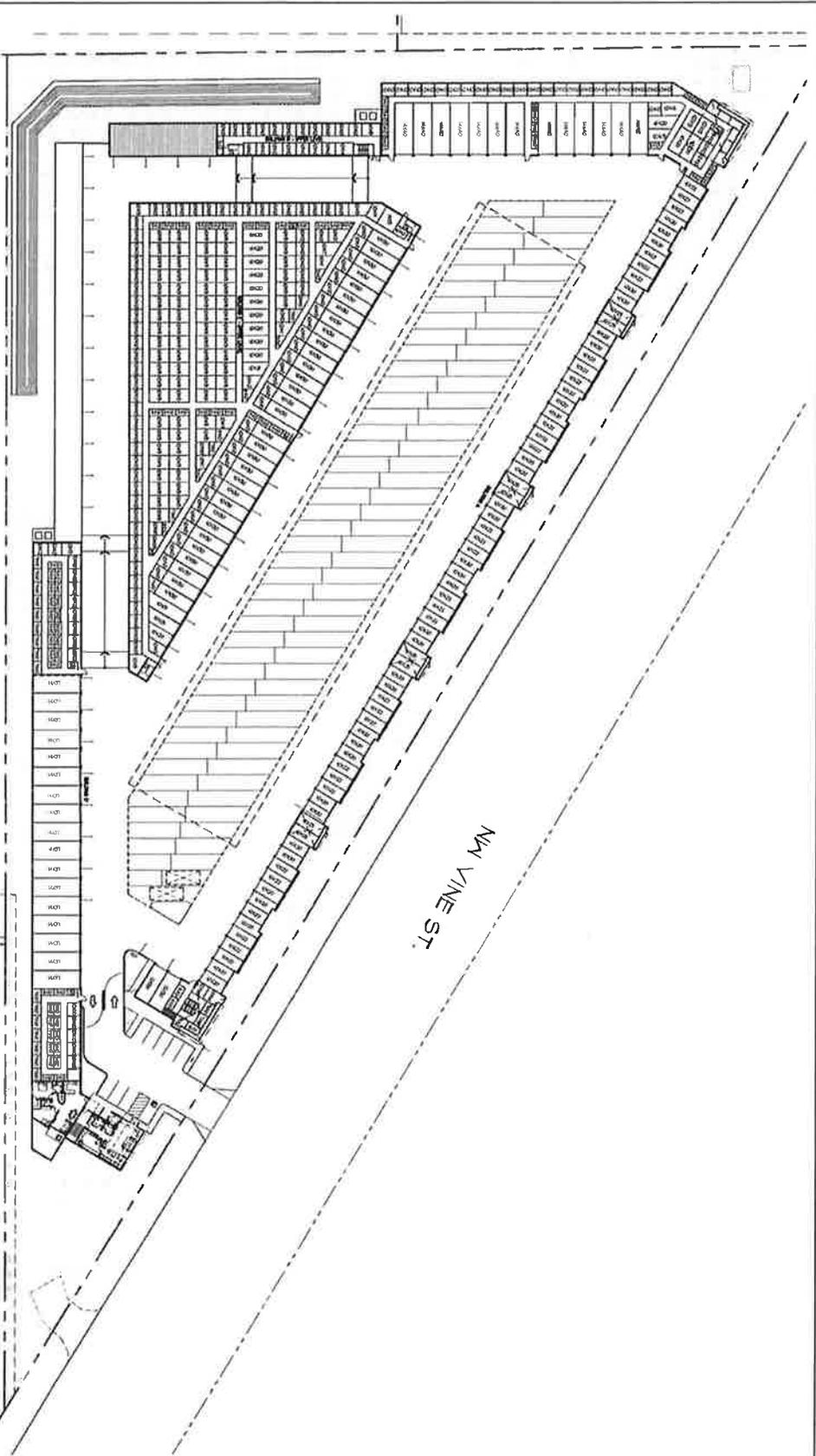
2480 BURNING WOOD
GRANTS PASS, OR

PRELIMINARY
SITE LIGHTING
PLAN

MAJOR SITE
PLAN REVIEW

PROJECT MANAGER: C.P.
DATE: 08/05/06
JOB NUMBER: 5-732
PLN NAME: 9752ANZ
SHEET NUMBER:

A12



UPPER LEVEL UNIT MIX
NUMBER 1

GENERAL NOTES

1. CHECK FOR ALL LOCAL ORDINANCES AND REGULATIONS.
2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
4. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
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9. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
10. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.

KEY NOTES

WALL LEGEND

KEY PLAN

jordan
architects, inc.

131 Calle Iglesia, Suite 100
San Clemente, CA 92672-7541
Telephone (949) 388-8000
Facsimile (949) 388-8200

2010 Building Code of the City of San Clemente

CLIENT
**HCA
MANAGEMENT CO.
LLC**

PROJECT
750 BERNCO RD
NOVATO, CA 94945

GRANTS PASS
SELF-STORAGE

2450 NW VINE STREET
GRANTS PASS, OR

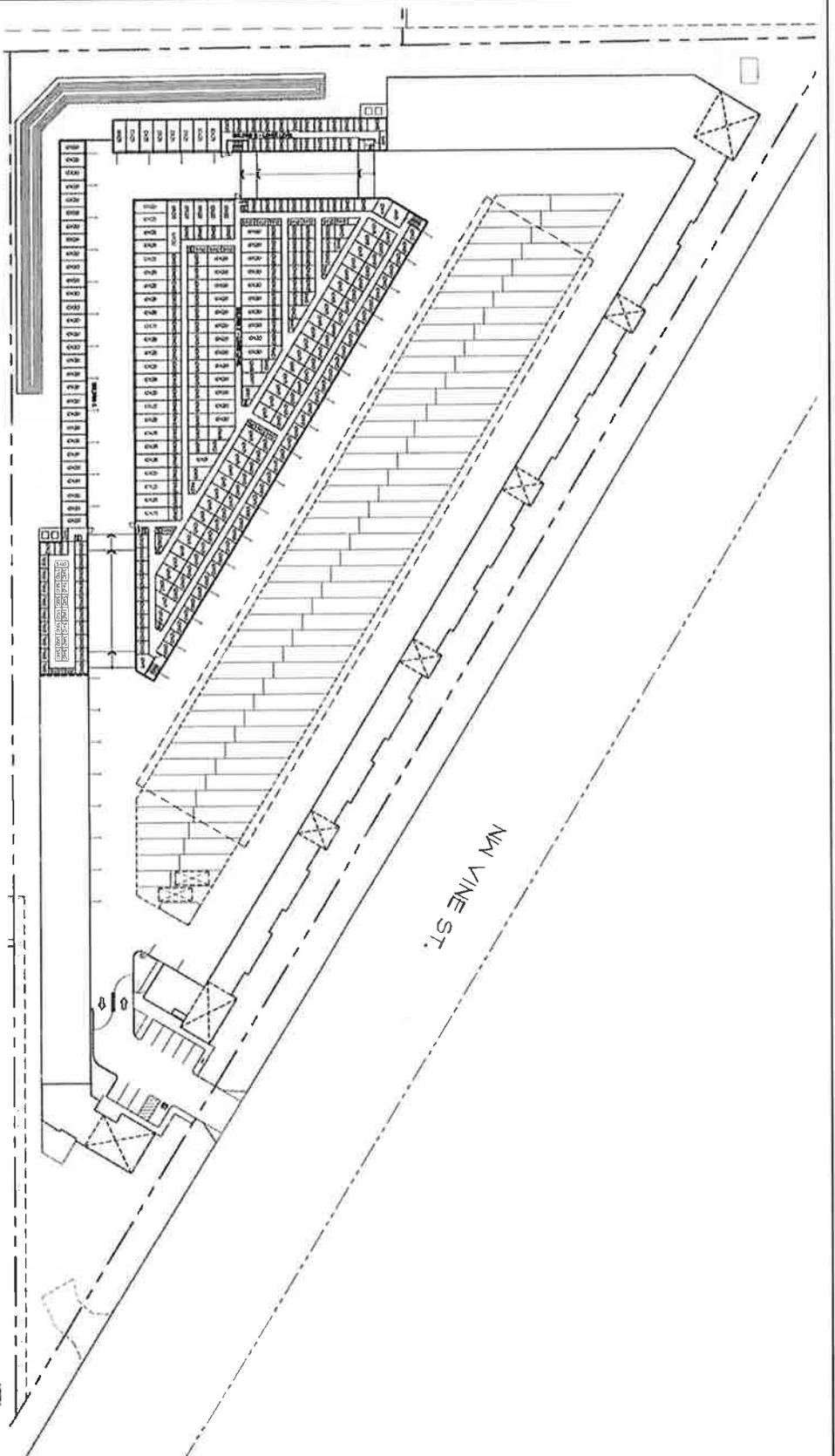
SHEET TITLE
**LOWER LEVEL
UNIT MIX**

MAJOR SITE
PLAN REVIEW

REV 7 DATE COMMENT

PROJECT MANAGER: C.P.
DRAWN BY: 06/05/2006
DATE: 15-733
JOB NUMBER: 18729-2-01
JOB NAME:
SHEET NUMBER:

A2.1



LOWER LEVEL UNIT MIX
1

GENERAL NOTES

1. REFER TO THE GENERAL NOTES OF THE MAIN PLAN FOR ALL NOTES.
2. ALL DIMENSIONS ARE IN FEET AND INCHES.
3. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE FACE OF THE WALL.
4. ALL DIMENSIONS ARE TO THE FACE OF THE WALL.
5. ALL DIMENSIONS ARE TO THE FACE OF THE WALL.
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10. ALL DIMENSIONS ARE TO THE FACE OF THE WALL.

KEY NOTES

WALL LEGEND

KEY PLAN

CLIENT
**HCA
MANAGEMENT CO.
LLC**

PROJECT
720 SHIMWOOD BLDG.
MCKAY, CA 94945

SHEET TITLE
**GRANTS PASS
SELF-STORAGE**

2450 MAINWAY STREET
GRANTS PASS, OR

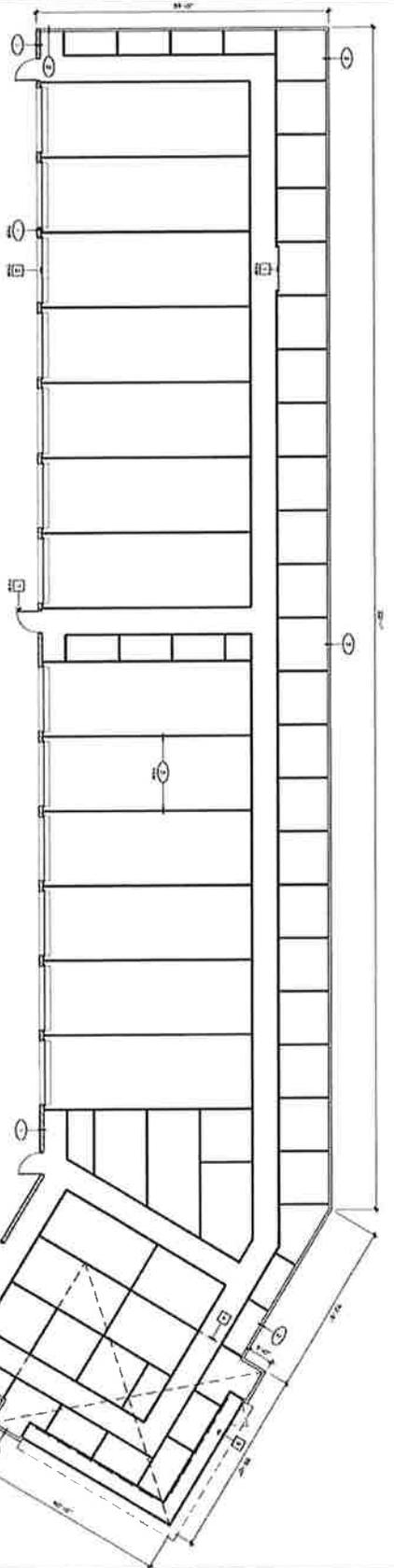
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**2450 MAINWAY STREET
GRANTS PASS, OR**

DATE
08/09/2018

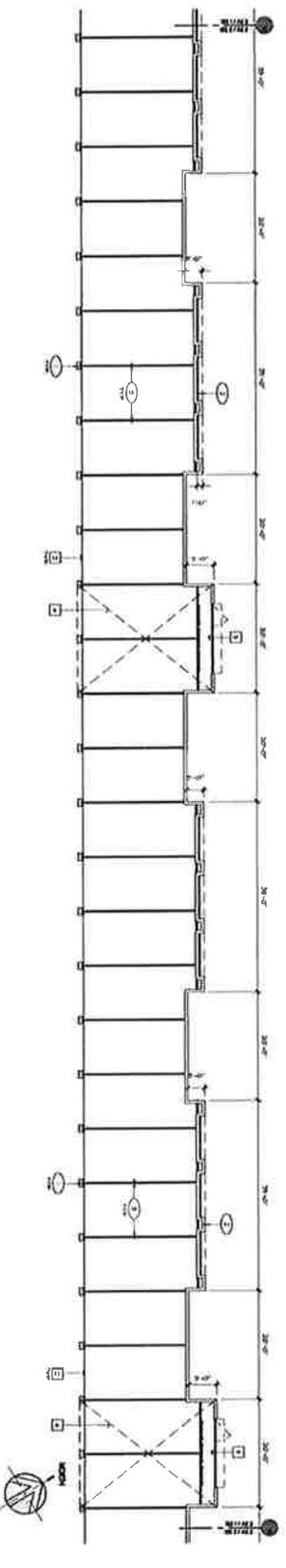
JOB NUMBER
5-1732

PLN NUMBER
5732A002

SHEET NUMBER
A2.2



BUILDING A PARTIAL FLOOR PLAN
1



BUILDING A PARTIAL FLOOR PLAN
2

GENERAL NOTES

1. REFER TO THE GENERAL NOTES FOR THE BUILDING A PARTIAL FLOOR PLAN FOR THE GENERAL NOTES.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL WALLS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
4. ALL DOORS ARE TO BE 30" WIDE UNLESS OTHERWISE NOTED.
5. ALL WINDOWS ARE TO BE 36" WIDE UNLESS OTHERWISE NOTED.
6. ALL CEILING ARE TO BE 8' HIGH UNLESS OTHERWISE NOTED.
7. ALL FLOOR ARE TO BE 4" THICK UNLESS OTHERWISE NOTED.
8. ALL ROOF ARE TO BE 4" THICK UNLESS OTHERWISE NOTED.
9. ALL STRUCTURE ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
10. ALL FINISHES ARE TO BE AS NOTED.

KEY NOTES

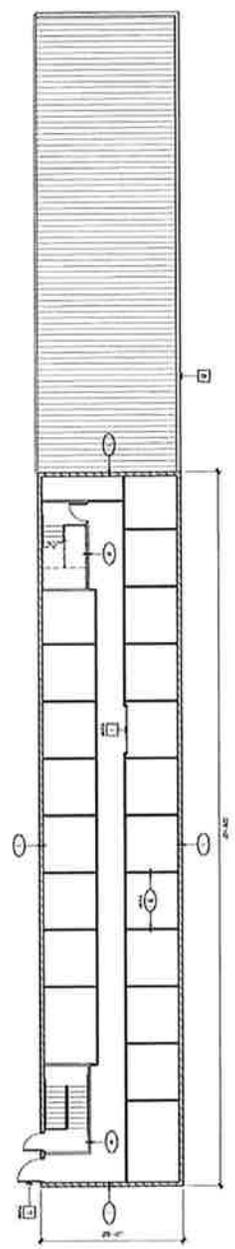
1. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY WALL SECTIONS.
2. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY DOOR SECTIONS.
3. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY WINDOW SECTIONS.
4. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY CEILING SECTIONS.
5. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY FLOOR SECTIONS.
6. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY ROOF SECTIONS.
7. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY STRUCTURE SECTIONS.
8. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY FINISH SECTIONS.
9. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY OTHER SECTIONS.
10. SECTION SYMBOLS ARE TO BE USED TO IDENTIFY UNFINISHED SECTIONS.

WALL LEGEND

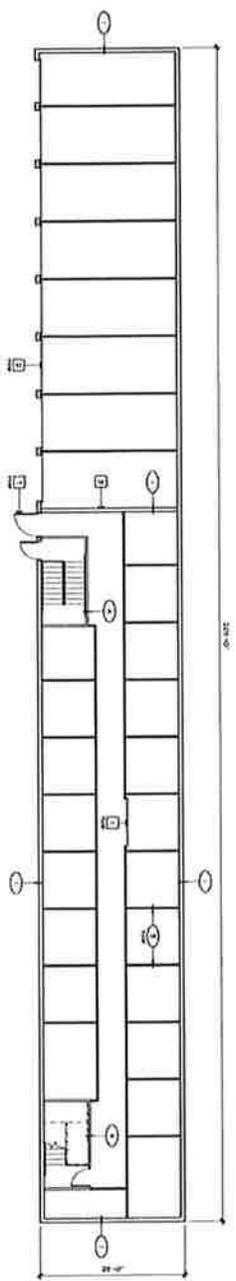
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2. 12" CONCRETE WALL WITH 4" CORE AND 2" FINISH
3. 12" CONCRETE WALL WITH 4" CORE AND 2" FINISH AND 2" INSULATION
4. 12" CONCRETE WALL WITH 4" CORE AND 2" FINISH AND 2" INSULATION AND 2" EXTERIOR FINISH
5. 12" CONCRETE WALL WITH 4" CORE AND 2" FINISH AND 2" INSULATION AND 2" EXTERIOR FINISH AND 2" EXTERIOR CLADDING
6. 12" CONCRETE WALL WITH 4" CORE AND 2" FINISH AND 2" INSULATION AND 2" EXTERIOR FINISH AND 2" EXTERIOR CLADDING AND 2" EXTERIOR CLADDING
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KEY PLAN

1. BUILDING A PARTIAL FLOOR PLAN 1
2. BUILDING A PARTIAL FLOOR PLAN 2
3. BUILDING A PARTIAL FLOOR PLAN 3
4. BUILDING A PARTIAL FLOOR PLAN 4
5. BUILDING A PARTIAL FLOOR PLAN 5
6. BUILDING A PARTIAL FLOOR PLAN 6
7. BUILDING A PARTIAL FLOOR PLAN 7
8. BUILDING A PARTIAL FLOOR PLAN 8
9. BUILDING A PARTIAL FLOOR PLAN 9
10. BUILDING A PARTIAL FLOOR PLAN 10



BUILDING B UPPER FLOOR PLAN
SCALE: 1/8" = 1'-0"



BUILDING B LOWER FLOOR PLAN
SCALE: 1/8" = 1'-0"

GENERAL NOTES

1. REVISIONS TO THIS PLAN ARE INDICATED BY THE DATE AND NUMBER.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL WALLS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
4. ALL FLOORS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
5. ALL CEILING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
6. ALL ROOF ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
7. ALL EXTERIOR FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
8. ALL INTERIOR FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
9. ALL MECHANICAL AND ELECTRICAL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
10. ALL STRUCTURAL ELEMENTS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.

KEY NOTES

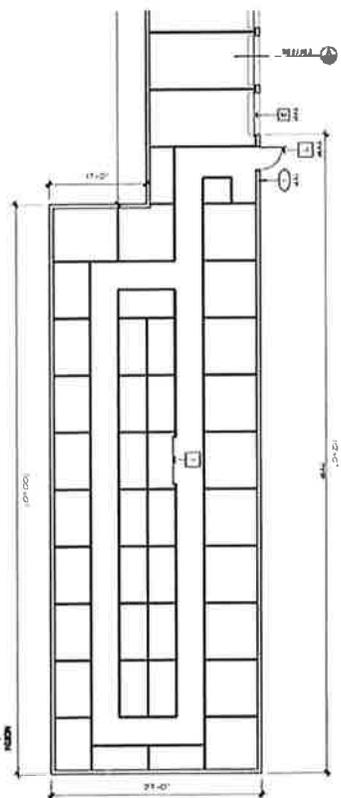
- 1. FINISHES SHOWN ON THIS PLAN SHALL BE CONCRETE UNLESS OTHERWISE NOTED.
- 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
- 3. ALL WALLS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
- 4. ALL FLOORS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
- 5. ALL CEILING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
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WALL LEGEND

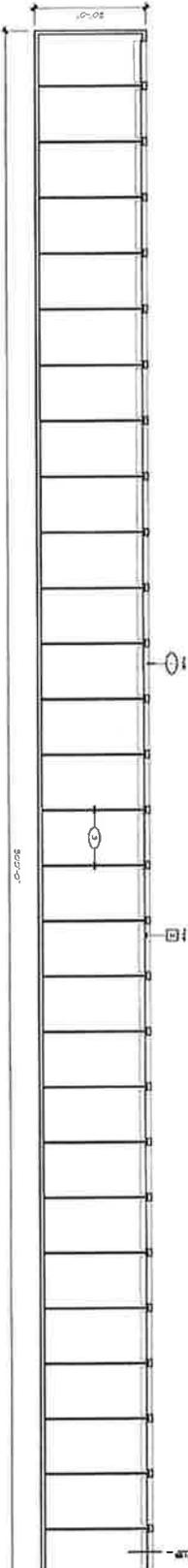
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- 2. CONCRETE WALL WITH INTERIOR FINISHES
- 3. CONCRETE WALL WITH EXTERIOR AND INTERIOR FINISHES
- 4. CONCRETE WALL WITH EXTERIOR FINISHES AND INTERIOR PARTITION
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- 10. CONCRETE WALL WITH EXTERIOR FINISHES AND INTERIOR PARTITION

KEY PLAN

- 1. BUILDING B UPPER FLOOR PLAN
- 2. BUILDING B LOWER FLOOR PLAN



BUILDING C PARTIAL FLOOR PLAN 1



BUILDING C PARTIAL FLOOR PLAN 2

GENERAL NOTES

1. MAJOR SITE PLAN IS TO BE USED TO DETERMINE THE LOCATION OF THE BUILDING.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL WALLS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
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8. ALL INTERIOR FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
9. ALL MECHANICAL AND ELECTRICAL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
10. ALL SANITARY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
11. ALL STRUCTURAL ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
12. ALL FOUNDATION ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
13. ALL RETAINING WALLS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
14. ALL CURBS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
15. ALL DRIVEWAYS ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
16. ALL PAVEMENT ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
17. ALL LIGHTING ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
18. ALL SIGNAGE ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
19. ALL FENCE ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
20. ALL UTILITY ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.

KEY NOTES

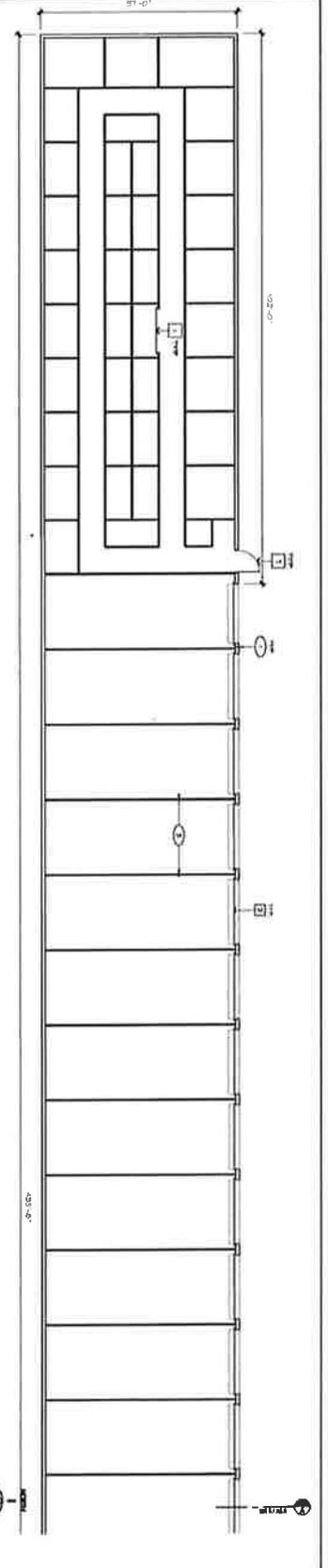
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8. MECHANICAL FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
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12. FOUNDATION FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
13. RETAINING WALL FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
14. CURB FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
15. DRIVEWAY FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
16. PAVEMENT FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
17. LIGHTING FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
18. SIGNAGE FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
19. FENCE FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.
20. UTILITY FINISHES ARE TO BE CONCRETE UNLESS OTHERWISE NOTED.

WALL LEGEND

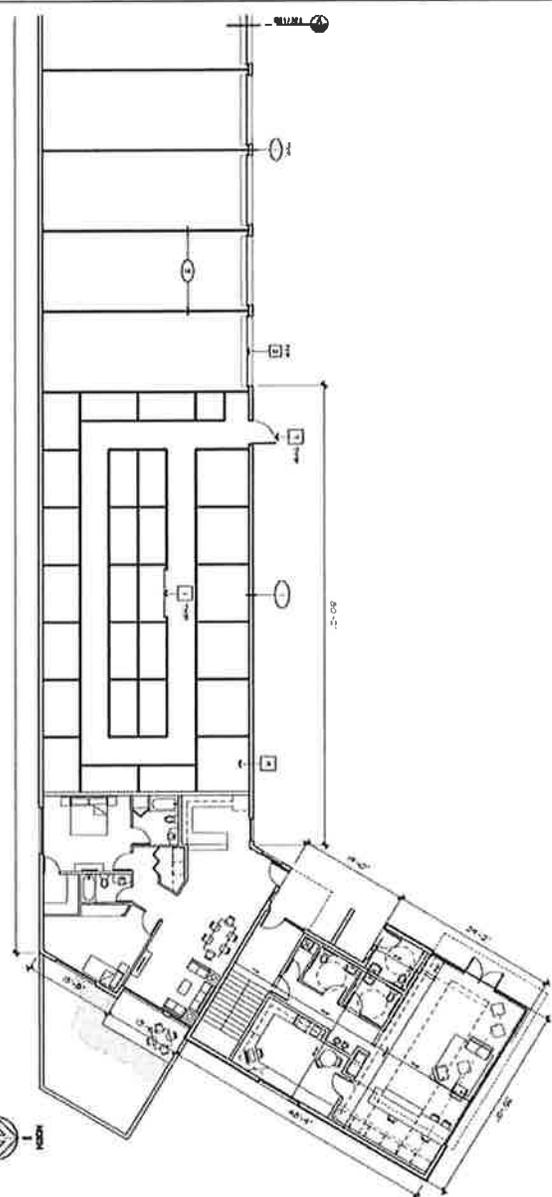
1. 12" CONCRETE WALL WITH EXTERIOR FINISHES
2. 12" CONCRETE WALL WITH INTERIOR FINISHES
3. 12" CONCRETE WALL WITH EXTERIOR AND INTERIOR FINISHES
4. 12" CONCRETE WALL WITH EXTERIOR FINISHES AND INTERIOR PARTITION
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11. 12" CONCRETE WALL WITH INTERIOR FINISHES AND INTERIOR PARTITION
12. 12" CONCRETE WALL WITH EXTERIOR FINISHES AND INTERIOR PARTITION
13. 12" CONCRETE WALL WITH INTERIOR FINISHES AND INTERIOR PARTITION
14. 12" CONCRETE WALL WITH EXTERIOR FINISHES AND INTERIOR PARTITION
15. 12" CONCRETE WALL WITH INTERIOR FINISHES AND INTERIOR PARTITION
16. 12" CONCRETE WALL WITH EXTERIOR FINISHES AND INTERIOR PARTITION
17. 12" CONCRETE WALL WITH INTERIOR FINISHES AND INTERIOR PARTITION
18. 12" CONCRETE WALL WITH EXTERIOR FINISHES AND INTERIOR PARTITION
19. 12" CONCRETE WALL WITH INTERIOR FINISHES AND INTERIOR PARTITION
20. 12" CONCRETE WALL WITH EXTERIOR FINISHES AND INTERIOR PARTITION

KEY PLAN

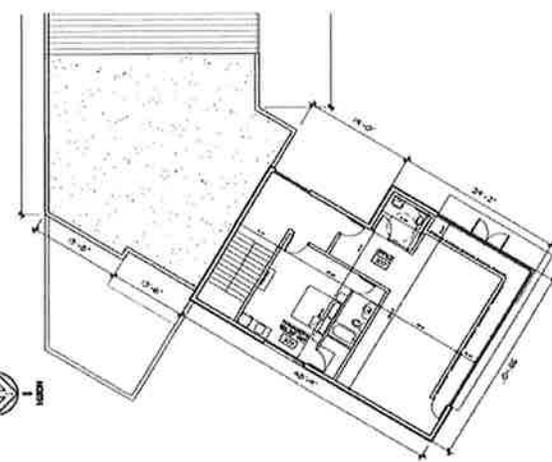




BUILDING D LOWER FLOOR PLAN
SHEET 1



BUILDING D LOWER FLOOR PLAN
SHEET 3



BUILDING D UPPER FLOOR PLAN
SHEET 2

GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL WALLS ARE 12" THICK UNLESS OTHERWISE NOTED.
3. ALL DOORS ARE 36" WIDE UNLESS OTHERWISE NOTED.
4. ALL WINDOWS ARE 48" WIDE UNLESS OTHERWISE NOTED.
5. ALL FLOORS ARE 4" CONCRETE ON 8" GRAVEL UNLESS OTHERWISE NOTED.
6. ALL ROOFS ARE 2" POLYSTYRENE INSULATION ON 4" CONCRETE UNLESS OTHERWISE NOTED.
7. ALL EXTERIOR WALLS ARE 12" THICK UNLESS OTHERWISE NOTED.
8. ALL EXTERIOR DOORS ARE 36" WIDE UNLESS OTHERWISE NOTED.
9. ALL EXTERIOR WINDOWS ARE 48" WIDE UNLESS OTHERWISE NOTED.
10. ALL EXTERIOR WALLS ARE TO BE FINISHED WITH STUCCO UNLESS OTHERWISE NOTED.
11. ALL EXTERIOR ROOFS ARE TO BE FINISHED WITH ASPHALT/FLY ASH ROOFING UNLESS OTHERWISE NOTED.
12. ALL EXTERIOR FLOORS ARE TO BE FINISHED WITH CONCRETE UNLESS OTHERWISE NOTED.
13. ALL EXTERIOR WALLS ARE TO BE FINISHED WITH STUCCO UNLESS OTHERWISE NOTED.
14. ALL EXTERIOR DOORS ARE TO BE FINISHED WITH STUCCO UNLESS OTHERWISE NOTED.
15. ALL EXTERIOR WINDOWS ARE TO BE FINISHED WITH STUCCO UNLESS OTHERWISE NOTED.

KEY NOTES

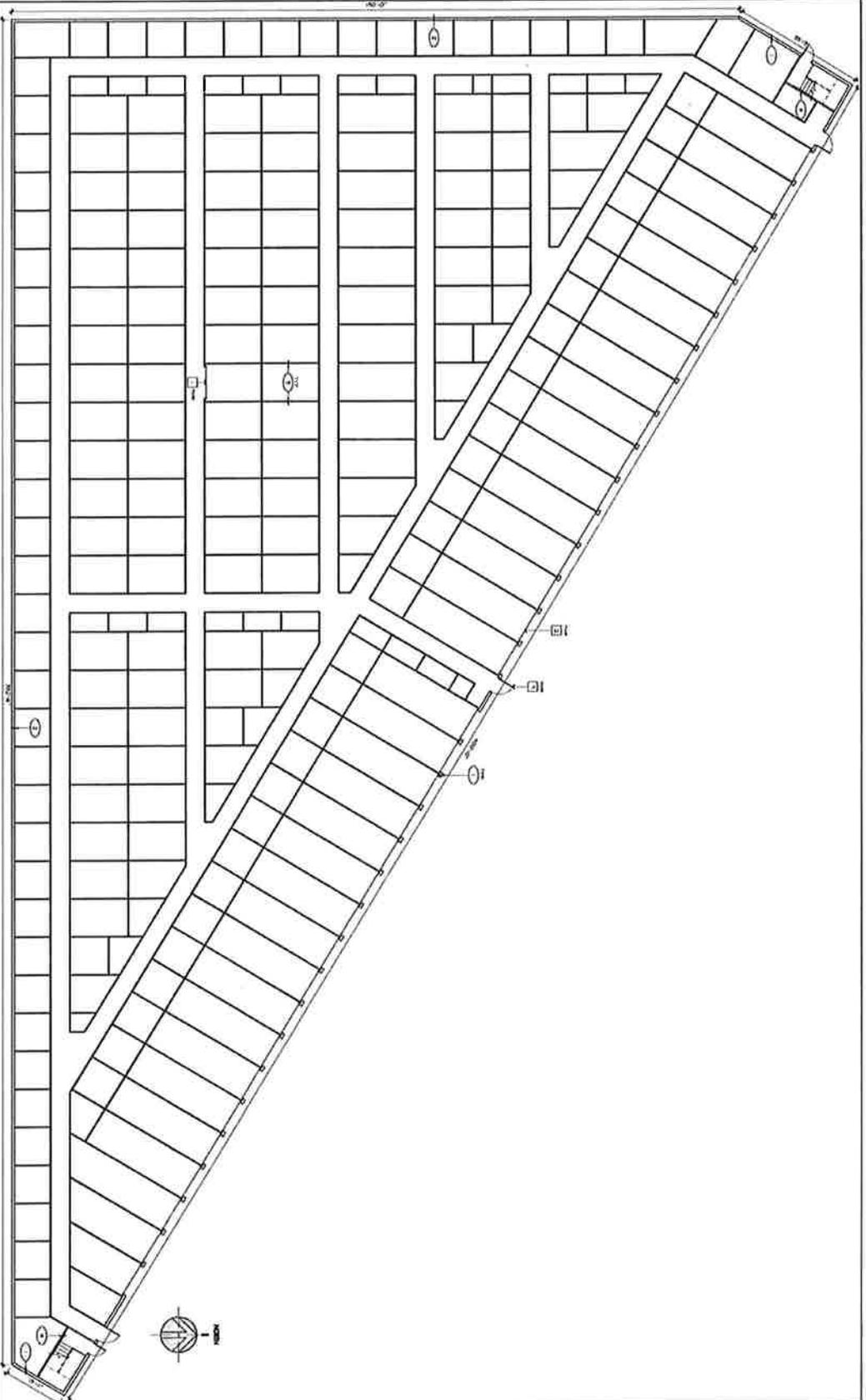
1. ALL WALLS ARE 12" THICK UNLESS OTHERWISE NOTED.
2. ALL DOORS ARE 36" WIDE UNLESS OTHERWISE NOTED.
3. ALL WINDOWS ARE 48" WIDE UNLESS OTHERWISE NOTED.
4. ALL FLOORS ARE 4" CONCRETE ON 8" GRAVEL UNLESS OTHERWISE NOTED.
5. ALL ROOFS ARE 2" POLYSTYRENE INSULATION ON 4" CONCRETE UNLESS OTHERWISE NOTED.
6. ALL EXTERIOR WALLS ARE 12" THICK UNLESS OTHERWISE NOTED.
7. ALL EXTERIOR DOORS ARE 36" WIDE UNLESS OTHERWISE NOTED.
8. ALL EXTERIOR WINDOWS ARE 48" WIDE UNLESS OTHERWISE NOTED.
9. ALL EXTERIOR WALLS ARE TO BE FINISHED WITH STUCCO UNLESS OTHERWISE NOTED.
10. ALL EXTERIOR ROOFS ARE TO BE FINISHED WITH ASPHALT/FLY ASH ROOFING UNLESS OTHERWISE NOTED.
11. ALL EXTERIOR FLOORS ARE TO BE FINISHED WITH CONCRETE UNLESS OTHERWISE NOTED.
12. ALL EXTERIOR WALLS ARE TO BE FINISHED WITH STUCCO UNLESS OTHERWISE NOTED.
13. ALL EXTERIOR DOORS ARE TO BE FINISHED WITH STUCCO UNLESS OTHERWISE NOTED.
14. ALL EXTERIOR WINDOWS ARE TO BE FINISHED WITH STUCCO UNLESS OTHERWISE NOTED.

WALL LEGEND

1. 12" THICK EXTERIOR WALL WITH STUCCO FINISH
2. 12" THICK INTERIOR WALL WITH PLASTER FINISH
3. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW
4. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND DOOR
5. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR
6. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH
7. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF
8. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR
9. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING
10. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING
11. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL
12. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL
13. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING
14. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC
15. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE
16. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY
17. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY AND ACCESSIBILITY
18. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY AND ACCESSIBILITY AND SUSTAINABILITY
19. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY AND ACCESSIBILITY AND SUSTAINABILITY AND ENERGY EFFICIENCY
20. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY AND ACCESSIBILITY AND SUSTAINABILITY AND ENERGY EFFICIENCY AND GREEN BUILDING

KEY PLAN

1. 12" THICK EXTERIOR WALL WITH STUCCO FINISH
2. 12" THICK INTERIOR WALL WITH PLASTER FINISH
3. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW
4. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND DOOR
5. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR
6. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH
7. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF
8. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR
9. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING
10. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING
11. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL
12. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL
13. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING
14. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC
15. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE
16. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY
17. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY AND ACCESSIBILITY
18. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY AND ACCESSIBILITY AND SUSTAINABILITY
19. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY AND ACCESSIBILITY AND SUSTAINABILITY AND ENERGY EFFICIENCY
20. 12" THICK EXTERIOR WALL WITH STUCCO FINISH AND WINDOW AND DOOR AND PORCH AND ROOF AND FLOOR AND CEILING AND LIGHTING AND MECHANICAL AND ELECTRICAL AND PLUMBING AND HVAC AND FIRE AND SECURITY AND ACCESSIBILITY AND SUSTAINABILITY AND ENERGY EFFICIENCY AND GREEN BUILDING



BUILDING E UPPER FLOOR PLAN
1

GENERAL NOTES

1. REFER TO THE GENERAL NOTES FOR THE UPPER FLOOR PLAN FOR THE BUILDING E UPPER FLOOR PLAN.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
7. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.

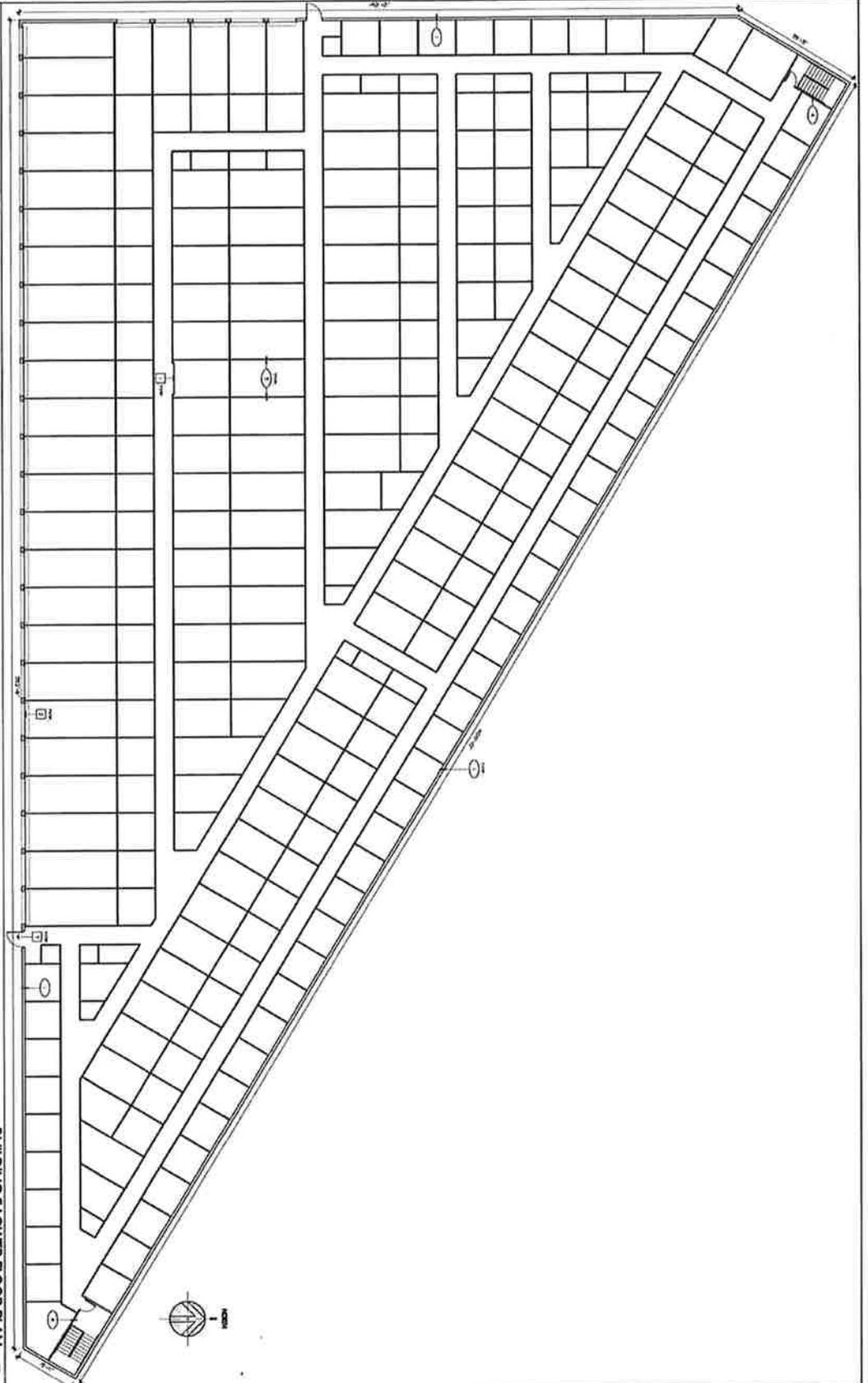
KEY NOTES

- 1. INTERIOR STAIRCASE NOT TO BE CONSIDERED FOR ELEVATION
- 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
- 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
- 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
- 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
- 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.
- 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 IBC AND ALL APPLICABLE CODES.

WALL LEGEND

- 1. 1/2" GYP BOARD ON 2" X 4" STUDS
- 2. 1/2" GYP BOARD ON 2" X 4" STUDS
- 3. 1/2" GYP BOARD ON 2" X 4" STUDS
- 4. 1/2" GYP BOARD ON 2" X 4" STUDS
- 5. 1/2" GYP BOARD ON 2" X 4" STUDS
- 6. 1/2" GYP BOARD ON 2" X 4" STUDS
- 7. 1/2" GYP BOARD ON 2" X 4" STUDS

KEY PLAN



BUILDING E LOWER FLOOR PLAN
PLAN 1

GENERAL NOTES

1. REFER TO THE GENERAL NOTES FOR THE BUILDING E LOWER LEVEL FLOOR PLAN.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. FINISH FLOOR IS 1" ABOVE FINISH GRADE UNLESS OTHERWISE NOTED.
4. FINISH GRADE IS 1" ABOVE FINISH GRADE UNLESS OTHERWISE NOTED.
5. FINISH GRADE IS 1" ABOVE FINISH GRADE UNLESS OTHERWISE NOTED.
6. FINISH GRADE IS 1" ABOVE FINISH GRADE UNLESS OTHERWISE NOTED.
7. FINISH GRADE IS 1" ABOVE FINISH GRADE UNLESS OTHERWISE NOTED.
8. FINISH GRADE IS 1" ABOVE FINISH GRADE UNLESS OTHERWISE NOTED.
9. FINISH GRADE IS 1" ABOVE FINISH GRADE UNLESS OTHERWISE NOTED.
10. FINISH GRADE IS 1" ABOVE FINISH GRADE UNLESS OTHERWISE NOTED.

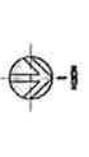
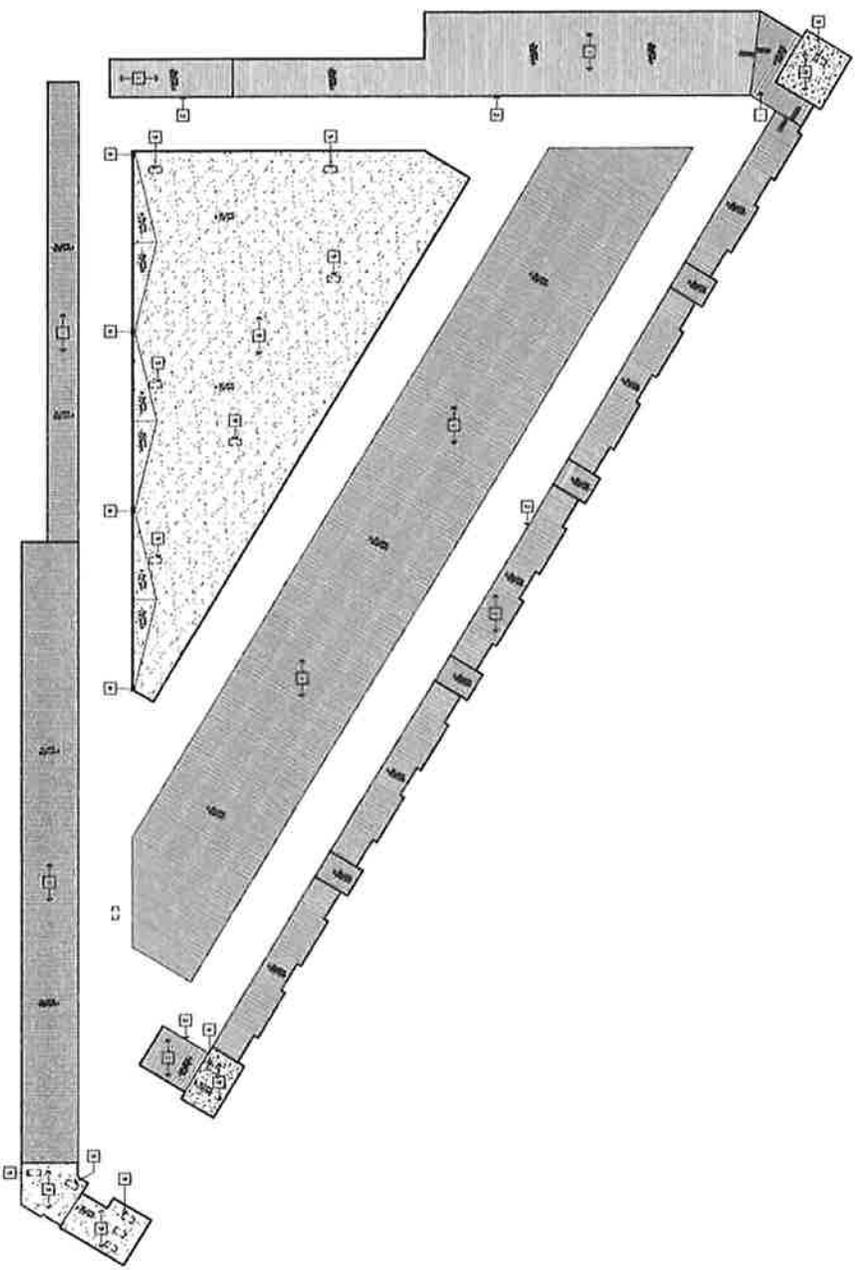
KEY NOTES

1. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
2. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
3. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
4. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
5. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
6. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
7. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
8. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
9. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.
10. INTERIOR STORAGE AND BULKHEADS ARE AS SHOWN.

WALL LEGEND

1. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
2. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
3. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
4. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
5. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
6. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
7. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
8. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
9. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.
10. 1/2" GYPSUM BOARD ON 2" X 4" STUDS.

KEY PLAN



ROOF PLAN
1

GENERAL NOTES

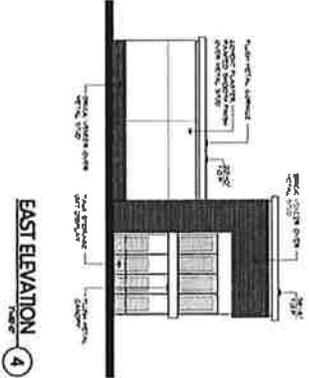
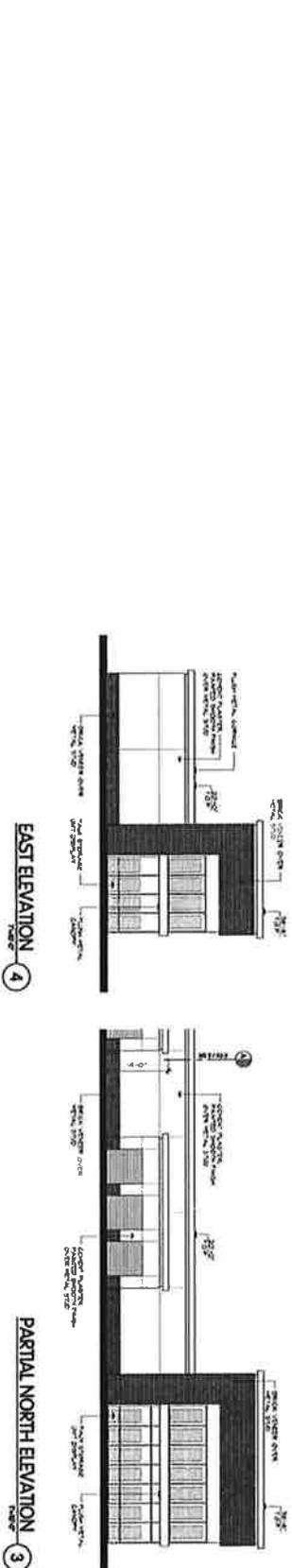
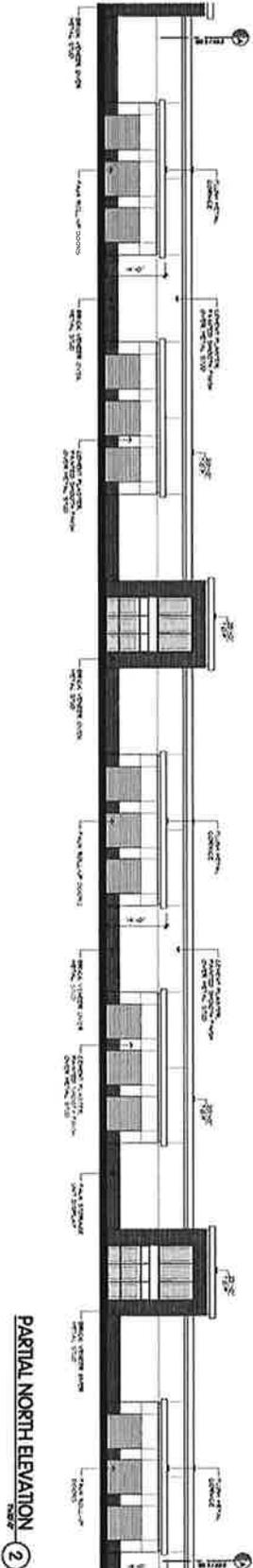
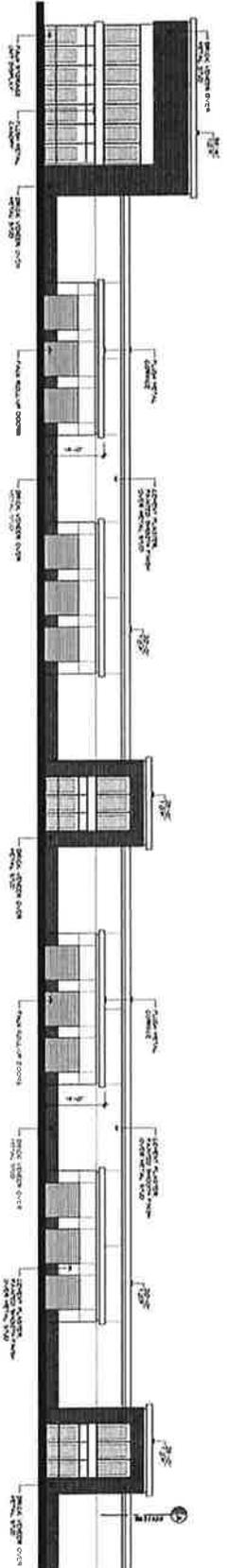
1. CHECK FOR ALL NOTES ON THIS SHEET AND ALL OTHER SHEETS OF THIS SET.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTION.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTION.

KEY NOTES

1. CL-01 TO CL-04: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
2. CL-05 TO CL-08: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
3. CL-09 TO CL-12: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
4. CL-13 TO CL-16: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
5. CL-17 TO CL-20: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
6. CL-21 TO CL-24: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
7. CL-25 TO CL-28: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
8. CL-29 TO CL-32: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
9. CL-33 TO CL-36: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
10. CL-37 TO CL-40: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
11. CL-41 TO CL-44: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
12. CL-45 TO CL-48: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
13. CL-49 TO CL-52: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
14. CL-53 TO CL-56: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
15. CL-57 TO CL-60: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
16. CL-61 TO CL-64: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
17. CL-65 TO CL-68: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
18. CL-69 TO CL-72: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
19. CL-73 TO CL-76: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
20. CL-77 TO CL-80: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
21. CL-81 TO CL-84: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
22. CL-85 TO CL-88: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
23. CL-89 TO CL-92: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
24. CL-93 TO CL-96: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.
25. CL-97 TO CL-100: 12" DIA. GALVANNEUM STRUCTURAL STEEL COLUMN, 10'0" HIGH.

WALL LEGEND

KEY PLAN



GENERAL NOTES

1. REFER TO GRANT PASS, OR PLANNING DEPARTMENT FOR BUILDING PERMITS.
2. REFER TO GRANT PASS, OR PLANNING DEPARTMENT FOR ZONING PERMITS.
3. CONSULT THE 1997 IBC, 2003 IBC, AND 2006 IBC FOR ALL APPLICABLE CODES.
4. ALL DIMENSIONS ARE IN FEET AND INCHES.
5. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
6. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
7. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
8. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
9. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
10. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.

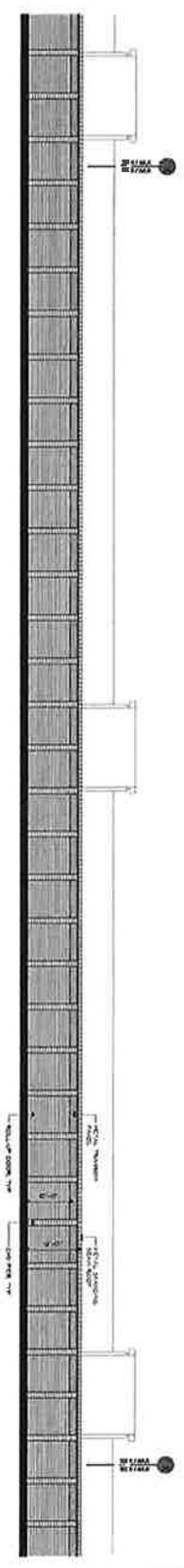
KEY NOTES

COLOR LEGEND

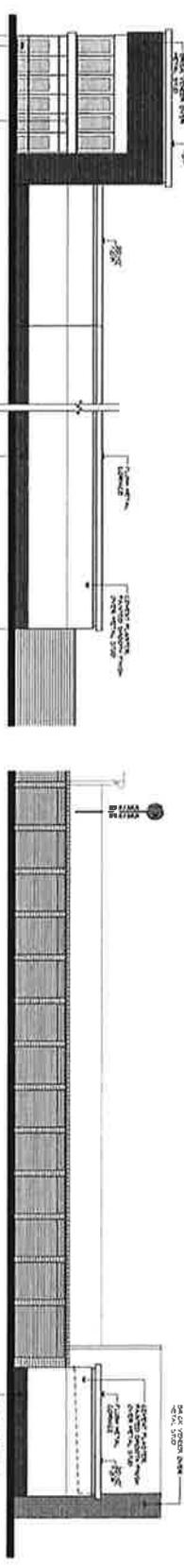
- ① BRICK
- ② STUCCO
- ③ STUCCO
- ④ STUCCO
- ⑤ STUCCO
- ⑥ STUCCO
- ⑦ STUCCO
- ⑧ STUCCO
- ⑨ STUCCO
- ⑩ STUCCO

KEY PLAN

PARTIAL SOUTH ELEVATION
Sheet ①

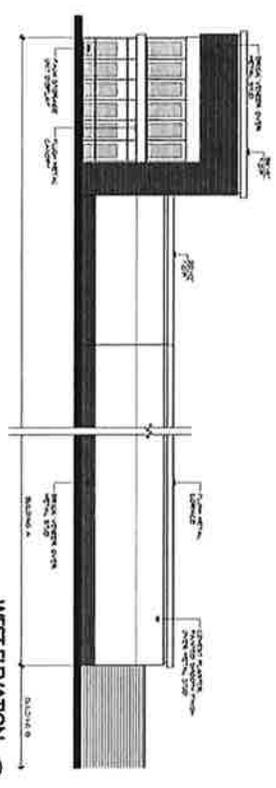


PARTIAL SOUTH ELEVATION
Sheet ②



PARTIAL SOUTH ELEVATION
Sheet ③

WEST ELEVATION
Sheet ④



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA ENERGY CODE, AND ALL OTHER APPLICABLE CODES AND REGULATIONS.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA ENERGY CODE, AND ALL OTHER APPLICABLE CODES AND REGULATIONS.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA ENERGY CODE, AND ALL OTHER APPLICABLE CODES AND REGULATIONS.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA ENERGY CODE, AND ALL OTHER APPLICABLE CODES AND REGULATIONS.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA ENERGY CODE, AND ALL OTHER APPLICABLE CODES AND REGULATIONS.

KEY NOTES

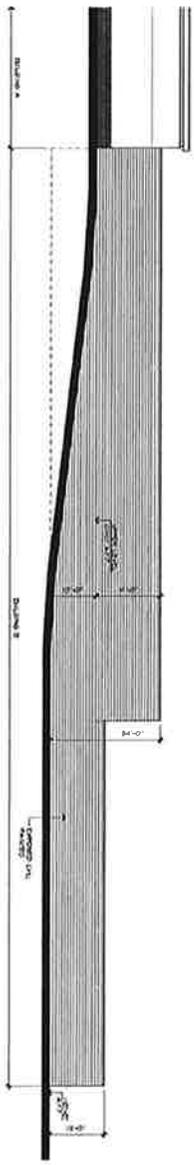
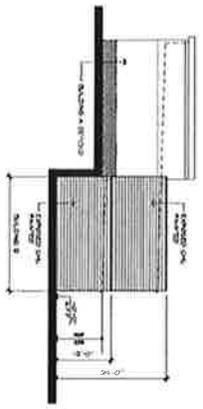
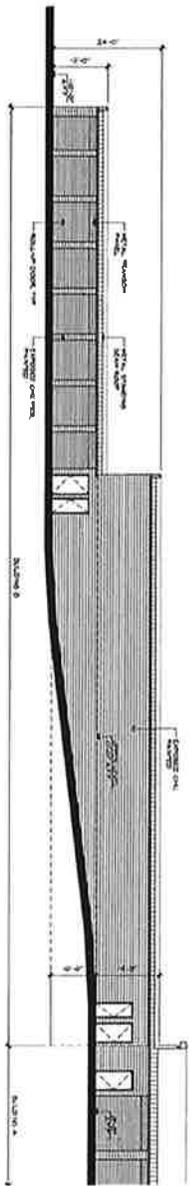
COLOR LEGEND

- ① LIGHT GRAY
- ② MEDIUM GRAY
- ③ DARK GRAY
- ④ BLACK
- ⑤ WHITE
- ⑥ UNFINISHED
- ⑦ UNPAINTED
- ⑧ UNPOLISHED
- ⑨ UNGLAZED
- ⑩ UNLACQUERED
- ⑪ UNSTAINED
- ⑫ UNPAVED
- ⑬ UNGRAVELLED
- ⑭ UNSEED
- ⑮ UNPLANTED
- ⑯ UNFURNISHED
- ⑰ UNFITTED
- ⑱ UNASSEMBLED
- ⑲ UNTESTED
- ⑳ UNINSPECTED
- ㉑ UNAPPROVED
- ㉒ UNLICENSED
- ㉓ UNREGISTERED
- ㉔ UNRECORDED
- ㉕ UNFILED
- ㉖ UNINDEXED
- ㉗ UNSEARCHED
- ㉘ UNRETRIEVED
- ㉙ UNLOCATED
- ㉚ UNIDENTIFIED
- ㉛ UNCLASSIFIED
- ㉜ UNCATEGORIZED
- ㉝ UNINDEXED
- ㉞ UNSEARCHED
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- ㊱ UNLOCATED
- ㊲ UNIDENTIFIED
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- ㊴ UNCATEGORIZED
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- ㊶ UNSEARCHED
- ㊷ UNRETRIEVED
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- ㊹ UNIDENTIFIED
- ㊺ UNCLASSIFIED
- ㊻ UNCATEGORIZED
- ㊼ UNINDEXED
- ㊽ UNSEARCHED
- ㊾ UNRETRIEVED
- ㊿ UNLOCATED

KEY PLAN

PROJECT MANAGER: C.P.

DATE: 08/09/2006
JOB NUMBER: 5-723
FILE NAME: 15724303
SHEET NUMBER: A3.1



GENERAL NOTES

1. READ ALL NOTES AND SPECIFICATIONS TO THESE DRAWINGS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
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7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

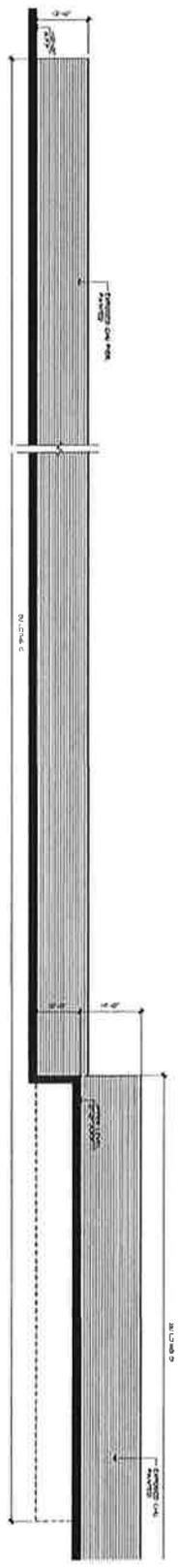
KEY NOTES

COLOR LEGEND

- | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
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KEY PLAN

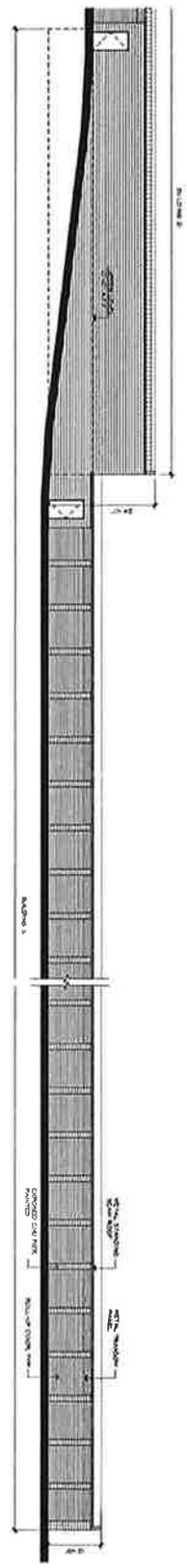
PROJECT MANAGER	DATE	COMMENTS
CF	08/09/2016	
	5-13	
	9/23/2008	



SOUTH ELEVATION
PAGE 1



WEST ELEVATION
PAGE 2



NORTH ELEVATION
PAGE 3

GENERAL NOTES

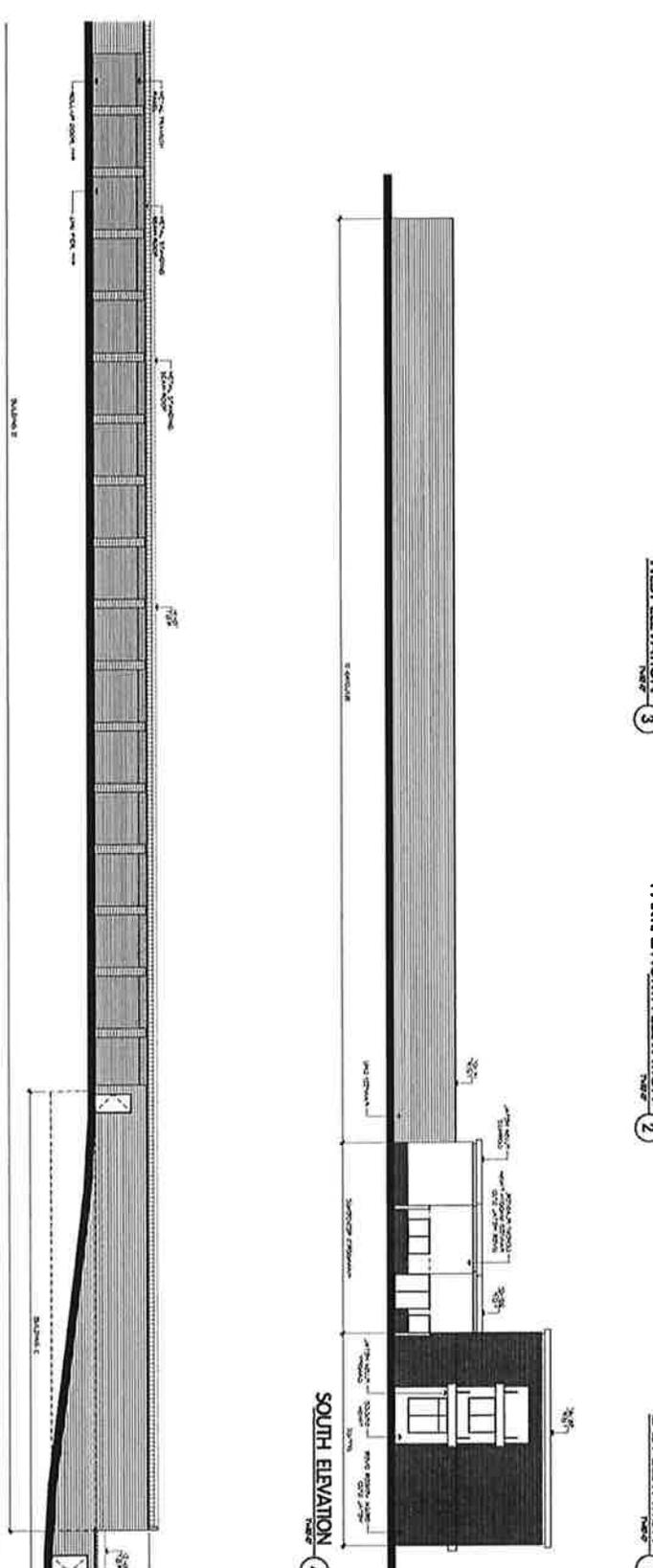
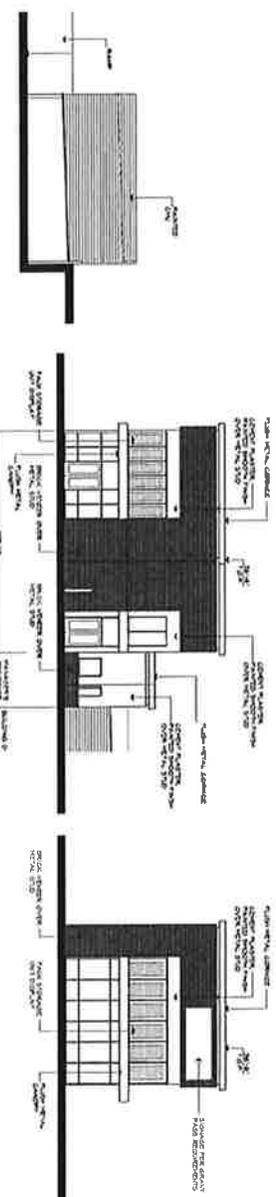
1. PROVIDE THE FOLLOWING INFORMATION TO THE ARCHITECT:
 - a. NUMBER OF UNITS TO BE PROVIDED
 - b. UNIT TYPES TO BE PROVIDED
 - c. UNIT SIZES TO BE PROVIDED
 - d. UNIT COLORS TO BE PROVIDED
 - e. UNIT FINISHES TO BE PROVIDED
 - f. UNIT ACCESSORIES TO BE PROVIDED
 - g. UNIT SIZES TO BE PROVIDED
 - h. UNIT TYPES TO BE PROVIDED
 - i. UNIT FINISHES TO BE PROVIDED
 - j. UNIT ACCESSORIES TO BE PROVIDED
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 - f. UNIT ACCESSORIES TO BE PROVIDED
 - g. UNIT SIZES TO BE PROVIDED
 - h. UNIT TYPES TO BE PROVIDED
 - i. UNIT FINISHES TO BE PROVIDED
 - j. UNIT ACCESSORIES TO BE PROVIDED
4. PROVIDE THE FOLLOWING INFORMATION TO THE ARCHITECT:
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 - c. UNIT SIZES TO BE PROVIDED
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 - i. UNIT FINISHES TO BE PROVIDED
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 - c. UNIT SIZES TO BE PROVIDED
 - d. UNIT COLORS TO BE PROVIDED
 - e. UNIT FINISHES TO BE PROVIDED
 - f. UNIT ACCESSORIES TO BE PROVIDED
 - g. UNIT SIZES TO BE PROVIDED
 - h. UNIT TYPES TO BE PROVIDED
 - i. UNIT FINISHES TO BE PROVIDED
 - j. UNIT ACCESSORIES TO BE PROVIDED

KEY NOTES

COLOR LEGEND

- ① - COLOR: [Symbol] - [Color Name]
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KEY PLAN



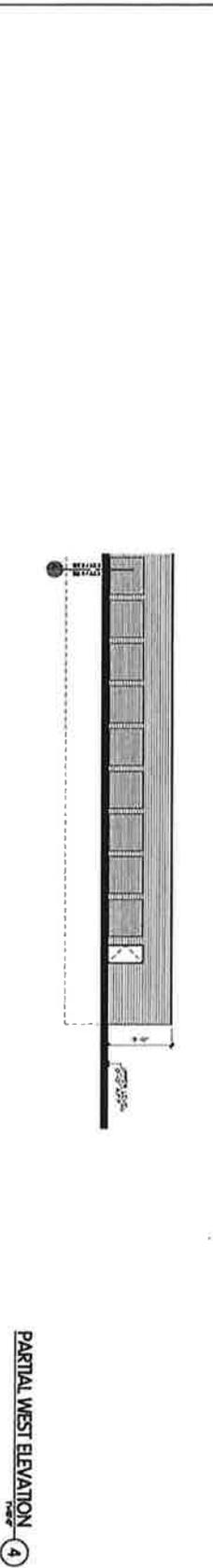
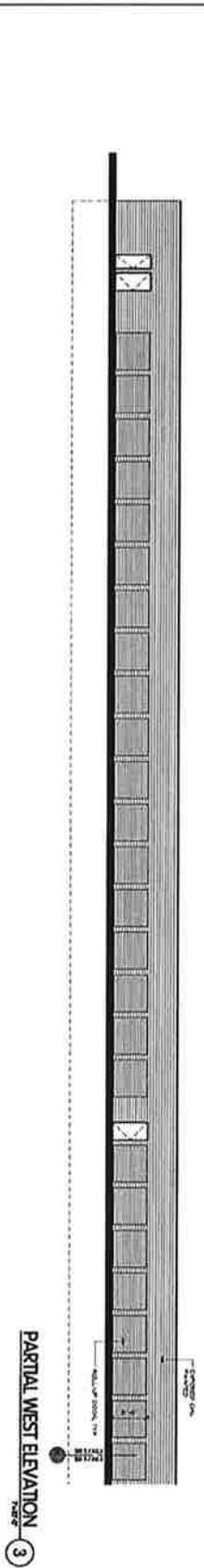
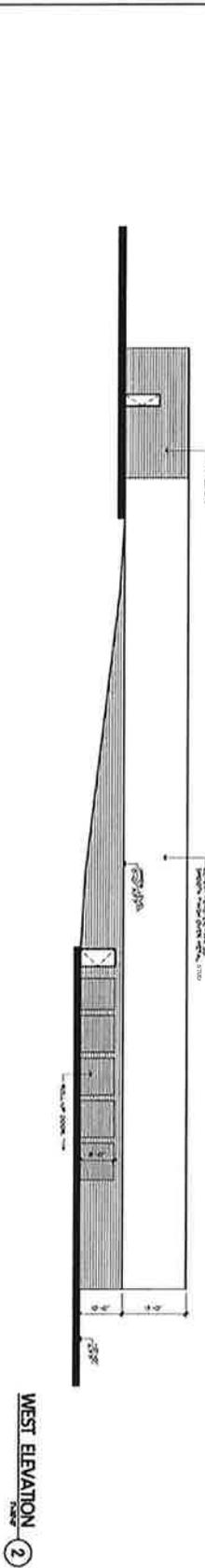
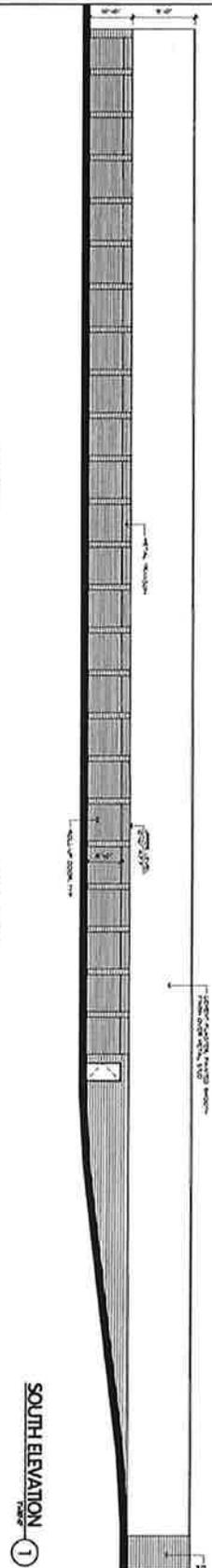
GENERAL NOTES

1. REFER TO ALL SHEETS AND SPECIFICATIONS FOR ALL MATERIALS AND FINISHES.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. FINISHES ARE TO BE AS SHOWN ON THE FINISH SCHEDULE.
4. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.
5. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL CODES AND ALL APPLICABLE LOCAL ORDINANCES.
6. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL CODES AND ALL APPLICABLE LOCAL ORDINANCES.
7. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND SAFETY CODES AND ALL APPLICABLE LOCAL ORDINANCES.
8. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ENERGY CONSERVATION CODES AND ALL APPLICABLE LOCAL ORDINANCES.
9. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL SMOKE AND ALARM CODES AND ALL APPLICABLE LOCAL ORDINANCES.
10. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ACCESSIBILITY STANDARDS AND ALL APPLICABLE LOCAL ORDINANCES.

KEY NOTES

COLOR LEGEND

(1)	BRICK	BRICK, COMMON, 2 1/2" x 8" x 4" (NOMINAL)
(2)	CONCRETE	CONCRETE, 4" THICK, 2800 PSI
(3)	WOOD	WOOD, 2" x 4" SIPS, UNPAINTED
(4)	WOOD	WOOD, 2" x 6" SIPS, UNPAINTED
(5)	WOOD	WOOD, 2" x 8" SIPS, UNPAINTED
(6)	WOOD	WOOD, 2" x 10" SIPS, UNPAINTED
(7)	WOOD	WOOD, 2" x 12" SIPS, UNPAINTED
(8)	WOOD	WOOD, 2" x 14" SIPS, UNPAINTED
(9)	WOOD	WOOD, 2" x 16" SIPS, UNPAINTED
(10)	WOOD	WOOD, 2" x 18" SIPS, UNPAINTED
(11)	WOOD	WOOD, 2" x 20" SIPS, UNPAINTED
(12)	WOOD	WOOD, 2" x 22" SIPS, UNPAINTED
(13)	WOOD	WOOD, 2" x 24" SIPS, UNPAINTED
(14)	WOOD	WOOD, 2" x 26" SIPS, UNPAINTED
(15)	WOOD	WOOD, 2" x 28" SIPS, UNPAINTED
(16)	WOOD	WOOD, 2" x 30" SIPS, UNPAINTED
(17)	WOOD	WOOD, 2" x 32" SIPS, UNPAINTED
(18)	WOOD	WOOD, 2" x 34" SIPS, UNPAINTED
(19)	WOOD	WOOD, 2" x 36" SIPS, UNPAINTED
(20)	WOOD	WOOD, 2" x 38" SIPS, UNPAINTED
(21)	WOOD	WOOD, 2" x 40" SIPS, UNPAINTED
(22)	WOOD	WOOD, 2" x 42" SIPS, UNPAINTED
(23)	WOOD	WOOD, 2" x 44" SIPS, UNPAINTED
(24)	WOOD	WOOD, 2" x 46" SIPS, UNPAINTED
(25)	WOOD	WOOD, 2" x 48" SIPS, UNPAINTED
(26)	WOOD	WOOD, 2" x 50" SIPS, UNPAINTED
(27)	WOOD	WOOD, 2" x 52" SIPS, UNPAINTED
(28)	WOOD	WOOD, 2" x 54" SIPS, UNPAINTED
(29)	WOOD	WOOD, 2" x 56" SIPS, UNPAINTED
(30)	WOOD	WOOD, 2" x 58" SIPS, UNPAINTED
(31)	WOOD	WOOD, 2" x 60" SIPS, UNPAINTED
(32)	WOOD	WOOD, 2" x 62" SIPS, UNPAINTED
(33)	WOOD	WOOD, 2" x 64" SIPS, UNPAINTED
(34)	WOOD	WOOD, 2" x 66" SIPS, UNPAINTED
(35)	WOOD	WOOD, 2" x 68" SIPS, UNPAINTED
(36)	WOOD	WOOD, 2" x 70" SIPS, UNPAINTED
(37)	WOOD	WOOD, 2" x 72" SIPS, UNPAINTED
(38)	WOOD	WOOD, 2" x 74" SIPS, UNPAINTED
(39)	WOOD	WOOD, 2" x 76" SIPS, UNPAINTED
(40)	WOOD	WOOD, 2" x 78" SIPS, UNPAINTED
(41)	WOOD	WOOD, 2" x 80" SIPS, UNPAINTED
(42)	WOOD	WOOD, 2" x 82" SIPS, UNPAINTED
(43)	WOOD	WOOD, 2" x 84" SIPS, UNPAINTED
(44)	WOOD	WOOD, 2" x 86" SIPS, UNPAINTED
(45)	WOOD	WOOD, 2" x 88" SIPS, UNPAINTED
(46)	WOOD	WOOD, 2" x 90" SIPS, UNPAINTED
(47)	WOOD	WOOD, 2" x 92" SIPS, UNPAINTED
(48)	WOOD	WOOD, 2" x 94" SIPS, UNPAINTED
(49)	WOOD	WOOD, 2" x 96" SIPS, UNPAINTED
(50)	WOOD	WOOD, 2" x 98" SIPS, UNPAINTED
(51)	WOOD	WOOD, 2" x 100" SIPS, UNPAINTED



GENERAL NOTES

KEY NOTES

COLOR LEGEND

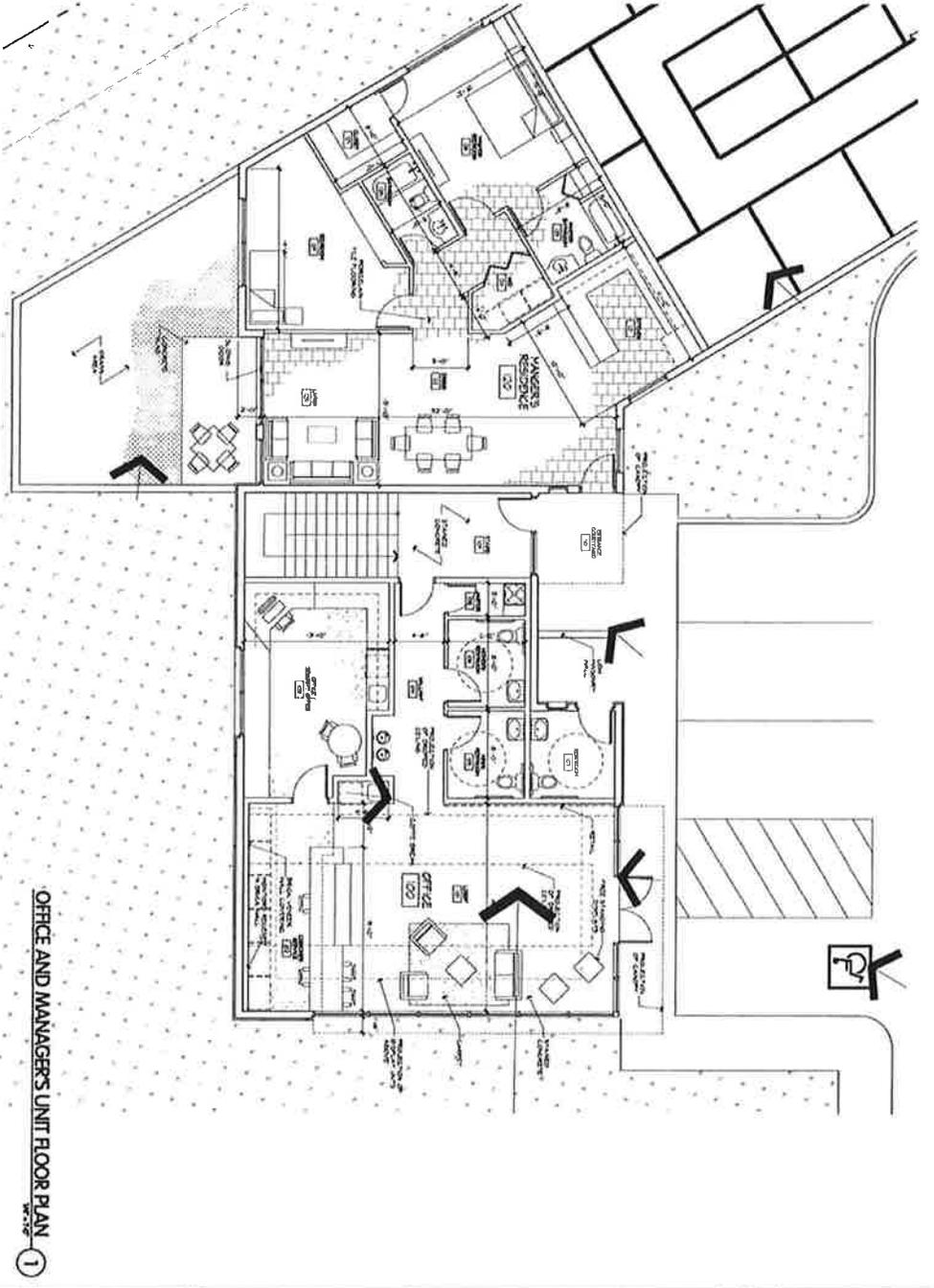
KEY PLAN

1. Detail of roof to match roof and eave of existing building.
2. All exterior walls to be finished with brick.
3. All exterior walls to be finished with brick.
4. All exterior walls to be finished with brick.
5. All exterior walls to be finished with brick.
6. All exterior walls to be finished with brick.
7. All exterior walls to be finished with brick.
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9. All exterior walls to be finished with brick.
10. All exterior walls to be finished with brick.

- 1. BRICK, RED, 2 1/2" THICK, SET IN MORTAR
- 2. BRICK, RED, 2 1/2" THICK, SET IN MORTAR
- 3. BRICK, RED, 2 1/2" THICK, SET IN MORTAR
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- 1. BRICK, RED, 2 1/2" THICK, SET IN MORTAR
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- 9. BRICK, RED, 2 1/2" THICK, SET IN MORTAR
- 10. BRICK, RED, 2 1/2" THICK, SET IN MORTAR



OFFICE AND MANAGERS UNIT FLOOR PLAN
 10-12-08

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA ELECTRICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA MECHANICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA PLUMBING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA FIRE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA SAFETY CODE AND ALL APPLICABLE LOCAL ORDINANCES.
7. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA ENVIRONMENTAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
8. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA LAND USE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
9. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA TRANSPORTATION CODE AND ALL APPLICABLE LOCAL ORDINANCES.
10. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2008 CALIFORNIA UTILITIES CODE AND ALL APPLICABLE LOCAL ORDINANCES.

KEY NOTES

COLOR LEGEND

KEY PLAN

jordan
 architects, inc.
 131 Calle Iglesia, Suite 100
 San Dimas, CA 91773-7341
 Telephone (949) 398-8890
 Facsimile (949) 398-8230

CLIENT
HCA
MANAGEMENT CO.
LLC

PROJECT
 7250 BIRWOOD BLVD.
 NOVATO, CA 94945

GRANTS PASS
 SELF-STORAGE

2450 NW VINE STREET
 GRANTS PASS, OR

SHEET TITLE
**OFFICE &
 MANAGERS
 UNIT PLAN**

MAJOR SITE
 PLAN REVIEW

REV # DATE COMMENT
 1 10/12/08

PROJECT MANAGER
 DESIGNER
 DATE 08/09/2008
 JOB NUMBER 05-132
 FILE NAME 1032450
 SHEET NUMBER

A5.1

CLIENT
**HCA
MANAGEMENT CO.
LLC**

PROJECT
7750 BERNWOOD BLVD.
NOVATO, CA 94945

GRANTS PASS
SELF-STORAGE

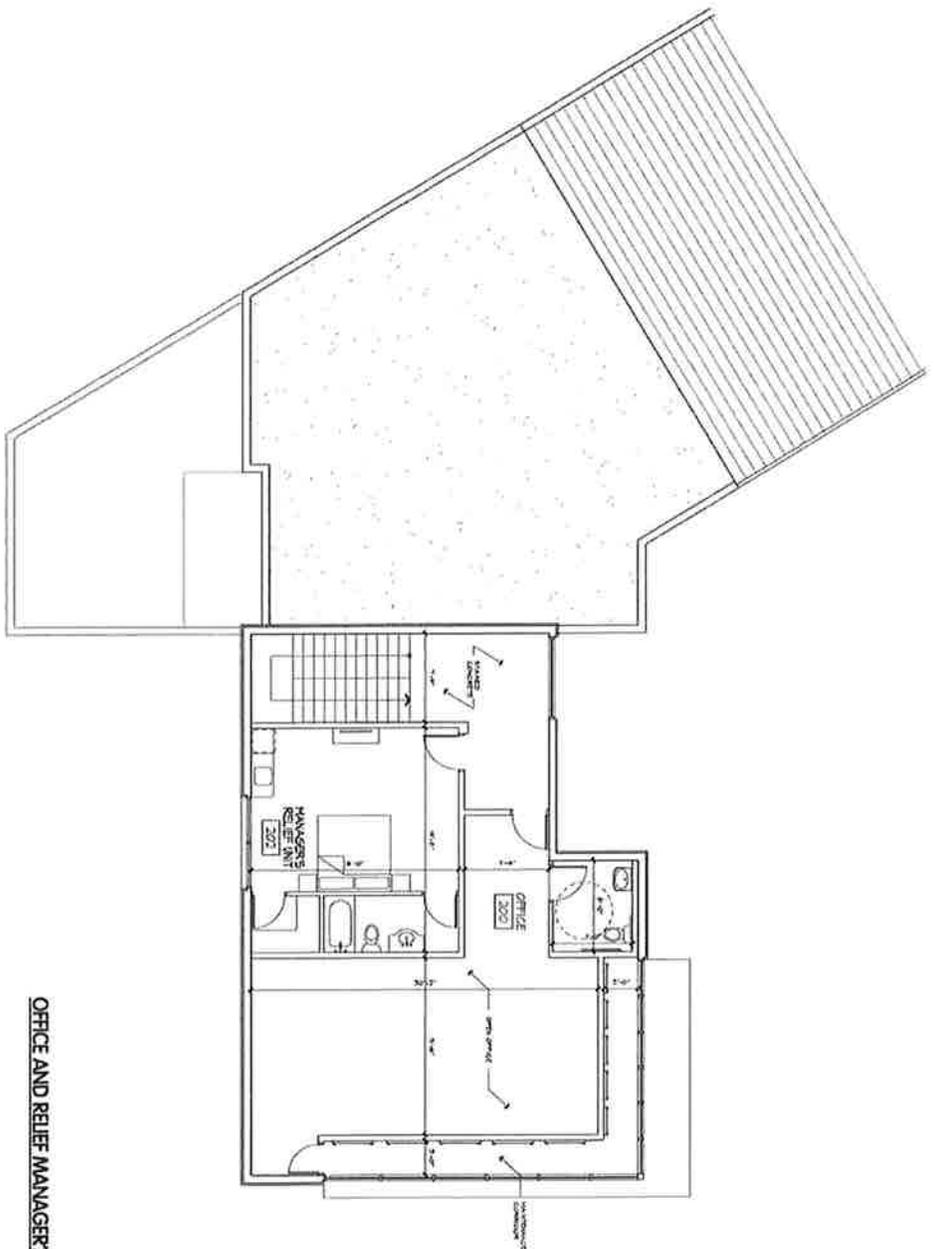
2480 WILMARE STREET
GRANTS PASS, OR

SHEET TITLE
**OFFICE &
MANAGERS
UNIT PLAN**

MAJOR SITE
PLAN REVIEW

DATE: 08/05/2018
JOB NUMBER: S-752
PLI NUMBER: 57314502
SHEET NUMBER

PROJECT MANAGER: G.P.
DRAWN BY:
DATE: 08/05/2018
JOB NUMBER: S-752
PLI NUMBER: 57314502
SHEET NUMBER
A5.2



OFFICE AND RELIEF MANAGERS UNIT FLOOR PLAN
SHEET 1

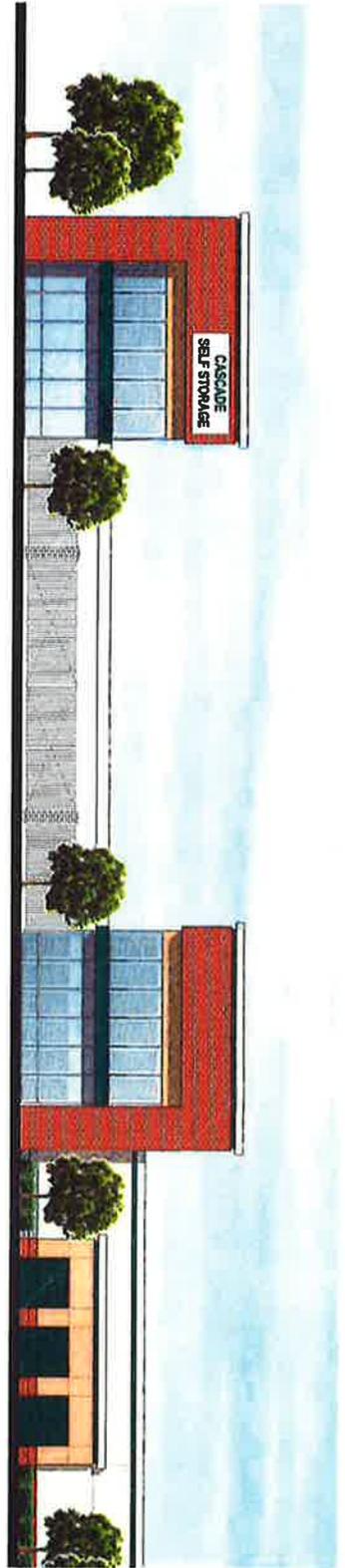
GENERAL NOTES

1. REFER TO THE PROJECT MANUAL AND THE PROJECT SPECIFICATIONS FOR ALL NOTES AND CONDITIONS.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. FINISHES AND MATERIALS SHALL BE AS SHOWN ON THE FINISH SCHEDULE AND THE PROJECT SPECIFICATIONS.
4. REFER TO THE PROJECT MANUAL FOR ALL NOTES AND CONDITIONS.
5. REFER TO THE PROJECT MANUAL FOR ALL NOTES AND CONDITIONS.
6. REFER TO THE PROJECT MANUAL FOR ALL NOTES AND CONDITIONS.
7. REFER TO THE PROJECT MANUAL FOR ALL NOTES AND CONDITIONS.
8. REFER TO THE PROJECT MANUAL FOR ALL NOTES AND CONDITIONS.
9. REFER TO THE PROJECT MANUAL FOR ALL NOTES AND CONDITIONS.
10. REFER TO THE PROJECT MANUAL FOR ALL NOTES AND CONDITIONS.

KEY NOTES

COLOR LEGEND

KEY PLAN



ENLARGED ENTRY

SCALE: 1" = 1/8"



SCALE: 1" = 30'

GRANTS PASS SELF STORAGE
GRANTS PASS, OR.

SCHEME B
PRELIMINARY ELEVATION

DESIGNED BY JORDAN ARCHITECTS, INC.
 PROJECT NO. 2017-001
 SCALE 1"=30'
 DATE 08/07/2018





BRICK VENEER - XII UNIVERSITY
BRICK RED FLASH BY ARTO BRICK



STOREFRONT - COLOR: #B
CHAMPAGNE
MFG: KAMNEER



ACCENT COLOR -
COLOR: DECT19
WOODLAWN GREEN LRY9
MFG: DUNN EDWARDS



STUCCO 2 - PRODUCT: 29% BASE 200
COLOR #: X-90536 PAREX
211L "TERRA"
MFG: PAREX USA



STUCCO 1 - PRODUCT: 29% BASE 200
COLOR #: 5/4X-550 PAREN
821L "ARLAT"
MFG: PAREN USA

HCA MANAGEMENT CO. LLC
GRANTS PASS SELF STORAGE
2450 VINE ST, GRANTS PASS, OR

COLOR MATERIAL BOARD

JOB NUMBER: 15-212
SCALE: NONE
DATE: 04/23/2016





jordan architects, inc.

August 12, 2016

GRANT PASS SELF-STORAGE – DISCRETIONARY REVIEW

I. GENERAL INFORMATION

Property Information:

Project: Grants Pass Self-Storage
Parcel Number: 36050600004300 & 4390
Property Address: 2450 NW Vine Street
Grants Pass, OR 97526

Development Team:

Developer: HCA Management Co, LLC
Chris Compton
7250 Redwood Blvd.
Northwood, CA 94945

Architect: Bruce Jordan
131 Calle Iglesia, Suite 100
San Clemente, CA 92672

II. PURPOSE AND INTENT – Article 20

Article 20.100 - Purpose and Intent:

Purpose. The purpose of this Article is to provide development standards that:

(1) Preserve and enhance the natural and built environment through standards intended to ensure new development is sensitive to the architectural, historical, geographical, and natural context that is unique to Grants Pass.

(2) Ensure new development is built to high quality standards that will enhance the community and preserve and contribute to the economic strength and vitality of the city.

(3) Protect the unique character of Grants Pass to ensure it remains competitive as a unique tourist destination, with commercial development that serves as an amenity to continue to attract tourism as the City grows, rather than detract from the unique character and attractiveness as a tourist destination.

EXHIBIT 4

131 Calle Iglesia, Suite 100, San Clemente, CA 92672
Office: (949) 388-8090 - Fax: (949) 388-8290 - E-Mail: JA@jordanarchitects.com - Web Site: www.jordanarchitects.com

(4) Protect the capital improvements and investments already made in the community, through standards intended to ensure new development is designed and built in a manner that will preserve or enhance, rather than diminish, the economic value of nearby properties.

(5) As new investment occurs in transitioning areas, ensure new development, infill development, and redevelopment occur in accordance with these standards to enhance the character of these areas and contribute to economic vitality.

(6) Provide clear and objective standards to enable review of new development through the standard site plan review process.

(7) Provide an alternative review process to enable flexibility in accomplishing the guiding principles behind the standards, when a development can equally or better accomplish the intent, even if the development does not strictly comply with the objective standards. In order to ensure this process provides high-quality products, and does not become a way to avoid the standards, this process requires review with a higher level of oversight and greater amount of discretion by the review body to ensure the intent is accomplished.

(8) Provide a high level of flexibility in architectural design choices, styles, and concepts by focusing on the human scale and detailing of buildings, and human activity and interest rather than individual styles.

(9) Provide flexibility to establish standards specific to special districts when desired to achieve a unique character or effect.

Grants Pass Self Storage Adherence to Article 20.100 - Purpose and Intent: Grants Pass Self Storage development accomplishes the purpose and intent of the zoning code even if it is not strictly complying with each objective standard. The project design presents a face to the Public Street and pedestrian ways, screens mechanical equipment behind building's roof parapets and locates dumpster areas in enclosed spaces.

A 20'-0" landscaping strip is provided around the entire exterior of the project which softens the length of the elevations. Due to the nature of the project, it is not feasible to include landscaping within the development as it will interfere with the operation of the facility.

Special care has been taken to incorporate high quality elements in this development traditionally found in commercial architecture such as a combination of brick veneer, patterned and textured stucco, and flush metal canopies to create an interplay of light and shadows on the façade.

Article 20.300 - Site Orientation Standards:

20.310 Overall Building Length:

"Overall building length shall be limited in order to provide vehicular and pedestrian connectivity through on-site circulation and connections to the adjoining street network and to provide visual relief through a combination of building mass and open space."

Grants Pass Self Storage Adherence to Article 20.30 - Site Orientation Standards

The self-storage site plan is designed to create a perimeter of buildings that will shield the view of the interior operations of the project from neighboring sight lines and provide security to the belongings being stored. The connectivity is not desired as it breaks the continuity of the building thus providing a view of the inner facade that is driven exclusively by the functionality of the use and can impede with on-site security by allowing multiple access points.

Article 20.400 - Architectural Standards:

20.410 Window and Glass Doors in Exterior Walls:

"Principle: Buildings shall provide a "face" toward streets, sidewalks, and on-site parking and circulation areas with transparent windows and glass doors that provide "eyes on the street" to promote a feeling of safety and community, to provide interest by creating a connection between interior and exterior space and activity, to provide views of human and retail activity within buildings to provide interest from the outside of the building, and to provide relief from the massing of exterior walls by providing views of interior building spaces and volumes."

Grants Pass Self Storage Adherence to Article 20.410 - Window and Glass Doors in Exterior Walls:

See through openings are not desirable in self-storage units. In lieu of these requirements, towers containing storefront systems with faux roll up doors provide transparency to the street front façade. In addition, a series of roll up door skins have been provided so that there is no more than 100 feet without windows or doors within the same elevation.

Building elevations have been designed to be 20 feet height along the street elevation to achieve a better height to length proportion ratio, but the interior ceiling height of the storage unit is only 10 feet.

20.420 Massing and Detailing:

"Principles: Buildings shall be articulated through massing and/or detailing in a manner that breaks larger building spaces and wall surfaces into human-scaled elements appropriate to the form of the building. Large, unbroken building masses and wall surfaces shall be avoided through the use of vertical and horizontal offsets and articulation of the building face.

This is especially important for large sections of wall that do not contain windows or glass doors, since they don't offer transparency into the building which would otherwise provide human interest and relief from the building surface.

Special provisions for retail development larger than 30,000 square feet are intended to ensure the larger areas with otherwise simple, boxy volumes are human-scaled."

Grants Pass Self Storage Adherence to Article 20.420 – Massing and Detailing:

All buildings along the street frontages will share a common architectural theme and will be constructed of a combination of brick veneer, patterned and textured stucco, and flush metal canopies to protect entrances and create a pattern of shadows on the façade.

Special care has been taken in providing design elements that will break up the façade and avoid unarticulated and monotonous building façades. A variety of building heights and roof line articulation have been introduced in order shield roofing materials from the public right-of-way.

The building street front façade provides articulation of a major element of 20 feet wide by 5 feet deep and 25 feet high, and a minor element of 35 feet wide by 3 feet deep and 20 feet high. The street front façade provides a constant height of 20 feet from which these elements project. In no case the maximum distance between the major and minor elements exceed 20 feet. In addition, the entrance to the project is flanked by two towers with visually appealing glass corners that resemble a mixed used development of an upscale nature.

Cornices and flush metal canopies run along the perimeter of the street front façade projecting from the wall plane to break up the height of the wall and provide depth and shadows.

The street front facades massing, articulation, and glass wraps around the west façade to provide continuity and 3-dimensional treatment for a length of 65 feet. The west façade, which is located adjacent to a stream, is mainly shielded from street view because of bushes and trees existing on the site. The south façade is offset from the property line 37 feet for almost half the length and 20 feet for the remaining portion. This separation from the property line will allow for the design of a landscaped strip that will smooth the building transition and shield it with plant material from view.

We believe that the use and design of this project will have a positive impact on the surrounding area and will enhance the character of the area. In summary, the proposed architecture creates height and massing at key points, generating a distinctively iconic and a uniquely recognizable project with retail character for the area.

SANDOW ENGINEERING

160 Madison Street Suite A Eugene, Oregon 97402 541.513.3376

September 30th, 2015

TO: Lora Glover
Parks & Community Development Director
City of Grants Pass
FROM: Kelly Sandow PE
Sandow Engineering



RENEWAL 06/30/16

RE: Cascade Storage-TIA Applicability

Sandow Engineering prepared a local trip generation study (date September 29, 2015) to determine the trip generation rate for mini storage facilities in Grants Pass, Oregon. The intent of the study was to establish a local rate to estimate the trip generation for the proposed Cascade Storage on Vine Street in lieu of using the data within ITE (Institute of Traffic Engineers) Trip Generation Manual.

TRIP GENERATION

The trip generation study prepared by Sandow Engineering evaluated 5 local sites in accordance to the standard ITE methodology to determine a local rate for mini storage facilities in Grants Pass. The evaluation determined that the weighted average trip generation rate during the pm peak hour is 0.13 trips/1000 square feet of building space.

The Cascade Storage facility on Vine Street is proposed at 187,440 square feet. At a trip generation rate of 0.13 trips/1000 sf the new building is estimated to generate 24 trips in the pm peak hour.

TIA APPLICABILITY

As per the City of Grants Pass Development Code, Section 27.121 (3), a traffic impact analysis is required when a development generates 25 or more peak hour trips. As shown above, the site is estimated to generate 24 pm peak hour trips, therefore the threshold for warranting a traffic impact analysis is not met.

CONCLUSION

As described within this letter, the proposed Cascade Storage will not generate 25 or more trips, therefore a traffic impact analysis is not required for this development.

EXHIBIT 5

CASCADE STORAGE

September 29, 2015

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376



Local Trip Generation Study

Cascade Self Storage



RENEWAL 06/30/16

Eugene, Oregon
September 29, 2015

Kelly Sandow PE
Sarah McCrea EIT

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project # 5570



EXECUTIVE SUMMARY

This report provides a local trip generation rate established for Mini Storage land uses within Grants Pass, Oregon. The purpose of the study, and the established local rate, is to more accurately estimate the number of PM peak hour trips for mini storage facilities in Grants Pass will generate. This study is performed evaluating Mini Storage land uses comparable to the proposed Cascade Storage.

FINDINGS

The analysis finds that the trips per unit for all five local sites were consistent ranging from 0.07 to 0.29 trips/1000 sq ft GFA. The weighted average rate for this specific land use is found to be 0.13 trips/1000 sq ft GFA, which is lower than the ITE Trip Generation rate of 0.26 trips/1000 sq ft GFA. The statistical validity standards applied to the Trip Generation Data was satisfied in accordance to the ITE Trip Generation Manual. The local rate of 0.13 trips/1000 sq ft GFA should be applied to the proposed Cascade Storage facility.



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APPENDIX A: TRAFFIC COUNTS

1.0 INTRODUCTION

This report provides a local trip generation rate established for mini storage land uses within Grants Pass, Oregon. The purpose of the study and the established local rate is to more accurately estimate the number of PM peak hour trips for the proposed Cascade Storage.

This study is performed evaluating Mini Storage land uses comparable to the proposed Cascade Storage in Grants Pass. The proposed Cascade Storage is planned to have 187,440 Sq Ft of Building space with an additional 1,568 Sq Ft of Office.

The closest land use from the Institute of Transportation Engineers (ITE) Trip Generation Manual is land use code 151 – Mini Warehouse. The rate for this land use is 0.26 /1000 sq ft gross floor area (GFA) for the PM peak hour.

In lieu of using the rate from the ITE Trip Generation Manual, a local trip generation study was performed evaluating trips at similar mini storage land uses as the proposed Cascade Storage.

2.0 SITE INFORMATION

Descriptions of the five sites selected for the study are provided below.

A. MILL STREET MINI STORAGE:

696 SE J St

Size: 128,000 sq ft

Entrance: Single point access controlled by gate requiring access code to enter and exit. Secondary access for emergency and special circumstances.

Description: This site has a total of 896 secured storage units ranging in size from 5'x10' to 12'x40'. Each unit is individually alarmed and the property is fenced with an electronic gate. A portion of the units are heated and climate controlled. Additionally, the site has RV and Boat storage.



Figure 1: Mill Street Mini Storage: Aerial View

B. LEE'S MINI STORAGE:

1249 Rogue River Hwy.

Size: 66,000 sq ft + 2,380 sq ft Office

Entrance: Single point access controlled by gate requiring access code to enter and exit.

Description: This site has storage units ranging in size from 5'x5' to 12'x30'. Each unit is individually alarmed and the property is fenced with an electronic gate. All of the units are heated and climate controlled.



Figure 2: Lee's Mini Storage: Aerial View



Figure 3: Booth Street Self Storage: Aerial View

C. BOOTH STREET SELF STORAGE

214 NW Booth Street

Size: 47,000 sq ft + 2,400 sq ft Office

Entrance: Single point access controlled by gate requiring access code to enter and exit. Secondary access for emergency and special circumstances.

Description: This site has storage units ranging in size from 5'x5' to 15'x30'. The property is fenced with an electronic gate. A portion of the units are heated and insulated.

D. AMERICAN SECURE STORAGE:

3134 Foothill Blvd

Size: 48,700 sq ft

Entrance: Single point access controlled by gate requiring access code to enter and exit.

Description: This site has storage units ranging in size from 5'x5' to 12'x30'. The property is fenced with an electronic gate.



Figure 4: American Secure Storage: Aerial View



E. A-1 MINI STORAGE:

1935 Redwood Ave.

Size: 125,000 sq ft

Entrance: Single point access controlled by gate requiring access code to enter and exit.

Description: This site has a total of 718 units. The property is fenced with an electronic gate.

Figure 5: A-1 Mini Storage: Aerial View



3.0 TRIP GENERATION CALCULATION

3.1 METHODOLOGY

A trip generation study is performed to estimate the local trip generation rate for Mini Storage land uses. This study follows standard methodologies from the Institute of Transportation Engineers (ITE). Trip counts were performed at five sites with similar characteristics as the proposed land use. Counts were taken during typical weekdays; specifically Tuesdays, Wednesdays, and Thursdays. This data is then evaluated to determine the average vehicle trips per square feet of building space.

The traffic count study was performed by taking manual trip counts during the PM peak period to capture the inbound and outbound trips at all the site driveways. The traffic counts were taken for the time period of 4:00 PM to 6:00 PM. The counts are provided in Appendix A.

The counted trips were evaluated and a weighted average rate of trips/unit was determined over all five sites. Table 1 illustrates the trip rates.

TABLE 1 TRIP GENERATION RATES

Name	1000 sq ft GFA	Peak Volume	Trips/Unit
Mill Creek Mini Storage	128.0	13	0.10
Lee's Mini Storage	68.38	13	0.19
Booth Street Self Storage	49.40	4	0.08
American Secure Storage	48.70	14	0.29
A-1 Mini Storage	125.0	9	0.07
Weighted Average Rate		0.13	

3.2 VALIDATION OF LOCAL RATE

The ITE Handbook provides guidance for the validation of local trip generation rates. The following details the process and how this study meets the criteria:

- 1. Collect local data for a minimum of 3 sites.** This study collected data for 5 locations, meeting this requirement.
- 2. The local rate is at least 15% different than the ITE TRIP Generation Rate.** The comparable land use within ITE Trip Generation Manual is Land Use 151 Mini-Warehouse. The comparison between ITE and the local rate is illustrated in Table 2.

TABLE 2: COMPARISON OF ITE AND LOCAL RATES

PM Peak Hour		
ITE Rate	Local Rate	% Difference
0.26	0.13	50%

- 3. The standard deviation is no more than 110% of the weighted average rate.** This criteria is met as illustrated in Table 3.



TABLE 3: STANDARD DEVIATIONS

PM Peak Hour		
Local Rate	Standard Deviation	% Standard Deviation of Local Rate
0.13	0.092	71%

4. **The local counts provide consistent data.** As show in Tables 1 through 3, there is not a significant difference in the trip rate for each site. Therefore, the local data is valid to use over the ITE Trip Generation Rates.

3.3 RESULTS

The analysis finds that the trips per unit for all five local sites were consistent ranging from 0.07 to 0.29 trips/1000 sq ft GFA. The weighted average rate for this specific land use is found to be 0.13 trips/1000 sq ft GFA, which is lower than the ITE Trip Generation rate of 0.26 trips/1000 sq ft GFA.

The standard deviation was 0.092 which is less than 110 percent of the weighted average rate, as mentioned in the ITE Trip Generation Manual.

4.0 CONCLUSION

Following the methodology provided within the ITE Trip Generation Manual, this study developed a local trip generation rate for Mini Storage land uses within Grants Pass, Oregon. The statistical validity standards applied to the Trip Generation Data was satisfied in accordance to the ITE Trip Generation Manual. Therefore, the established local trip generation rate can be used to distinguish the trips generated from this specific land use type. The local rate of 0.13 trips/1000 sq ft GFA should be applied to the proposed Cascade Storage.

**Cascade Storage
Local Trip Generation**

Time:	Mill Creek Mini Storage		15 Minute Volume		Hourly Volume			
	In	Out	In	Out	In	Out		
4:00 PM	0	1	1	1	0	0.00%	1	100.00%
4:15 PM	2	0	2	2	2	100.00%	0	0.00%
4:30 PM	0	2	2	2	0	0.00%	2	100.00%
4:45 PM	2	1	3	3	2	66.67%	1	33.33%
5:00 PM	2	1	3	10	2	66.67%	1	33.33%
5:15 PM	2	3	5	13	2	40.00%	3	60.00%
5:30 PM	0	1	1	12	0	0.00%	1	100.00%
5:45 PM	1	1	2	11	1	50.00%	1	50.00%

Time:	Lee's Mini Storage		15 Minute Volume		Hourly Volume			
	In	Out	In	Out	In	Out		
4:00 PM	0	1	1	1	0	0.00%	1	100.00%
4:15 PM	1	0	1	1	1	100.00%	0	0.00%
4:30 PM	2	3	5	5	2	40.00%	3	60.00%
4:45 PM	1	1	2	9	1	50.00%	1	50.00%
5:00 PM	1	2	10	10	1	50.00%	1	50.00%
5:15 PM	2	2	4	13	2	50.00%	2	50.00%
5:30 PM	1	1	2	10	1	50.00%	1	50.00%
5:45 PM	0	0	0	8	0	0.00%	0	0.00%

Time:	Booth Street Self Storage		15 Minute Volume		Hourly Volume			
	In	Out	In	Out	In	Out		
4:00 PM	1	0	1	1	1	100.00%	0	0.00%
4:15 PM	1	0	1	1	1	100.00%	0	0.00%
4:30 PM	0	1	1	1	0	0.00%	1	100.00%
4:45 PM	0	1	1	4	0	0.00%	1	100.00%
5:00 PM	1	0	1	4	1	100.00%	0	0.00%
5:15 PM	0	1	1	4	0	0.00%	1	100.00%
5:30 PM	1	0	1	4	1	100.00%	0	0.00%
5:45 PM	0	1	1	4	0	0.00%	1	100.00%

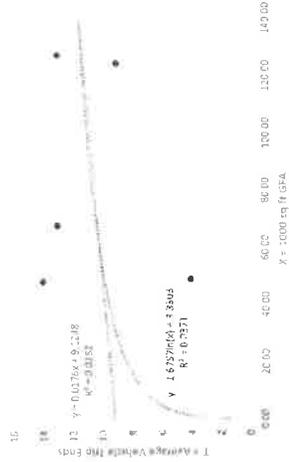
Time:	American Secure Storage		15 Minute Volume		Hourly Volume			
	In	Out	In	Out	In	Out		
4:00 PM	3	1	4	4	3	75.00%	1	25.00%
4:15 PM	0	2	2	2	0	0.00%	2	100.00%
4:30 PM	4	3	7	7	4	57.14%	3	42.86%
4:45 PM	0	1	1	14	0	0.00%	1	100.00%
5:00 PM	0	0	0	10	0	0.00%	0	0.00%
5:15 PM	1	1	2	10	1	50.00%	1	50.00%
5:30 PM	0	0	0	3	0	0.00%	0	0.00%
5:45 PM	0	0	0	2	0	0.00%	0	0.00%

Time:	A-1 Mini Storage		15 Minute Volume		Hourly Volume			
	In	Out	In	Out	In	Out		
4:00 PM	1	1	2	4	1	50.00%	1	50.00%
4:15 PM	3	1	4	4	3	75.00%	1	25.00%
4:30 PM	0	1	1	1	0	0.00%	1	100.00%
4:45 PM	0	2	2	9	0	0.00%	2	100.00%
5:00 PM	0	0	0	7	0	0.00%	0	0.00%
5:15 PM	1	0	1	4	1	100.00%	0	0.00%
5:30 PM	0	1	1	4	0	0.00%	1	100.00%
5:45 PM	1	1	2	4	1	50.00%	1	50.00%

	Mill Creek Mini Storage	Lee's Mini Storage	Booth Street Self Storage	American Secure Storage	A-1 Mini Storage
Peak Volume	13	13	4	14	9
sq ft x 1000	128	68.38	49.4	48.7	125
Trips per/ksf	0.10	0.19	0.08	0.29	0.07

Average Trips per/ksf 0.13

Weighted Average 0.126347
Average 0.15
Standard Deviation 0.091705



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160 Madison Street Suite A
Eugene, Oregon 97402

File Name : A-1 Storage Count
Site Code : 00000001
Start Date : 9/22/2015
Page No : 1

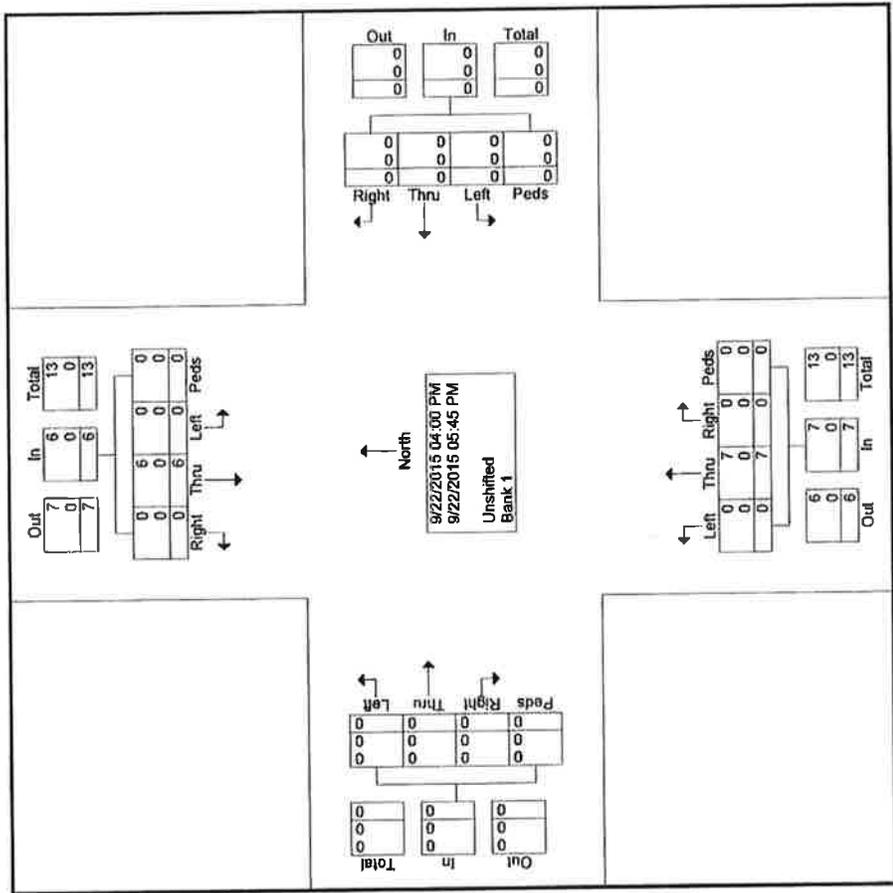
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04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***														
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	100	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	46.2	0	0	0	0	0	0	0	0	0	0	0	53.8
Unshifted	0	6	0	0	0	0	0	0	0	0	0	0	0	7
% Unshifted	0	100	0	0	0	0	0	0	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cascade Storage Local Trip Generation

SANDOWENGINEERING IIC.
 160 Madison Street Suite A
 Eugene, Oregon 97402

File Name : A-1 Storage Count
 Site Code : 00000001
 Start Date : 9/22/2015
 Page No : 2



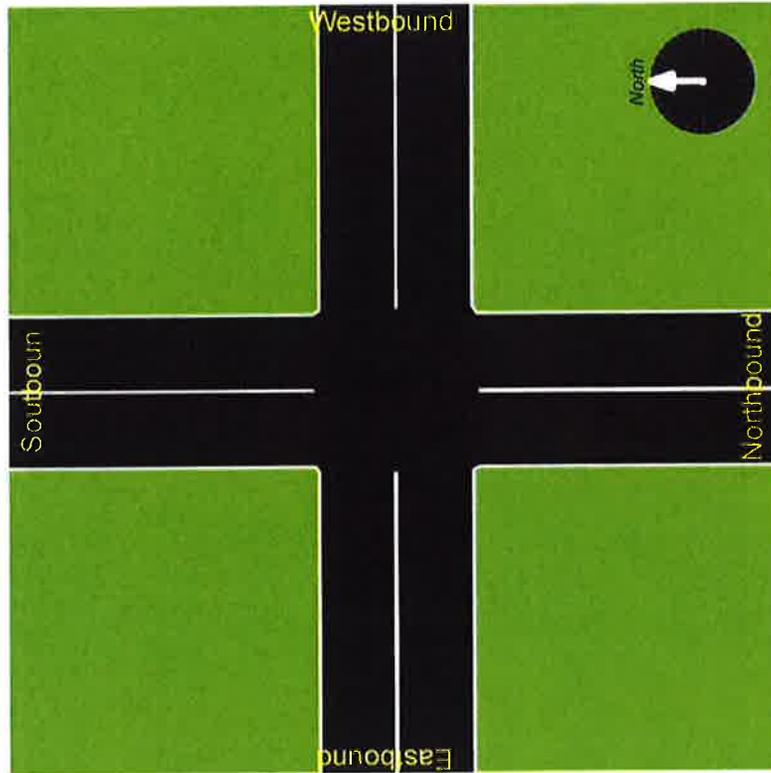
SANDOWENGINEERING LLC.
160 Madison Street Suite A
Eugene, Oregon 97402

File Name : A-1 Storage Count
Site Code : 00000001
Start Date : 9/22/2015
Page No : 3

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160 Madison Street Suite A
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File Name : A-1 Storage Count
Site Code : 00000001
Start Date : 9/22/2015
Page No : 4



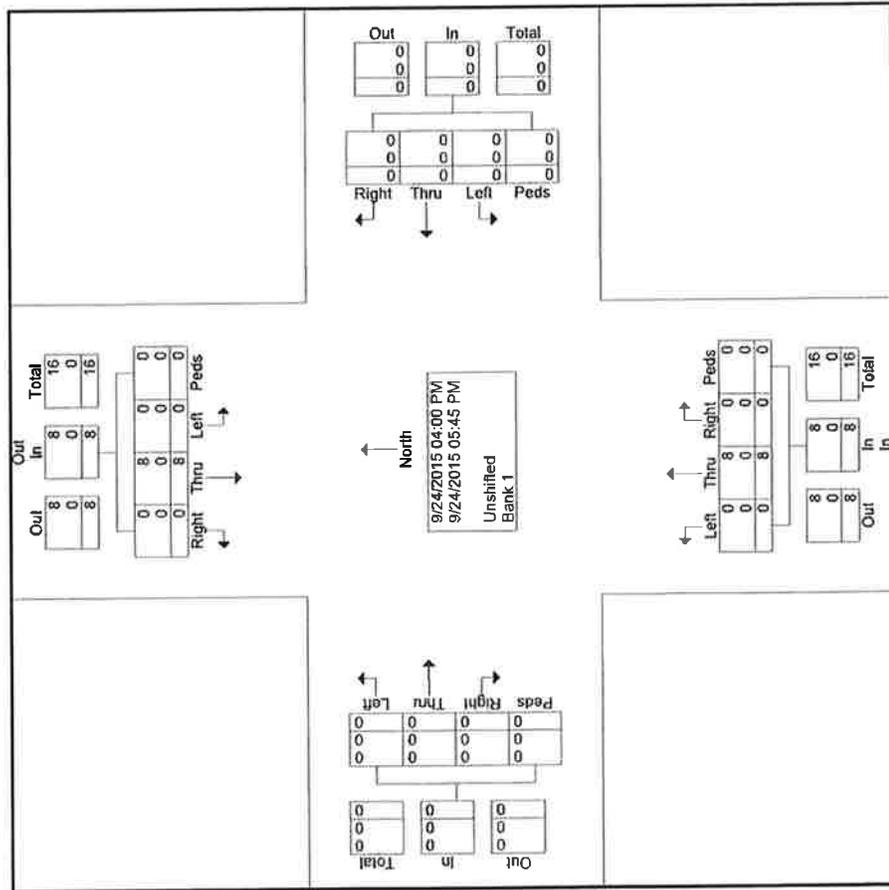
File Name : American Secure Storage
 Site Code : 00000003
 Start Date : 9/24/2015
 Page No : 1

Default Comments
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 Select File/Preference in the Main Scree
 Then Click the Comments Tab

Groups Printed- Unshifted - Bank 1

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04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	14
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05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
Grand Total	0	8	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	16
Approch %	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
Total %	0	50	0	0	0	0	0	0	0	0	50	0	0	0	0	50	0	0
Unshifted	0	8	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	16
% Unshifted	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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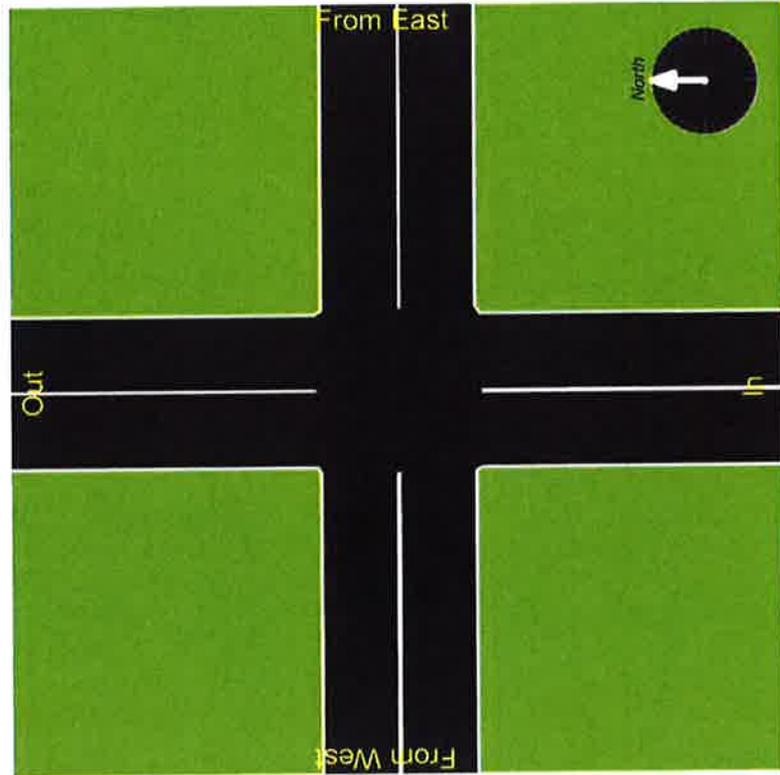


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Then Click the Comments Tab

File Name : American Secure Storage
Site Code : 00000003
Start Date : 9/24/2015
Page No : 1

File Name : American Secure Storage
Site Code : 00000003
Start Date : 9/24/2015
Page No : 1

Default Comments
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Then Click the Comments Tab



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160 Madison Street Suite A
Eugene, Oregon 97402

File Name : Booth Self Storage
Site Code : 00000005
Start Date : 9/24/2015
Page No : 1

Default Comments
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Select File/Preference in the Main Scree
Then Click the Comments Tab

Groups Printed-Unshifted - Bank 1

Start Time	Out				Westbound				In				Eastbound					
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
Grand Total	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
Approch %	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	50	0
Total %	0	50	0	0	0	0	0	0	0	0	50	0	0	0	0	0	100	0
Unshifted	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
% Unshifted	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Default Comments
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Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Booth Self Storage
Site Code : 00000005
Start Date : 9/24/2015
Page No : 2

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160 Madison Street Suite A
Eugene, Oregon 97402

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File Name : Booth Self Storage
Site Code : 00000005
Start Date : 9/24/2015
Page No : 3

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Eugene, Oregon 97402

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File Name : Booth Self Storage
Site Code : 00000005
Start Date : 9/24/2015
Page No : 4

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Eugene, Oregon 97402

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Then Click the Comments Tab

File Name : Lees Mini Storage
Site Code : 00000002
Start Date : 9/23/2015
Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	In						Out										
	Southbound			Westbound			Northbound			Eastbound							
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Inf. Total	
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04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
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05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	17
Approach %	0	100	0	0	47.1	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	47.1	0	0	47.1	0	0	0	0	0	0	0	0	0	0	0	0
Unshifted	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	17
% Unshifted	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : Lees Mini Storage
Site Code : 00000002
Start Date : 9/23/2015
Page No : 2

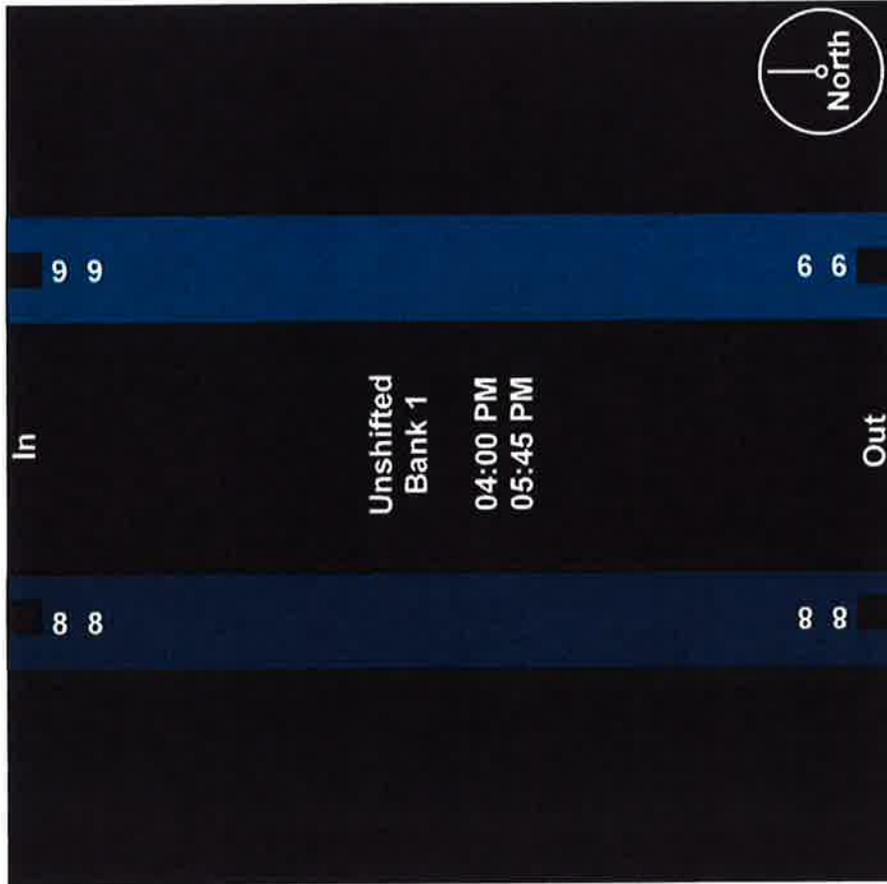
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Eugene, Oregon 97402

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File Name : Lees Mini Storage
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File Name : Lees Mini Storage
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File Name : Mill Street Storage
 Site Code : 00000004
 Start Date : 9/22/2015
 Page No : 1

Default Comments
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 Then Click the Comments Tab

Groups Printed- Unshifted - Bank 1

Start Time	Out						In										
	Southbound			Westbound			Northbound			Eastbound							
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	4	0	4	0	0	0	0	9
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3
05:15 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2
Total	0	6	0	0	6	0	0	0	0	5	0	5	0	0	5	0	11
Grand Total	0	10	0	0	10	0	0	0	0	9	0	9	0	0	9	0	20
Approach %	0	100	0	0	100	0	0	0	0	100	0	100	0	0	100	0	0
Total %	0	50	0	0	50	0	0	0	0	45	0	45	0	0	45	0	0
Unshifted	0	10	0	0	10	0	0	0	0	9	0	9	0	0	9	0	20
% Unshifted	0	100	0	0	100	0	0	0	0	100	0	100	0	0	100	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Eugene, Oregon 97402

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Eugene, Oregon 97402

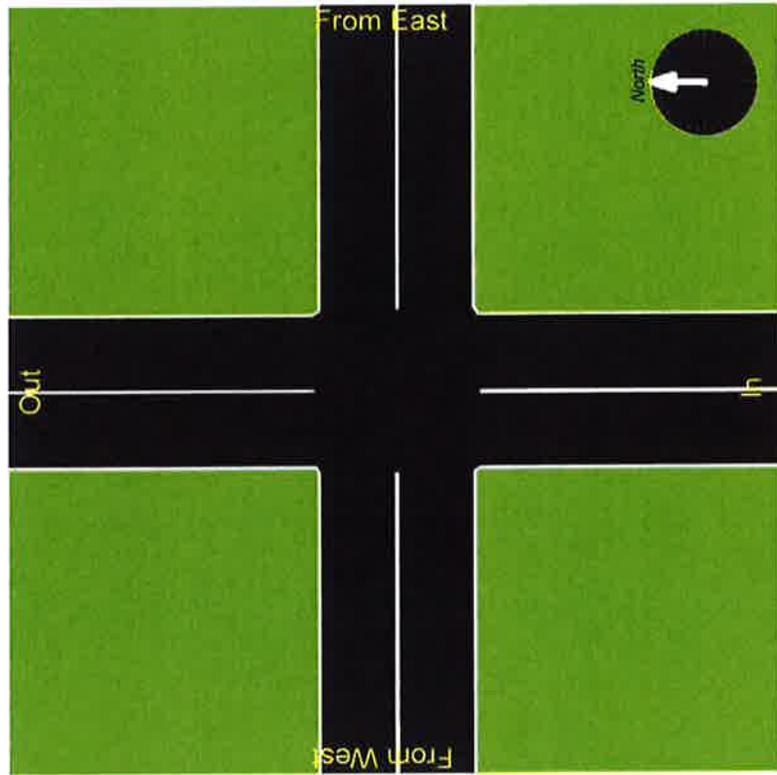
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File Name : Mill Street Storage
Site Code : 00000004
Start Date : 9/22/2015
Page No : 4



**SANDOW
ENGINEERING**

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376
sandowengineering.com

REPLINGER & ASSOCIATES LLC
TRANSPORTATION ENGINEERING

September 30, 2015

Mr. Justin Gindlesperger
City of Grants Pass
101 NW A Street
Grants Pass, OR 97526

SUBJECT: REVIEW OF CASCADE SELF STORAGE TRIP GENERATION STUDY

Dear Justin:

I reviewed the Local Trip Generation Study prepared in support of the proposed development of the Cascade Self Storage facility in Grants Pass. The Local Trip Generation Study was prepared by Kelly R. Sandow, PE. and is dated September 29, 2015.

The study summarizes the results of traffic studies performed at five existing facilities in Grants Pass. The study does a good job of describing the sites and presenting the data. The engineer reports that the average rate was 0.13 trips per thousand square feet. The engineer accurately assesses the validity of the approach and addresses the factors specified for such studies in the *ITE Trip Generation Manual*.

Based on the evidence presented, I think that the applicant has demonstrated an adequate basis for asking to be exempt from requirements for a traffic impact study. The trip generation calculated using the results of the study indicate that the facility will generate fewer than 25 trips during the weekday PM peak hour.

If you have any questions or need any further information concerning this letter, please contact me at replinger-associates@comcast.net or at 503-719-3383.

Sincerely,



John Replinger, PE
Principal

Grants Pass\2015\CascadeStorage\CascadeStorageTripGen093015

EXHIBIT 6

After Recording Return To:

City of Grants Pass, Oregon
101NW A Street
Grants Pass OR 97526
Attn: Lora Glover

**DEFERRED DEVELOPMENT AND
WAIVER OF REMONSTRANCE AGREEMENT**

PARTIES: The City of Grants Pass, Oregon, hereinafer referred to as "City" and Cascade Self Storage – Grants Pass, hereinafter referred to as "Owner".

WHEREAS:

- A. Owner is the owner of real property, (hereinafter referred to as Property) more particularly described as Address, Assessor's Map and TaxLot, with a legal description of which is labeled as Exhibit "A"; an illustrative map of which is labeled as Exhibit "B", both of which are attached hereto and incorporated herein.
- B. Owner has made application to the City for a development permit to diide or develop Property, which makes it subject to City Ordinances because it is inside the City or it is within the Urban Growth Boundary and therefore governed by the intergovernmental agreement between the City of Grants Pass and Josephine County. The application was reviewed and approved by the City, subject to Owner meeting certain conditions; and some of Owner's obligation for the construction of public facilities may be deferred to the future if (a) this agreement is executed as security guaranteeing their future construction; and (b) Pursuant to the City of Grants Pass Development Code, Owner provides a cash deposit for deferred improvements, equal to 115% of the estimated public cost for deferred improvements, as calculated in Exhibit "C", whichs attached hereto and incorporated herein.

NOW, THEREFORE, based on the above, the Parties agree to the following terms and conditions:

1. **OWNER'S OBLIGATION FOR CONSTRUCTION OF FUTURE PUBLIC FACILITIES TO CITY STANDARDS:** Owner's Obligation for Public Facilities which are

checked below may be deferred to a later date (hereinafter referred to as Deferred Facilities). The lengths specified below are approximate and may be exceeded by up to 15% depending on the final configuration of the Deferred Facilities.

A. Street Improvements and Appurtenances.

1. **Planned Public Facilities:** Street improvements and appurtenances, to the standard specified below for the following street frontages and approximate distances. The street standard includes roadway surface and base (including bike lanes, where applicable), and full 5-foot wide sidewalk, curb, and gutter on one side, (plus a 5foot wide planter strip, where applicable).

<u>Street Frontage</u>	<u>Distance</u>	<u>Street Standard & Roadway Surface Width</u>
NW Vine Street	1199 ft.	Arterial 1/2 street to include travel lane, 7.5' planter strip; 6' sidewalk, curb and gutter.

2. **Owner's Deferred Obligation:** A portion of the street improvements and appurtenances for the distance and street frontage described above, equivalent to one half of a 36-foot wide local street and appurtenances, including a 18-foot wide roadway surface and base, and full 5-foot wide sidewalk, curb, and gutter on one side.
2. **Owner's Deferred Obligation:** A portion of the sewer main and appurtenances described above, equivalent to onehalf of an 8-inch sewer main and appurtenances.

B. Storm Drain Facilities and Appurtenances.

1. **Planned Public Facility:** A public storm drain facility and appurtenances for the pipe size specified below for the following street frontages and approximate distances.

<u>Street Frontage</u>	<u>Distance</u>	<u>Pipe Size</u>
NW Vine Street	1199 ft.	12-inch

2. **Owner's Deferred Obligation:** A portion of the storm drain facility and appurtenances for the distance and street frontage described above, equivalent to one half of a 24-inch storm drain facility and appurtenances.

2. **TERM OF AGREEMENT.** (Except for Early Termination noted below) this agreement shall be effective from the date of execution by all Parties and is binding until such time all referenced Deferred Facilities are fully constructed to City Standards. Once fully constructed, this agreement may be extinguished upon written application filed with the City together with proper documentation to be filed with the County Clerk. If a portion of the obligation is completed, a substitute agreement indicating the reduced obligation may be recorded concurrent with a release of this agreement, in accordance with City policy.

3. **EARLY TERMINATION.** If the Owner (in writing, signed by the Owner) formally withdraws their application to divide or develop the property by filing said withdrawal with the City Community Development Department within 120 days of the signing of this agreement by the Owner, this agreement will be terminated in its entirety.

4. **INITIATION OF FUTURE PARTICIPATION:** Owner agrees to participate in the construction of the Deferred Facilities and to pay Owner's share, when billed, of all costs of those portions of the following Public Facilities which are deferred for the Property when any of the following conditions arise:
 - A. A Local Improvement District is formed; **or**
 - B. (Subject to prior approval by the City Council) another Developer initiates construction of similar facilities for other properties in the area of the subject Property, in which ~~the~~ Owner's obligation is limited to the cash deposit paid in the amount identified in Exhibit "C" and the accrued interest; **or**
 - C. A Local Government Improvement Project is initiated by the City, County, or State to install the Deferred Facilities; **or**
 - D. Subject to approval by the City Council, a Reimbursement District is formed; **or**
 - E. The City sends a written notice to Owner mandating installation.

5. **COST ESTIMATES.** The City makes no representation as to the final costs which may be charged to the Owner. Any estimates provided by the City are for general information only and Owner has had an opportunity to contact private contractors to determine more accurate estimates of said costs. Owner understands the costs of said facilities are not specified herein since they cannot be fully and specifically calculated until the date of installation and until it is known how the overall project will extend to other properties and public facilities. If Deferred Facilities are constructed in coordination with similarly situated properties, the Owner's share is usually based on a combination of street frontage and area.

6. **WAIVER OF REMONSTRANCE.**
 - A. Owner, agrees not to remonstrate or oppose any Local Improvement District or Reimbursement District and to participate in a Local Government Improvement Project regarding the construction of any one or all of the Deferred Facilities (although Owner may speak in opposition to the advisability of a project which shall ~~not~~ be construed as a remonstrance). Owner retains the right to remonstrate against the construction of facilities, which are not noted herein as Deferred Facilities, to the extent the Owner is assessed costs for such additional facilities.

 - B. Owner further waives any right to object to the requirement to contribute Owner's portion of the cost of the installation of the Deferred Facilities by another developer who has initiated construction of similar facilities for other properties in the area of the subject Property so long as (a) Owner was notified in writing of the intent to construct the Deferred Facilities by the other developer not less than 30 days prior to installation, and (b) Owner's obligation does not exceed the cash deposit paid in the amount identified in Exhibit "C" and the accrued interest.

CITY OF GRANTS PASS by Lora Glover, Parks & Community Development Director

| _____ Date _____

Attest: Karen Frerk, City Recorder

| _____ Date _____

**Copies: County Clerk
Property File**

**EXHIBIT 'C' TO DEFERRED DEVELOPMENT AGREEMENT # _____
 CALCULATION OF UP-FRONT CASH SECURITY DEPOSIT (AMOUNT BASED ON 115% OF ESTIMATED PUBLIC COST)**

The amount of the deposit is an estimate only, and it does not reflect actual construction costs. The cash security deposit is not the entirety of the owner's obligation. It is provided in conjunction with the Deferred Development Agreement, which specifies the extent of the owner's obligation as part of the agreement.

ROUGH ESTIMATE OF DEPOSIT AMOUNT: ONLY FOR SPECIFIED DEFERRED PUBLIC IMPROVEMENTS.*
 This information does NOT identify all applicable improvements and owner obligations, only those for which the party requested information.

ROUGH ESTIMATE OF DEPOSIT AMOUNT: FOR REQUIRED DEFERRED PUBLIC IMPROVEMENTS.*

* Rough estimates are provided in response to public inquiries and provide generalized information. Specific requirements for the subject property have not yet been researched. The calculations may represent only a portion of the amount of the deposit due. The rough estimate is based on an assumption that the only obligation is along existing public street frontages. Due to unique property conditions, required deferrals may not be limited to existing public street frontages. This determination has not yet been made.

ACTUAL AMOUNT DUE: This is the actual amount the owner is obligated to pay with the Deferred Development Agreement for the project described below, valid as of the date identified in the 'Project Information' section. This information is only to be attached to the Deferred Development Agreement if this box is checked.

PROJECT INFORMATION		1/2 FRONTAGE AND 1/2 AREA INFORMATION AND CONVERSIONS						
PERSON REQUESTING INFORMATION: Cascade Self Storage		FRONTAGE (Street Name)						
PROJECT NAME: 2450 NW Vine Street		NW Vine Street						
ADDRESS: 36-05-06, TL 4300		FULL						
MAP & TAX LOT: 201-00130-16		HALF						
LAND USE APP. NUMBER:		EQUIVALENT						
BUILDING PERMIT NUMBER:		FRONTAGE (feet)						
CALCULATED BY: Lora Glover		AREA (acres)						
DATE: 9/5/2016		Area/Frontage Conversion (L/D/A/FD avg (ft/acre))						
		FRONTAGE/AREA EQUIVALENT (feet)						
		EQUIVALENT FRONTAGE (feet)						
		599.50						
STREET IMPROVEMENTS (34-FOOT WIDE LOCAL STREET EQUIVALENT)								
Item	Unit	\$/Unit	\$/LF (34' Full Equiv.)	\$/LF (17' Half Equiv.)	Obligation (feet)	Build	Defer	Total Deferred 1/2 Street
1. 3" AC on 8" Agg. Base & Appurtenances	SF	\$3.99	\$135.66	\$67.83	599.50	0.00	599.50	\$40,664.08
2. Curb and Gutter & Appurtenances	LF	\$15.05	\$15.05	\$15.05	599.50	0.00	599.50	\$9,022.48
3. Sidewalks (5' Wide) & Appurtenances	LF	\$58.33	\$58.33	\$58.33	599.50	0.00	599.50	\$33,769.84
STREET SUBTOTAL								\$83,456.40
WATER, SANITARY SEWER, AND STORMWATER IMPROVEMENTS								
Item	Unit	\$/Unit	\$/LF (Half-Pipe Equiv.)	Obligation (feet)	Build	Defer	Total Deferred 1/2 Pipe	
1. Water-8" Equivalent Pipe & Appurtenances	LF	\$66.50	\$33.25	599.50	0.00	599.50	\$0.00	
2. Sanitary Sewer-8" Equivalent Pipe & Appurtenances	LF	\$78.40	\$39.20	599.50	0.00	599.50	\$0.00	
3. Storm Drain-24" Equivalent Pipe & Appurtenances	LF	\$79.10	\$39.55	599.50	0.00	599.50	\$23,710.23	
WATER, SANITARY SEWER, AND STORMWATER SUBTOTAL							\$23,710.23	
PROJECT COST								
1. 100% Construction Total for Deferred Obligations				\$107,166.62				
2. Design (9% of Construction Cost)				\$9,645.00				
3. Inspection and Contract Management (8% of Construction Cost)				\$8,573.33				
SUBTOTAL				\$125,384.95				
15% OF PROJECT COST				\$18,807.74				
DEPOSIT AMOUNT: 115% OF PROJECT COST FOR DEFERRED OBLIGATIONS				\$144,192.69				



Wetland Land Use Notification

OREGON DEPARTMENT OF STATE LANDS
775 Summer Street NE, Suite 100, Salem, OR 97301-1279
Phone: (503) 986-5200

This form is to be completed by planning department staff for mapped wetlands and waterways.

Responsible Jurisdiction

<input checked="" type="radio"/> City of	<input type="radio"/> County of	Municipality	Date
		Grants Pass	9/3/2016
Staff Contact		Phone	Email
Lora Glover		541-450-6071	lglover@grantspassorego.gov

Applicant

Name
HCA Management Co LLC

Mailing Address

Street Address

P.O. Box 7

Address Line 2

City

Novato

Postal / Zip Code

98948

State / Province / Region

CA

Country

Phone

216

Email

chris@hcamgmt.com

Property Owner

EXHIBIT 8

Proposed

- Building Permit (new structures)
- Grading Permit
- Site Plan Approval
- Other (please describe)
- Conditional use Permit
- Planned Unit Development
- Subdivision

Project

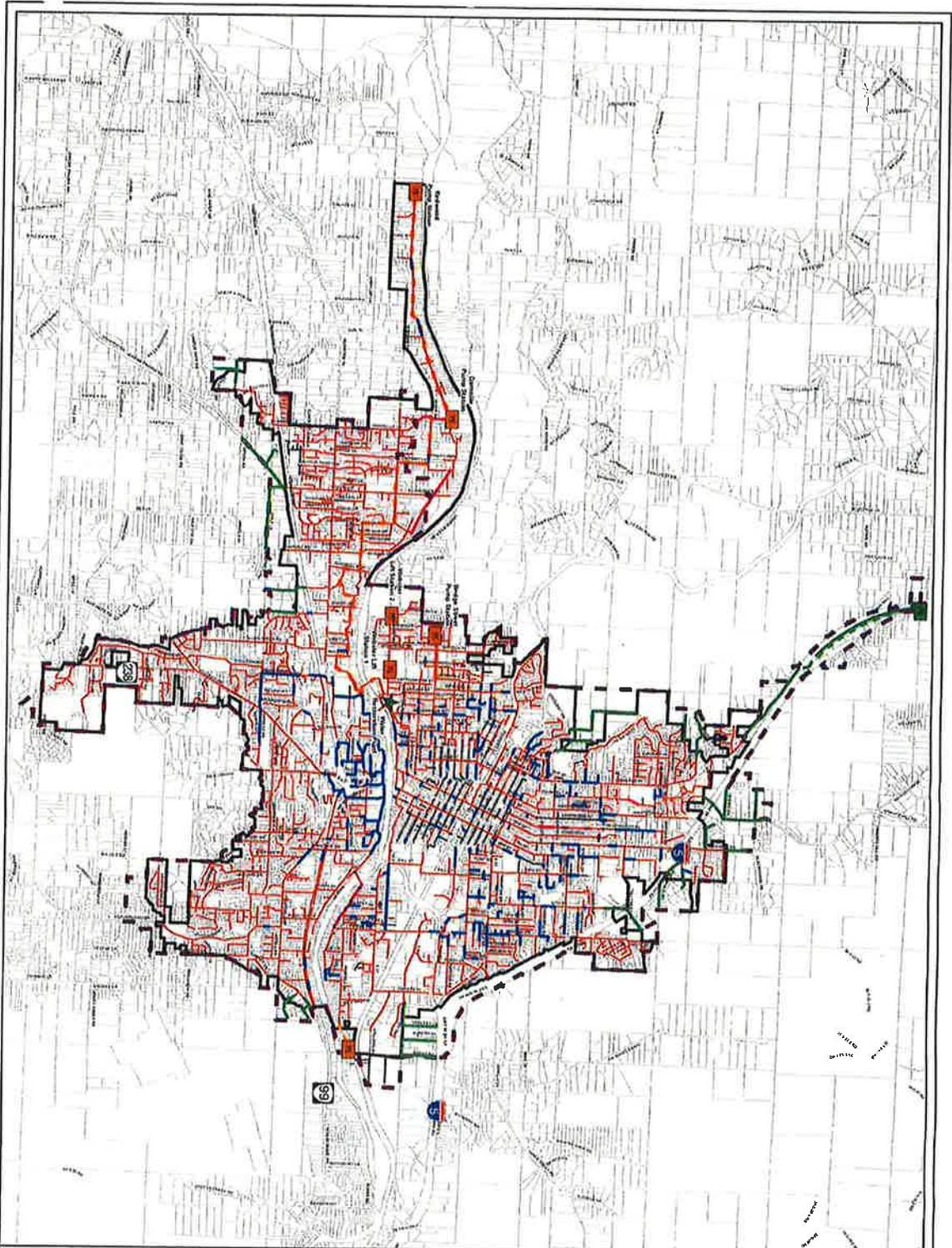
The request is for a self-storage complex to include 703 storage units, two-story office and managers' quarters, relief managers' unit. The proposed structure total approximately 158,191 sq. ft. The property is approximately 7.3 acres in size and is located in the Industrial Park (IP) zoning district.

Required attachments with site marked: LWI/NWI, tax map and site plan(s). (?)

Site Plan.pdf	124.88KB
Assessor Map.pdf	484.01KB

Additional Attachments

Wetland Map.jpg	962.88KB
-----------------	----------



Legend

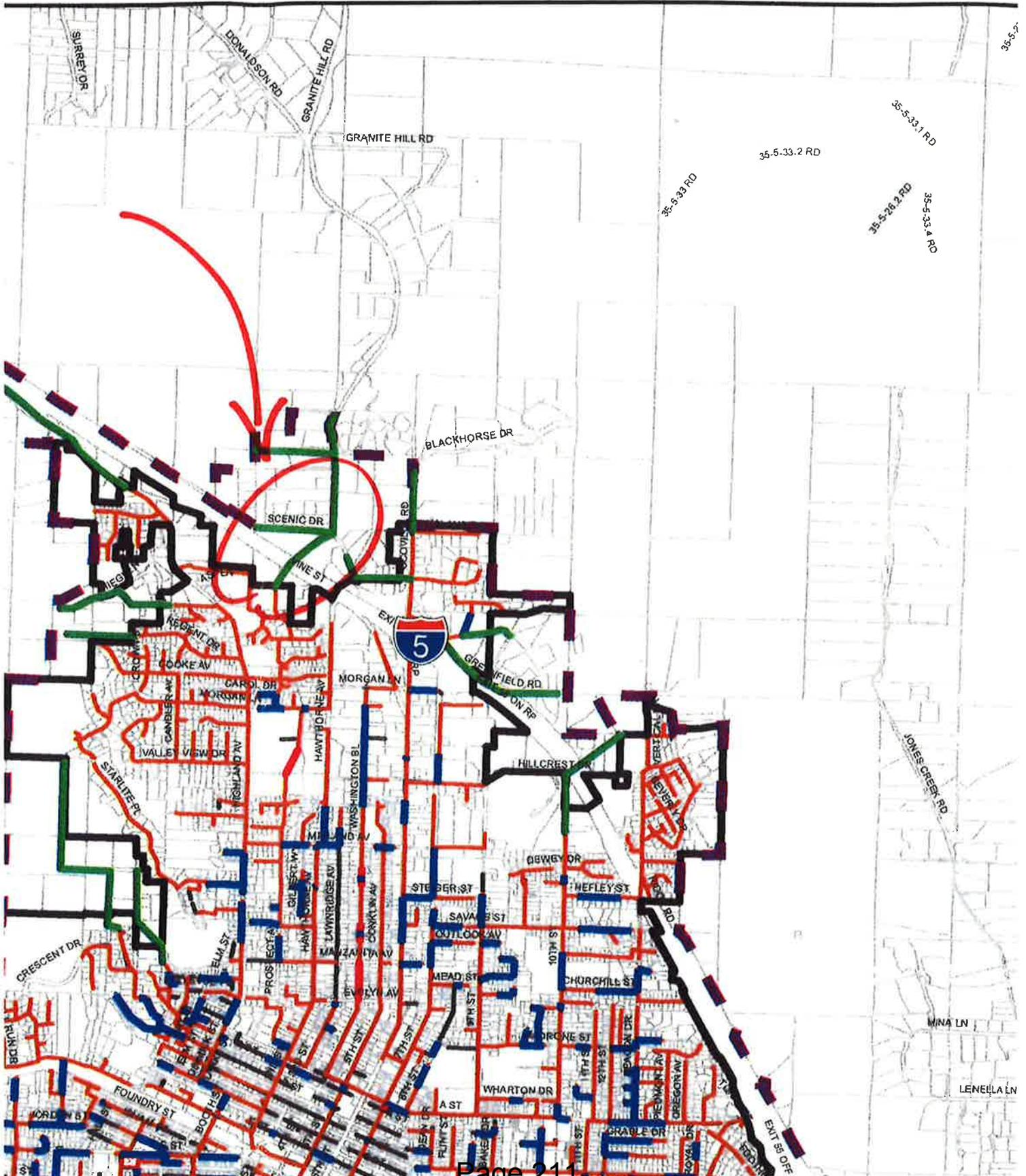
Proposed Improvements - Phase 3 (2025-2035)

- Lift/Pump Station**
 - Expansion
 - Other Lift/Pump Stations
- Pipelines**
 - Capacity
 - Repair and Replacement
 - R&R and Capacity
 - Expansion (Gravity)
 - Expansion (Force Main)
 - Modeled Pipes
 - Modeled Force Mains
 - All Other Pipelines
- WRP**
- Existing Sewer Service Area**
- UGB**
- Tax Lots**

0 4,000 8,000 Feet

EXHIBIT 9

Figure ES.7
Phase 3 (2025-2035)
Improvement Projects
Wastewater System Master Plan Update
City of Grants Pass



36-5-2

35-5-33.1 RD

35-5-33.2 RD

35-5-33 RD

35-5-38.2 RD

35-5-35.4 RD

Stormwater Management Design Report

for:
**Cascade Self Storage Grants Pass
Grants Pass, Oregon
Josephine County**

Applicant:
**HCA Management Co, LLC
PO Box 7
Novado, CA 95958**

Prepared By:
**MAP Engineering, Inc.
950 SE Oak St.
Roseburg, OR 97470**

Preparation Date:

July 2016

EXHIBIT 10

Table of Content

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1.0 INTRODUCTION

This report describes the proposed stormwater management plan for the Cascade Self Storage Grants Pass Facility (the Project), and provides the criteria, methodologies and assumptions used to form the basis of the design. The proposed project includes the development of a self-storage facility located on +/- 7.31 acres of land located at 2450 NW Vine St, in the Town of Grants Pass, Oregon.

The goal of the proposed stormwater management plan is to incorporate stormwater management as part of the overall project design. This includes protecting the natural resources and environmentally sensitive areas, minimizing development impacts and impervious areas by using effective site planning principles, and incorporating design features that effectively manage stormwater runoff. Specifically, the objectives of the stormwater management plan are to enhance the quality of stormwater runoff to prevent water quality degradation, and preserve water quality in receiving water bodies, promote infiltration and evapotranspiration, and to prevent increased runoff from developed land to reduce the potential for flooding, erosion and flood damage.

2.0 PROJECT LOCATION

The Project is located in North West Grants Pass, Josephine County Oregon. The site address is 2450 NW Vine Street. See Site Location Map on plans.

3.0 PROJECT DESCRIPTION

Cascade Self-Storage will consist of a 4 building configurations across a 7.31-acre property with access off NW Vine Street in Grants Pass, Oregon. The driveway access off of NW Vine St. will service the entire facility. Parking for the units will be within their respective area.

The proposed construction of the self-storage units and parking lot will create impervious surfaces in way of rooftops, paved parking lot, roadways, and sidewalks. The project will result in a total gross area of 142,874 square foot storage buildings for phase 1 and 57,813-sqft storage to be added in phase 2. A total gross storage area of 200,687-sqft. Net area estimated at 85% or 170,584-sqft. Since the new structure will be placed in a location that is currently an open field, the increase in building impervious area on the 7.31-acre site will be 54%, or 3.91-acres total of building impervious area on the site. The new 76-space parking lot (including roadways and sidewalks) will increase the impervious parking/sidewalk area by 85,000-sqft or 1.95-acres on the 7.31-acre site.

Since the new parking area and building will be placed on existing open field, there will be a reduction of field area by 5.86-acres leaving a total of 1.45-acres of managed field area after construction.

In summary, the construction of the new self-storage facilities and new parking lot will result in the following:

Existing

Total Site Area:	7.31-acres
Total Lawn/Field Area:	7.31-acres

New Storage/Parking Lot

Total Site Area:	7.31-acres
Total Roof Area:	3.91-acres
Total Parking/Sidewalk Area:	1.95-acres
Total Lawn/Field Area:	1.45-acres

Currently, drainage from the site flows to the South and West of the property where existing drainage swale and creek collection runoff.

Due to the increase of impervious area on the subject property, detention of the runoff is required to minimize impact to downstream stormwater facilities. This stormwater report details how the drainage is directed to a detention facility, detained, and released to the system. The stormwater directed to the detention facility will be meter released at low flows so that the total runoff from the 7.31-acre site is equal to pre-developed flows for 2-year, 10-year, and 25-year, 24-hour storm events.

4.0 EXISTING SITE CONDITION

The projects existing topography directs flow to the South and West of the property where water is collected and drained in a drainage swale to the South and Gilbert Creek to the West.

Soils

Detailed analysis of the soils where development is proposed was prepared by Applied Geotechnical Engineering and Geologic Consulting LLC certified soil scientists. According to the Applied Geotechnical Engineering and Geologic Consulting LLC's Soil Survey, soils on-site are mantled with structural fill over silt soils.

Hydrology

Overall, the site drains from Eastern boundary of NW Vine St to Southwest corner of the property.

Topography

The topography within the portions of the project site proposed to be developed ranges from a maximum elevation of 1,146 feet above mean sea level (AMSL) near the

Southeast corner to a minimum elevation of 1,124 feet AMSL at the Southwest corner of Gilbert Creek. Detailed topography information has been provided by G. Marcus Brittain Professional Land Surveyor.

As per the Jordan Architects, proposed units will be built only on flat slope less than or equal to 1%.

5.0 METHODOLOGY

Based on the City of Grants Pass storm water management plan, including specific design criteria developed by HGE, the Rational Method and Standard Maximum Runoff Coefficient Method have been utilized for storm water intensity and detention calculations.

6.0 PRE-DEVELOPMENT MAPPING AND ANALYSIS

DETENTION ABILITY AND CAPACITY - Pre-Developed Condition

As mentioned above, the City of Grants Pass/Josephine County Drainage Manual was used as the Standard for designing the treatment and detention facilities. The SCS TR-55 method was the hydrologic method used to design flow control facilities and to provide estimated pre-developed and post-developed storm drainage peak flows for treatment calculations. MAP Engineering, Inc uses Hydroflow Hydrograph to provide a computer model of the peak flows and to aide in the design of flow control facilities. The following are parameters used in the design of the treatment and flow control facilities:

- Peak 2-year, 24-hour precipitation: 3.00 inches
- Peak 10-year, 24-hour precipitation: 4.00 inches
- Peak 25-year, 24-hour precipitation: 5.00 inches

Precipitation Intensity data was obtained from isopluvials for the Josephine County Region. The entire 7.31-acre site was broken down as follows as pre-developed condition:

<u>AREA</u>	<u>TYPE</u>	<u>Soil Hydrologic Group</u>	<u>CN</u>
0.1 ACRES	Gravel Parking/Sidewalks		98
7.21 ACRES	Lawn/Managed	D	90

The furthest reach on this 7.31-acre site is 1000 feet with an average slope of 2%. This resulted in peak flow rates for pre-developed conditions as follows:

- Pre-Developed Peak 2-year, 24-hour Flow: 1.52 cfs**
- Pre-Developed Peak 10-year, 24-hour Flow: 3.49 cfs**
- Pre-Developed Peak 25-year, 24-hour Flow: 4.46 cfs**

7.0 POST DEVELOPMENT MAPPING AND ANALYSIS

DETENTION ABILITY AND CAPACITY - Post-Developed Condition

Following the City of Grants Pass / Josephine County Drainage Manual, storm water generated from a new development must not exceed the pre-developed 2-year, 10-year, and 25-year peak flow rates. Therefore, the entire developed portion of the 7.31-acres will require a detention facility that will attenuate the flow so that the sum of post-developed peak flows will not exceed pre-developed rates. The following is a breakdown of area data and flow conditions from Hydroflow Hydrograph:

	<u>AREA</u>	<u>Soil Hydrologic Group</u>	<u>CN</u>
Roof Top	3.91 ACRES		98
Parking/Sidewalk	1.95 ACRES		98
Lawn/Field	1.45 ACRES	D	90

The furthest reach is 1000 feet with an average slope of 2%.

This resulted in peak flow rates for post-developed conditions as follows:

Post-Developed Peak 2-year, 24-hour Flow:	9.91 cfs
Post-Developed Peak 10-year, 24-hour Flow:	22.83 cfs
Post-Developed Peak 25-year, 24-hour Flow:	29.14 cfs

8.0 STORMWATER MANAGEMENT PLAN AND DESIGN

DETENTION FACILITY

Based on the city of Grants Pass design criteria the Standard Maximum Runoff Coefficient Method can be used to calculate necessary detention volume. The follow data represents Design Detention Parameters based on the criteria:

In order to meet the City of Grants Pass Manual requirements, the development of the 7.31-acre site cannot generate peak storm flows greater than the pre-developed 2-year, 10-year, and 25-year 24-hour storm events. This will require a detention facility and a flow control structure that will release rates as follows:

Pre-Developed Peak 2-year, 24-hour Flow:	0.75 cfs
Pre-Developed Peak 10-year, 24-hour Flow:	1.12 cfs
Pre-Developed Peak 25-year, 24-hour Flow:	1.23 cfs

The required Detention Volume from the computer calculations is 13,246 cubic feet, with a design channel depth of 2.0-feet.

The following data are the Design Channel Parameters:

Volume To Be Detained:	13,246 cf
Channel Capacity (2'):	13,768 cf
Channel Length:	575 ft
Design Water Depth:	2.0 feet
Freeboard:	1.0 feet
Side Slopes:	3:1
Outlet Structure:	Orifice + Overflow Wier
Channel Bottom Elevation:	1123.00
25-year Event Elevation:	1125.00

As can be seen in the attached A, the flow control facility contains a multiple orifice structure that will meter release rates at the allowable flow, therefore the entire developed site will generate peak flows less than pre-developed peak flows. The detention facility will be equipped with an emergency overflow spillway.

9.0 POST DEVELOPMENT MANAGEMENT PLAN

MAINTENANCE PLAN

HCA Management, or Owner of the property, will maintain all stormwater structures inside of the 7.31-acre property. The detention facility was designed with 3 to 1 side slopes and 6' bottom width, which present more of a depressed area that maintenance crews will be able to maintain. Treatment of stormwater should not be required, however catch basin filters will be installed and maintained and vegetation will be planted in the detention channel to prevent any pollution from entering Oregon waterways. Operation and maintenance of the detention facility will be managed by HCA Management Co., LLC.

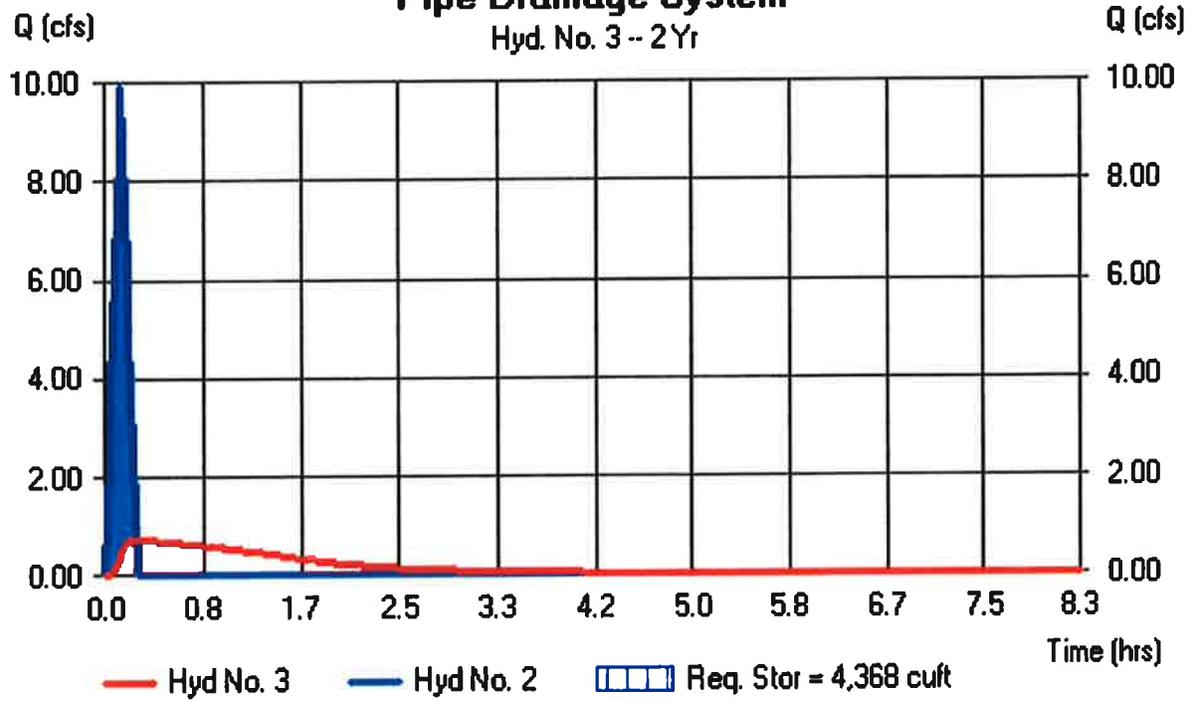
10.0 CONCLUSION

The Storm Drainage Master Plan for the Cascade Self-Storage Grants Pass Facility will not adversely impact the existing storm drainage system. The new storm detention system within the facility is of adequate size and meets the city requirements for detention volume. The implementation of the improvements should not have a negative effect on the long-term operation of the storm system for the City of Grants Pass.

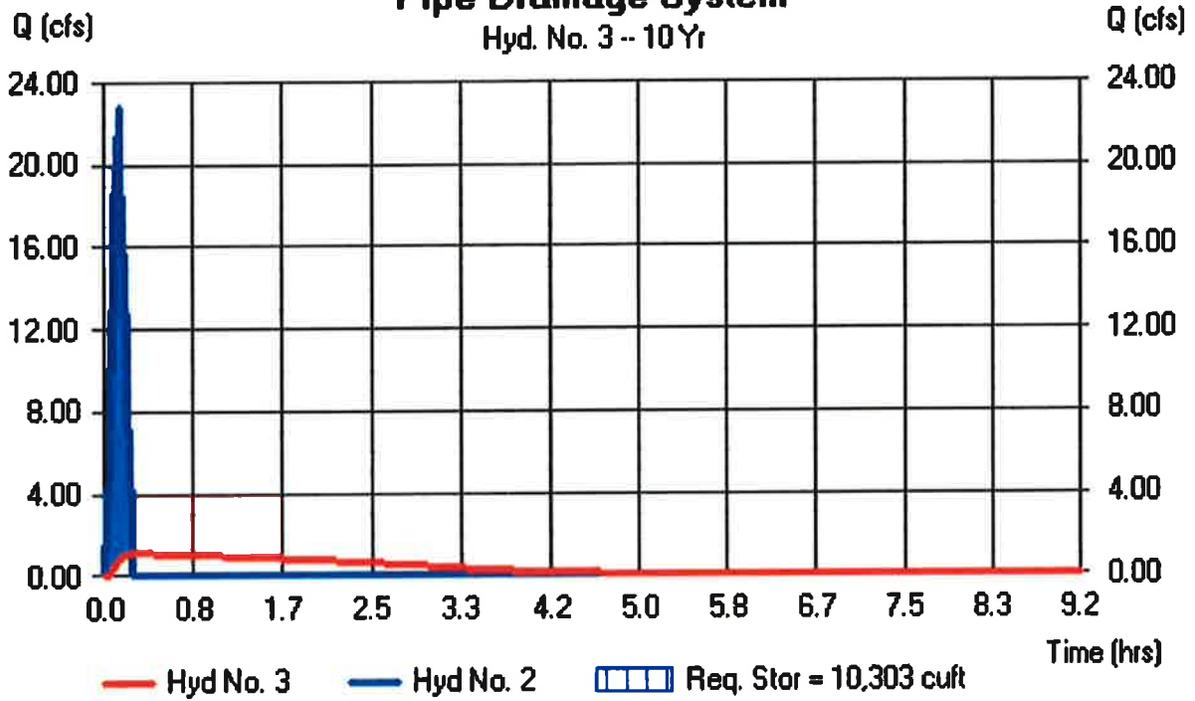
APPENDIX A

Pipe Drainage System

Hyd. No. 3 -- 2Yr

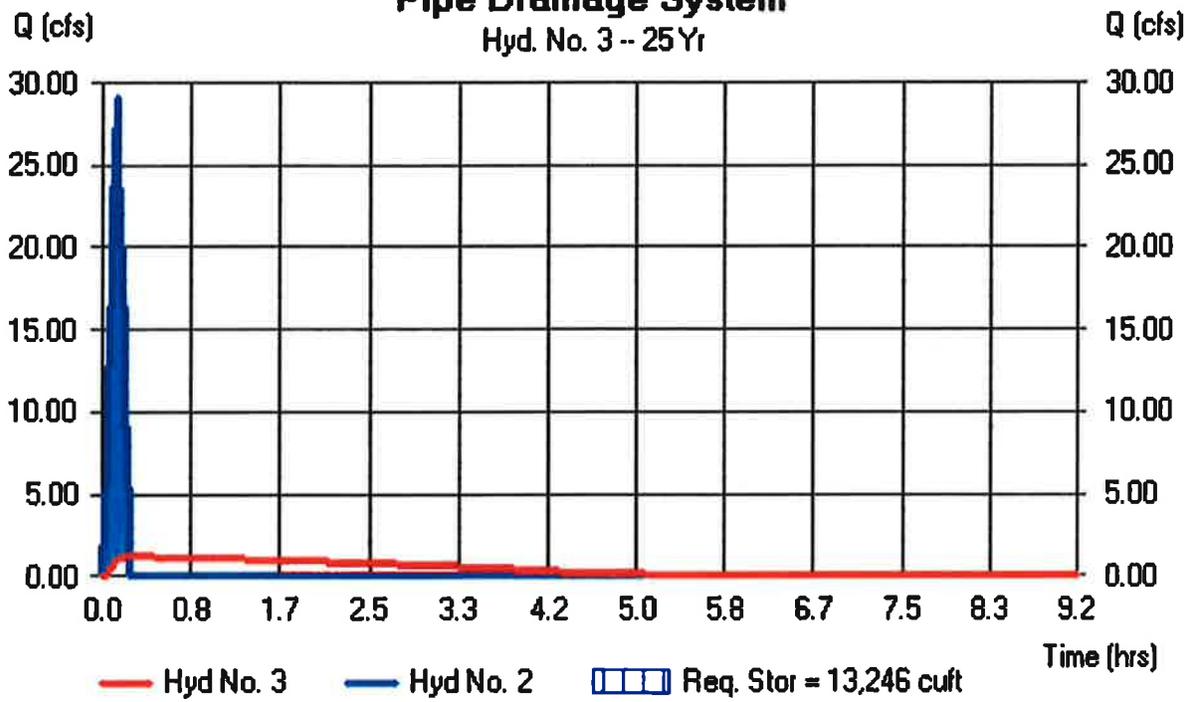


Pipe Drainage System Hyd. No. 3 -- 10 Yr

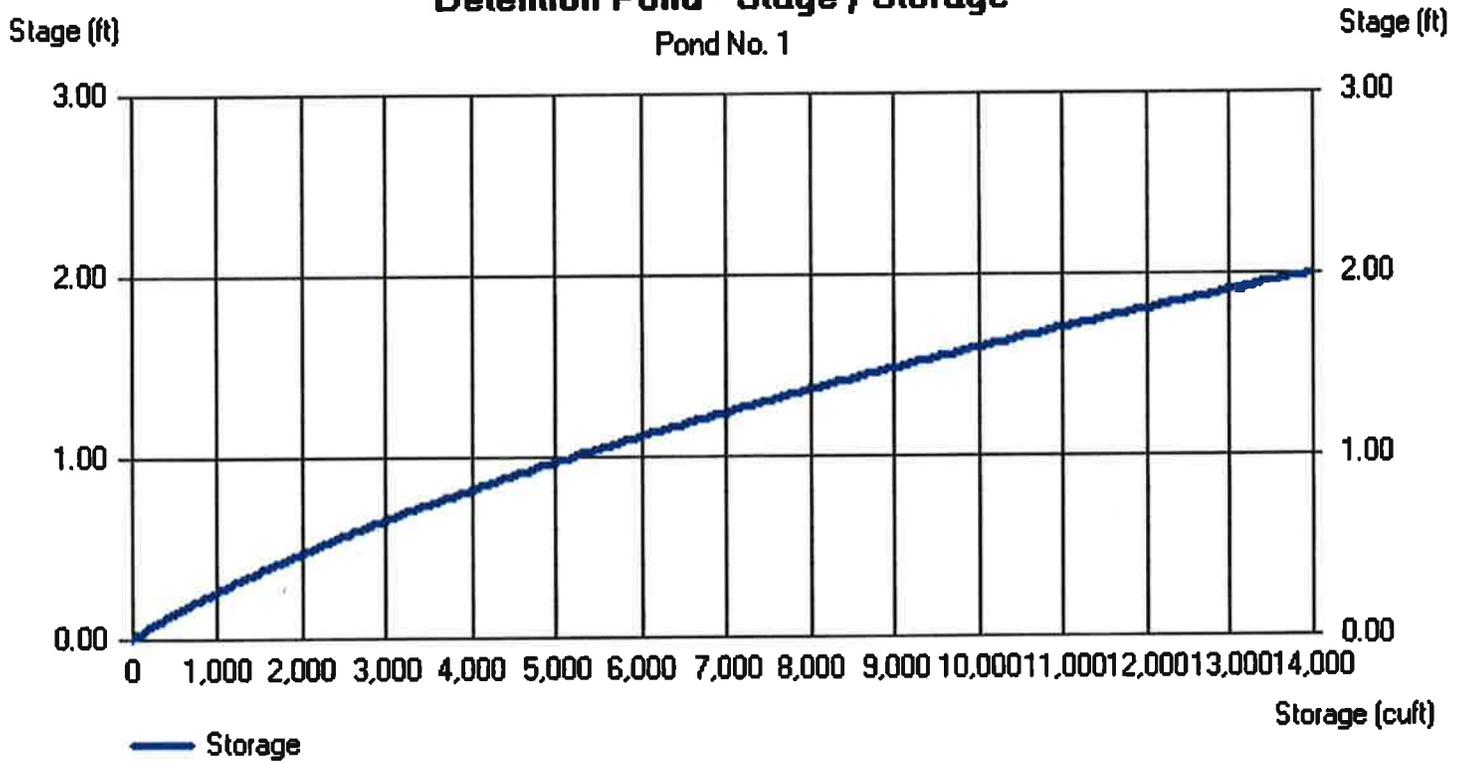


Pipe Drainage System

Hyd. No. 3 -- 25 Yr



Detention Pond - Stage / Storage Pond No. 1



This brochure is intended to be used as a **guide-line only** for estimating System Development Charges as a part of total project costs. Actual costs for your project may differ due to site specific requirements.

It does not include information on other fees which may be due including planning review fees, engineering fees, building permit fees, water and sewer connection fees, reimbursement district fees and business licenses.

Please contact the Parks & Community Development office at 541-450-6060 for information on SDC's specific to your project and information on other potential costs.

Who to contact at Community Development:

Our Planning Division can assist you with questions on our Parks and Transportation SDC's.

Our Building Permit Technician can assist with Water, Sewer and Storm Drain SDC questions and estimates.

Visit our website at:
www.grantspassoregon.gov

Parks & Community Development Office is located at:

101 NW A Street
Upstairs Room 201
Grants Pass, Oregon 97526
541-450-6060

Open 8 am – 5 pm Monday – Friday
Building Counter Hours 8 – 10 M – F
Planning Counter Hours 8 – 5 M – F

Storm Drain System

Storm Water and Open Space SDC's were adopted by the City Council on February 4, 2004. At that time, two separate charges were created, one applying to all lands within the urban growth boundary, and one specifically limited to properties which fall within the Sand Creek Drainage Basin.

The Storm Water and Open Space SDC's are an incurred charge for the planning, acquisition and capital development of facilities to accommodate and control storm water runoff, directly associated open space, and water quality control facilities to clean surface water runoff prior to return to natural surface water conveyances.

Storm Drain SDC's are due and payable upon issuance of building permit for any new construction or expansion which creates additional residential units and any construction which expands or remodels a business building which includes an increase in impervious surface of 25% or more.

The Storm Drain and Open Space Plan SDC
For residential and commercial development is **\$488.11 per development permit.**

The Sand Creek Drainage Basin Storm Drain SDC
For residential and commercial development is **.33 per square foot of the lot or improvement.**

What are SDCs?

The City of Grants Pass is committed to providing quality services to our community.

As our community grows, old systems need to be updated and new systems must be built. System Development Charges are one way to fund those improvements.

System Development Charges (SDCs) are fees imposed upon new and expanding development within the City of Grants Pass and the urbanizing area that connects to or otherwise will use City services of the water system, sanitary sewer system, parks, streets and storm drainage.

The objective of SDCs is to charge new users an equitable share of the cost of services and to pay for improvements necessary as a result of increased development and demand on the City's infrastructure.

SDC Fee Adoption & Adjustments

On July 17, 1991 the City of Grants Pass adopted an ordinance allowing the creation of system development charges. SDCs are now in place to fund the Water, Sewer, Parks, Storm Drain and Transportation Systems.

On January 2, 2002, the Council adopted a resolution establishing Cost of Living (COLA) Adjustments for SDCs.

The figures in this brochure reflect the fees for January 1, 2016 through December 31, 2016 only.

For further assistance...
If you would like more information on System Development Charges call (541) 450-6060

SYSTEM DEVELOPMENT CHARGES



EXHIBIT

Fees Effective
January 1, 2016 through
December 31, 2016

This brochure is only a guideline for anticipating potential system charges for new development and is subject to change.

Water System

The Water SDC was first adopted by the City Council on August 21, 1991 and last amended on July 25, 2005. It is charged and payable for development at the time of permit to connect to the water system.

The method of calculating the Water SDC depends on what Water Pressure Zone service area the development is connecting to, as follows:

<u>Water Pressure Zones 1, 2 & 3:</u>	
(based on water meter size)	
3/4"	\$2,845
1"	\$7,116
1-1/2"	\$14,234
2"	\$22,776
<u>Water Pressure Zones 4, 5 & up:</u>	
(based on water meter size)	
3/4"	\$3,311
1"	\$8,279
1-1/2"	\$16,559
2"	\$26,494

Water meter size required for your project can vary and is site specific please contact our office for actual cost for your connection.

Per Municipal Code 3.11.400 All Residential Development: The water system development charge shall be the greater of the charge based on water meter size or the charge based on residential living units.

Sewer System

The Sewer SDC was first adopted by the City Council on October 19, 1994 and last amended on July 25, 2005. The Sewer SDC is charged and payable for development at the time of permit to connect to the sewer system.

Sewer SDCs for residential use are based on Equivalent Residential Units (ERUs) as follows:

Single-family or Manufactured Home	\$3,009
Duplex	\$4,814
Tri-plex	\$7,222

Sewer SDCs for commercial, public and quasi-public development are determined by the number of fixture units and strength of discharge. A worksheet is available to estimate the sewer SDC for individual projects.

Redwood Sewer District

Properties located within the Redwood Sanitary Sewer Service District (RSSSD) are Subject to a different sewer SDC schedule, *and may be subject to additional assessment charges or credits. *Please contact the Community Development office for an estimate of RSSSD charges.*

*For typical new construction within the RSSSD, the following schedule applies:	
<u>Residential in Redwood Sewer District:</u>	
1 toilet	\$3,835
2 toilets	\$4,135
3 toilets	\$4,435
4 toilets	\$4,735
5 toilets	\$5,035

Redwood Sewer SDCs for commercial, public and quasi-public development are determined by the number of fixtures units, strength of discharge and water meter size. A worksheet is available to estimate the sewer SDC for individual projects.

Transportation

The Transportation SDC was adopted by the City Council on September 15, 1999. The Transportation SDC helps to pay for the expansion and capital development of the transportation system to accommodate and control motorized vehicular traffic, pedestrian traffic, and bicycle traffic.

In September 2011, the City Council adopted Ordinance 5546 which identifies the method of calculating the SDC's to be based on the Institute of Transportation Engineers Trip Generation Report. Trips are calculated based on the Land Use and Title that best fits the Development as interpreted by the City. If the ITE Trip Generation Report includes multiple measure that can be used to determine average daily trip generation including area, the measure of square footage (area) will be used. The Director may consider an alternative trip calculation when a report is supplied by a licensed traffic engineer and said alternative is reviewed and approved by the City Engineer.

The Transportation SDC is due and payable at the time of building permit issuance for construction.

The City Council adopted Resolution 15-6538 to establish the current Transportation SDC trip rate. This rate is a 30% reduction from the previous rate.

In certain cases, a credit may be applied towards the Transportation SDC for previous uses on the site. Please contact Planning for an estimate of the Transportation SDC's for your project.

Below is an example using the \$111.13/trip rate.
 Single Family Residence
 Category: Single-family (9.57 trips/unit)
 1 unit x 9.57 trips/unit x \$111.13/trip = \$1063.51

Parks

The City of Grants Pass has adopted two SDCs for Parks. The Parkland Acquisition SDC was adopted by the City Council on June 30, 1997. The SDC pays for the purchase of parkland, trails, and open space for the parks and recreation master plan. On December 18, 2006 the City Council adopted a Park Development SDC effective June 1, 2007. This SDC will help fund capital improvements and development of the park, trail and open space system.

Parks SDCs are due and payable upon issuance of a building permit for: any new construction or expansion which creates additional residential units; any construction which creates a new business building or enlarges a business building; or issuance of the first manufactured home placement permit granted upon an individual building lot.

The Parks SDCs for residential development is based on the number of units:	
Parkland Acquisition	\$461.21 per residence
Park Development	\$370.45 per residence
<u>Total per unit</u>	<u>\$831.66</u>

The Parks SDCs for non-residential development is based upon the number of required parking spaces built to serve the development.

Parkland Acquisition	\$42.23 per new parking space built
Park Development	\$32.97 per new parking space built
<u>Total per parking space</u>	<u>\$75.20</u>

The City Council adopted Resolution 15-6538 to establish the current Transportation SDC trip rate. This rate is a 30% reduction from the previous rate.

See other side for Storm Drain SDC Information

Grading Permit Only:

The following permit charges apply for all projects either filling, grading or removing soil:

<u>Grading Volume</u>	<u>Charge</u>
50 cubic yards (CY) or less	\$ 70.00
51 – 100 (CY)	\$ 103.00
101 – 1,000 (CY)	Base Fee \$115.00
1,001 – 10,000 (CY)	Base Fee \$233.00
10,001 – 100,000 (CY)	Base Fee \$467.00
100,001 (CY) or more	Base Fee \$937.00
Each Additional 10,000 (CY)	\$56.00 / 10,000 (CY)

Plat Check Charges:

Plat Check Charges are required to be paid in full upon application for final plat.

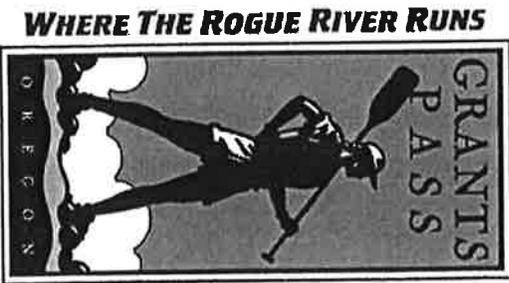
The following table applies for all surveying charges:

<u>Survey Item</u>	<u>Charge</u>
Partitions	\$115.00
Property Line Adjustments	\$110.00
Subdivision, Pre-Monumented	\$233.00 + \$22.00/lot
Subdivision, Post-Monumented	\$350.00 + \$34.00/lot
Condominiums	\$409.00 + \$34.00/unit



City of Grants Pass
 Parks & CD Department
 101 Northwest "A" Street
 Grants Pass, OR 97526
 Phone: (541) 450-6060
 Fax: (541) 476-9218
www.grantspassoregon.gov

**ENGINEERING
 CHARGES
 FOR
 PRIVATE
 DEVELOPMENTS**



Fees Effective
 September 12, 2011

Revised 1/1/2016

A Guideline For Anticipating
 Potential Engineering Division
 Charges For Your Development

ADOPTION

Engineering charges were adopted by the City Council on September 7, 2011. Hourly billing was eliminated and a fixed rate fee schedule for all charges was enacted. For more specific information, please refer to Resolution No. 5850.

ENGINEERING CHARGES FOR SERVICES WILL NOW BE BASED ON THE FOLLOWING:

Developer Installed Projects:

The following fees will be assessed and collected for all Developer Installed Projects: Plan Review Fee, Encroachment Permit Fee, Grading Permit Fee, Inspection Services Fee and GIS Fee.

The Plan Review Fee consists of a \$526.00 base fee + \$57.00 per lot. This fee will be paid in full at the time of plan submittal.

The Encroachment Permit Fee is a flat fee of \$70.00 and will be paid in full and the permit issued prior to the start of construction.

The Grading Permit Fee is determined by the quantity of soil being excavated and/or deposited. This fee will be paid in full and the permit issued prior to the start of construction. Fees are calculated as follows:

<u>Grading Volume</u>	<u>Charge</u>
50 cubic yards (CY) or less	\$ 70.00
51 – 100 (CY)	\$ 103.00
101 – 1,000 (CY)	Base Fee \$115.00
1,001 – 10,000 (CY)	Base Fee \$233.00

10,001 – 100,000 (CY)	Base Fee \$467.00
100,001 (CY) or more	Base Fee \$937.00
Each Additional 10,000 (CY)	\$56.00 / 10,000 (CY)

The Inspection Services Fee will be based on the estimated construction costs (to be provided by the developer's engineer before approved construction drawings are submitted to Engineering). Fees will be collected prior to the pre-construction meeting and start of construction and before issuance of the Development Permit by Planning.

The following table applies for all projects requiring inspection for public facilities:

<u>Estimated Const Cost</u>	<u>Service Charge</u>
\$100,000 or less	5.00%
\$200,000	4.60%
\$300,000	4.30%
\$400,000	4.10%
\$500,000	3.90%
\$600,000	3.80%
\$700,000	3.70%
\$800,000	3.60%
\$900,000	3.50%
\$1,000,000 or more	3.40%

Public facilities include all City owned and operated public waterlines, storm drain lines, wastewater lines, streets and signals. It also includes appurtenances for all of the above such as fire hydrants, manholes, and signage. Private developments will be required to provide the City with the estimated costs for the public facilities. The City will check the estimated costs to ensure they are consistent with current industry construction standards prior to requiring payment for inspection charges.

Geographical Information System (GIS) Fee

Per City of Grants Pass Resolution No. 5935 adopted April 18, 2012, a 5% GIS Fee will be added to the Inspection Services Fee calculated from the Valuation Form and paid at the time that the Inspection Services Fee is collected.

Encroachment Permit Only:

When an engineering plan review of the proposed improvements is not required, a base fee of \$70.00 plus the following charges apply for the applicable items:

<u>Encroachment Item</u>	<u>Charge</u>
Excavation (100 sq ft or less) (ea)	\$ 22.00
Excavation (101-1000 sq ft) (ea)	\$ 93.00
Excavation (1001-3000 sq ft) (ea)	\$187.00
Excavation > 3001 sq ft (ea)	\$233.00
Driveway Approach (per sq ft)	\$ 0.35
Sidewalk (per sq ft)	\$ 0.24
Pavement (per sq ft)	\$ 0.24
Valley Gutter (per sq ft)	\$ 0.24
Manhole or Catch Basins (ea)	\$233.00
Fire Hydrant (ea)	\$350.00

<u>Encroachment Item</u>	<u>Charge</u>
Pedestrian Benches (ea)	\$ 22.00
Traffic Survey Counts (ea)	\$140.00
Annual Blanket (ea)	\$ 87.00
Tree/Stump Removal (ea)	\$ 22.00
Deposit Material in ROW (ea)	\$ 44.00
Curb/Gutter (per lf)	\$ 0.35
Storm Drain (per lf)	\$ 1.17
Water Laterals (per lf)	\$ 1.17
Sewer Laterals (per lf)	\$ 1.17
Walls less than 3' in height (ea)	\$ 56.00
Walls more than 3' in height (ea)	\$ 56.00
+ \$1.40/sf of wall area	

ENGINEERING PLAN REVIEW SUBMITTAL REQUIREMENTS & APPLICATION FOR DEVELOPER INSTALLED IMPROVEMENTS

SUBMITTAL REQUIREMENTS:

Before submitting civil construction drawings for review by the Engineering Division, you must complete the Land Use Decision Process, if applicable. (However, if the proposed public improvement is not based on a Land Use Decision please contact the Engineering Division directly for staff input prior to beginning design and then proceed to "Plan Review Submittals".)

Listed below are the steps you must complete through the Planning Department prior to submitting civil construction plans to the Engineering Division for review. (These are general in nature. Please refer to Article 3 in the Grants Pass Development code for complete details at: <http://www.grantspassoregon.gov/363/Development-Code>)

- Pre-Application Conference
- Submittal of Formal Application Materials
- Determination of Procedure Type
- Application Completeness and Processing Timeline
- Referral and Review of Complete Application
- Decision or Recommendation
- Appeal Process

Once you receive the final decision from the Planning Department (either in the form of a Director's Decision for Type 1 Procedure or in the form of Findings of Fact for Types 2-5 Procedures) and the conditions require your development to install public improvements, you can submit your construction plans to the Engineering Division for review.

Plan Review Submittals:

Listed below are the items required for a complete plan review submittal:

1st Plan Review Submittal:

- Completed and signed application (attached)
- Complete number of sets of 24 x 36 civil construction plans (see below)
- Storm Drainage Calculations by Oregon Professional Engineer
- Copy of Approved Site Plan or Tentative Plat (whichever is applicable)
- Copy of the Staff Report or Findings of Fact issued by the Planning Department (whichever is applicable)
- Plan Review Fee
- Geo Tech Report (if applicable)
- Traffic Impact Mitigation (if applicable)
- ODOT Permit (if applicable)
- Josephine County Public Works Permit (if applicable)
- NPDES Permit (if applicable)
- DSL Permit (if applicable)
- DEQ Permit (if applicable)

2nd Plan Review submittal and/or each Subsequent Review until approved:

- One copy of revised 24 x 36 civil plans including any additional sheets signed and stamped by the Registered Engineer
- City review redlines
- One copy of any revised report signed and stamped by a registered engineer
- Any report or permit that was not available during the 1st plan review
- Signed & notarized Developer Installed Agreement. (Engineering Division to provide agreement with return of 1st review. Developer to provide with 2nd Plan Review Submittal.)
- Estimated Public Infrastructure Costs (must be submitted & approved prior to City approval of construction plans)
- Any outstanding fees (see below – **must be paid prior to the start of construction**)

Plan Review Timeframes:

Plan review submittals will be logged in and out by the Parks & Community Development Department Support Staff Technician and reviewed for completeness by the Engineering Technician in accordance with the above checklists. If the submittal is incomplete, it will be immediately rejected and returned without review. If the submittal is complete, it will be routed for City staff and outside agencies review. Staff review times are listed below:

1st Plan Review: 2 weeks from date of complete submittal

2nd & Subsequent Plan Reviews: 1 week from the date of complete submittal

Number of Sets:

Submitted plans shall be 24 x 36 civil plans; signed and stamped by a Registered Professional Engineer with the State of Oregon designed in accordance with the staff report or findings of fact (if applicable), current City of Grants Pass Standard Drawings and Specifications (<http://www.grantspassoregon.gov/283/Standard-Drawings>), and Oregon Standard Specifications for Construction, current edition.

The number of sets of plans required for submittal to the City of Grants Engineering Division is as follows:

1 st Plan Review:	Minimum 4 sets
If installing a Fireline	Add additional set
State Highway is Involved	Add additional set
Josephine County is Involved	Add additional set
GPID is Involved	Add additional set
2 nd & Subsequent Reviews	1 revised set plus City redline drawings

Fees:

The following fees will be assessed and collected for all Developer Installed Projects: Plan Review Fee, Encroachment Permit Fee, Grading Permit Fee, GIS Fee & Inspection Services Fee.

Plan review fee: \$526 base fee + \$57 per lot.

Encroachment Permit Fee: Flat fee of \$70

Grading Permit Fee: This fee is determined by the quantity of soil being excavated and/or deposited and is calculated as follows:

<u>Grading Volume</u>	<u>Charge</u>
50 cubic yards (cy) or less	\$ 70.00
51 – 100 (cy)	\$103.00
101 – 1,000 (cy)	Base Fee \$115.00
1,001 – 10,000 (cy)	Base Fee \$233.00
10,001 – 100,000 (cy)	Base Fee \$467.00
100,001 (cy) or more	Base Fee \$936.00
Each Additional 10,000 (cy)	\$56.00 / 10,000 (cy)

Inspection Services Fee: This fee is based on the estimated public infrastructure improvements, installed complete (to be provided by the developer's engineer before approved construction drawings are submitted to Engineering). Fees will be collected prior to the pre-construction meeting and start of construction and before issuance of the Development Permit by Planning. The fee is calculated as follows:

<u>Est. Const. Cost</u>	<u>Service Charge</u>
\$100,000 or less	5.00%
\$200,000	4.60%
\$300,000	4.30%
\$400,000	4.10%
\$500,000	3.90%
\$600,000	3.80%
\$700,000	3.70%
\$800,000	3.60%
\$900,000	3.50%
\$1,000,000	3.40%

Geographical Information System (GIS) Fee: Per City of Grants Pass Resolution No. 5935, adopted April 18, 2012, a GIS fee has been added. This fee is calculated as follows:

Estimated Public Infrastructure Cost x Service Charge = Inspection Services Fee
Inspection Services Fee x 5% = GIS Fee

Construction Drawing Approval:

Upon completion of the plan review process, Developer's engineer must submit final plans to the City for a two step signature process.

Step 1: The City will sign-off for approval of City jurisdiction public infrastructure improvements. The Developer's engineer will then take the final plans to be signed-off by other agencies (i.e. GPID, Power, Gas, Phone, Cable, ODOT, JoCPW, etc.).

Step 2: After the Developer's Engineer receives sign-offs from the other agencies, the final plans must then be resubmitted to the City to be signed-off for Approval of Construction. Developer's Engineer shall provide two sets of approved plans prior to start of construction. **(Please note: The sign-off for approval of construction does not constitute approval to start construction).**

Construction Drawing As-builts:

"As-built" Mylars with a signed and dated "Project Certification" on the front page must be submitted to the Engineering Department prior to Final Plat approval, issuance of a Certificate of Occupancy or final inspection, which ever is applicable. The Project Certification shall state the following:

"I hereby certify that this project was constructed to the lines, grade and section as shown on these plans and that all materials and workmanship are in conformance with the plans and applicable specifications."

Pre-Construction Meeting:

The pre-construction meeting will not be held until the following items are complete:

- Issuance of Development Permit
- Issuance of Other Outside Agency Permits (i.e. ODOT, JoCPW, NPDES, DSL/Corp etc.)
- Payment & Issuance of Encroachment Permit
- Payment & Issuance of Grading Permit
- Payment of Inspection Services Fee
- Payment of the GIS Fee

Once the above items are complete a pre-construction meeting will be scheduled prior to the start of construction by the PCDDSSST with the following parties:

- Developer
- Developer's Engineer
- Surveyor
- Power, Phone, Gas, Cable, GPID
- Contractor
- City Inspector
- Public Works
- Planner

Once the above items are complete and the pre-construction meeting is held construction may begin.

CONSTRUCTION PLANS DESIGN CHECK LIST

The requirements referred to on this checklist can be found in the City of Grants Pass Standard Drawings and Specifications.

General Requirements for submitted Construction Plans

- Oregon professional engineer stamp and signature
- Storm drainage calculations by Oregon professional engineer.
- Owner or fiduciary will be responsible for obtaining approvals (signatures in the signature block) from other agencies (i.e., power, telephone, gas, cable, etc.), prior to the City authorizing construction to proceed.

Items to be shown or specified on the plans:

- Title Block:
 - Locate in lower right-hand corner of each sheet
 - Project title (Subdivision, Partition, etc.)
 - Project Engineer/Surveyor (Name, address, telephone)
 - Project Engineer's Stamp
 - Project Owner/Developer (Name, address, telephone)
 - Project location (Township, Range, Section, Quarter)
 - Project description (Street, sanitary sewer, water main, storm drain, etc.)
 - Street Name
 - Drawn by_____, Designed by_____, Checked by_____.
 - Date.
 - Scale (Horizontal and vertical).
 - Revisions block.
 - Sheet_____of_____
- North arrow.
- Basis of bearing: with ties to two Geodetic Control Points.
- Basis of elevation: on a true datum.
- TBM's: minimum of two temporary bench marks, with elevations, locations and descriptions.
- Right-of-way survey monuments that shall be set as part of the project.
- Right-of-way survey monuments found.
- Right-of-way width on Plan View.
- Street wide on Plan View.
- Vicinity map, on front page.
- Property Owner's names and Assessor's map and tax lot numbers.
- Curve Data: (If applicable)
 - Construction centerline.
 - Right-of-way centerline (If different than construction centerline).
 - Street intersection radii.
 - Right-of-way intersection radii.
 - Cul-de-sac radius and returns: Finish surface and right-of-way.
- Typical Road Section: (If applicable)
 - State road classification.
 - Subgrade specifications.
 - Base course specifications.
 - Leveling course specifications.
 - Surfacing specifications.

- Curb and gutter and sidewalk specifications.
 - Utility locations (i.e., power, gas, telephone, etc.)
- Centerline profile, showing both existing ground and finished grade. Ditch line grades in areas not requiring curb and gutter, including profile and section of intercepting ditches. Submit cross sections at 50-foot intervals, at critical sections and as required by Engineering Department of the City of Grants Pass.
- Erosion control measures and slope design consistent with a report submitted by a qualified professional engineer or geotechnical engineer if any cut or fill exceeds 4 feet in height; grading on slopes of 15% or greater; or grading granitic soils.
- Culverts and Storm Sewers and Sanitary Sewer:
 - Size.
 - Material type and gauge or class of pipe.
 - Coating, if applicable.
 - Invert elevations.
 - Slope grades
- Water Lines:
 - Size.
 - Material type and gauge or class of pipe
 - Coating, if applicable.
 - Slope grades.
 - All fittings and appurtenances.
- Special drainage ditches, drainage structures, bridges.
- Traffic regulatory and warning sign plan; also showing pass/ no pass zones.
- Notes, including General Project Requirements.
- Show street plugs, if applicable.
- Road approach and driveway locations and details.
- Standard drawings and details.
- Agency approval block, front page.
- Show all easements on plans.
- Show striping plan, if applicable.
- Show traffic mitigation improvements



ENGINEERING PLAN REVIEW APPLICATION

PRIMARY CONTACT INFORMATION:		PROJECT INFORMATION:		
Name:		Development Name:		
Address:		Subdivision Name:		
City/State/Zip:		Map/Tax Lot #:		
Phone:	Alternate:	Project Address:		
Email:		Estimated Construction Costs: (Attach Backup Detail)		
Additional Parties:				
Owner/Address/Phone:		Email address:		
Developer/Address/Phone:		Email address:		
Design Engineer/Address/Phone:		Email address:		
Description of Project:				
Additional Jurisdictions: (Mark "X" to all that apply)				
JoCPW: <input type="checkbox"/>	ODOT: <input type="checkbox"/>	DSL/Corp: <input type="checkbox"/>	DEQ: <input type="checkbox"/> GPID: <input type="checkbox"/> Other: <input type="checkbox"/>	
Contractor/Contact Information				
All work within public rights-of-ways must be performed by licensed prequalified contractors per Chapter 9.37 of the Grants Pass Municipal Code, at http://www.grantspassoregon.gov/316/Municipal-Code#title9 , then select Title 9.				
Please list the licensed contractors you will be using on this project:				
Contractor/Company Name	License Number	Class	Business License	Expiration
Owner/Applicant:				
I verify that the information presented on this application is true to the best of my knowledge:				
Printed Name:		Signature:		
For Engineering Use Only:				
Submittals Attached		Reviews Completed		
Description:	Comment:	Description:	Completed By & Date	
Plan Review Application		1 st Review		
Complete # of sets of plans		2 nd Review		
SD Calcs		3 rd Review		
Approved Site Plan		4 th Review		
Approved Tent. Plat		Sign Off Signatures		
Staff Report		Const. Dwgs. Appvd		
Findings of Fact		Permits/Documents/Fees		
Plan Review Fee		DIA Signed/Recorded	Date:	
Estimated Construction Costs		Develop Permit Issued	Date:	
Geo Tech Report			Number:	
Traffic Impact Analysis		Enc Permit Issued/Pd	Permit No.	Date:
ODOT Permit		Grading Pmt Issued/Pd	Permit No.	Date:
Josephine County Permit		Inspection Fee	Date Paid:	
NPDES Permit		GIS Fee	Date Paid:	
DSL Permit				
DSL Permit				
		Precon Mtg Held	Date Held:	