



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

September 10, 2008

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Medford Plan Amendment
DLCD File Number 018-08



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT OR DEADLINE TO APPEAL: September 26, 2008

This amendment was not submitted to DLCD for review prior to adoption. Pursuant to OAR 660-18-060, the Director or any person is eligible to appeal this action to LUBA under ORS 197.830 to 197.845.

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE DATE SPECIFIED ABOVE.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
John Renz, DLCD Regional Representative
Carly Meske, City of Medford

<paa>

FORM 2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: **CITY OF MEDFORD**

Local file number: **ZC-08-069**

Date of Adoption: **8/28/2008**

Date Mailed:

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **No** Date:

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Consideration of a request for Preliminary PUD Plan approval for a mixed-use development (including 81 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential – 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of N. Phoenix Road. 371W34 TAX LOT 1000

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **N/A**

to: **N/A**

Zone Map Changed from: **SFR-00**

to: **MFR-15 & MFR-30**

Location: **HARBROOKE ROAD, 1,012-FEET EAST OF N. PHOENIX RD** Acres Involved: **6**

Specify Density: Previous: **1 Dwelling unit/acre**

New: **15-30 DU/AC**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. 018-08 (NOA)

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Local Contact: **CARLY MESKE**

Phone: (541) 774-2380 Extension:

Address: **200 S. IVY STREET**

Fax Number: **541-774-2564**

City: **MEDFORD**

Zip: **97501-**

E-mail Address:

CARLY.MESKE@CITYOFMEDFORD.ORG

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: webserver.lcd.state.or.us. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing mara.ulloa@state.or.us.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to mara.ulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

FORM 2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person electronic mailed

DEPT OF

SEP 08 2008

LAND CONSERVATION
AND DEVELOPMENT
For DLCD Use Only

Jurisdiction: **CITY OF MEDFORD**

Local file number: **ZC-08-069**

Date of Adoption: **8/28/2008**

Date Mailed:

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **No** Date:

- | | |
|--|---|
| <input type="checkbox"/> Comprehensive Plan Text Amendment | <input type="checkbox"/> Comprehensive Plan Map Amendment |
| <input type="checkbox"/> Land Use Regulation Amendment | <input checked="" type="checkbox"/> Zoning Map Amendment |
| <input type="checkbox"/> New Land Use Regulation | <input type="checkbox"/> Other: |

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Consideration of a request for Preliminary PUD Plan approval for a mixed-use development (including 81 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential – 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of N. Phoenix Road. 371W34 TAX LOT 1000

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- | | | | | | | | | | | | | | | | | | | |
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Was an Exception Adopted? YES NO

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45-days prior to first evidentiary hearing?

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If no, do the statewide planning goals apply?

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DLCD # 018-08 (NOA)

If no, did Emergency Circumstances require immediate adoption?

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DLCD file No. _____

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CITY OF MEDFORD
PLANNING DEPARTMENT

August 29, 2008

On Track Inc.
221 West Main
Medford, OR 97501

File No: PUD-08-068/ ZC-08-069

The Medford Planning Commission at its regular meeting of August 28, 2008, adopted the final order containing Findings of Fact relating to the approval of the following request: Consideration of preliminary plan approval for Generations Planned Unit Development, a mixed-use development (including 81 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential - 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential - 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of N. Phoenix Road.

The final date for filing an appeal is 21 days from the date of the decision. The written appeal and filing fee must be received by the City Recorder no later than 5:00 p.m. on September 18, 2008. Appeals must be filed in the form prescribed, and will be decided based upon Medford Code Sections 10.051-10.056 (copies available).

The approval is based on the findings and subject to the conditions and time periods set forth in Planning Commission Report dated August 21, 2008. The applicant must now file for final plan approval within three years.

John W. Hoke
Interim Planning Director

kg
Enclosure: Final Order/Commission Report/Legal Description

cc: Scott Sinner Consulting, 4401 San Juan Drive, Medford, OR 97504
Interested Party
Affected Agencies

BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE PUD-08-068)
APPLICATION FOR A PLANNED UNIT DEVELOPMENT SUBMITTED) **ORDER**
BY ON TRACK INC.)

ORDER granting approval of the preliminary PUD plan for Generations Planned Unit Development, a mixed-use development (including 81 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential - 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential - 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of N. Phoenix Road, as provided for in the City of Medford Land Development Code.

WHEREAS:

1. The Planning Commission has duly accepted the application filed in accordance with the Land Development Code, Section 10.230 Application, Planned Unit Development, and
2. The Medford Planning Commission has duly held a public hearing on the matter of an application for approval of the preliminary PUD plan for Generations Planned Unit Development, a mixed-use development (including 81 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential - 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential - 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of N. Phoenix Road, with a public hearing a matter of record of the Planning Commission on August 14, 2008.
3. At the public hearing on said application, evidence and recommendations were received and presented by the applicant's representative and Planning Department staff; and
4. At the conclusion of said public hearing, after consideration and discussion, the Medford Planning Commission, upon a motion duly seconded, granted preliminary plan approval for a Planned Unit Development and directed staff to prepare a final order with all conditions and findings set forth for the granting of the Preliminary Plan approval.

THEREFORE LET IT BE HEREBY ORDERED that the application of Generations Planned Unit Development stands approved subject to compliance with the conditions stated in the Planning Commission Report dated August 21, 2008.


AND LET IT FURTHER BE OF RECORD, that the action of the Planning Commission in approving this application for preliminary plan approval for a planned unit development is hereafter supported by the findings adopted by the Planning Commission and any additional findings contained in the Planning Commission Report dated August 21, 2008.

Accepted and approved this 28th day of August 2008.

CITY OF MEDFORD PLANNING COMMISSION


Planning Commission Chair

ATTEST:


Planning Department Representative

BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE)
ZC-08-069 APPLICATION FOR A ZONE CHANGE SUBMITTED) **ORDER**
BY ON TRACK INC.)

ORDER granting approval of a request for changing the zoning from SFR-00 to five acres of MFR-15 (Multi-Family Residential - 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential - 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of North Phoenix Road.

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning of real property described below from SFR-00 to five acres of MFR-15 (Multi-Family Residential - 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential - 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of North Phoenix Road; and

WHEREAS, the City Planning Commission has given notice of, and held, a public hearing, and after considering all the evidence presented hereby adopts the Planning Commission Report dated August 21, 2008, and Legal Description attached hereto and hereby incorporated by reference; now, therefore,

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF MEDFORD, OREGON, that:

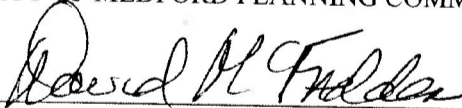
The zoning of the following described area within the City of Medford, Oregon:

37 1W 34 Tax Lot 1000

is hereby changed from SFR-00 to five acres of MFR-15 (Multi-Family Residential - 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential - 20 dwelling units per gross acre) zoning district.

Accepted and approved this 28th day of August, 2008.

CITY OF MEDFORD PLANNING COMMISSION


Planning Commission Chair

ATTEST:


Planning Department Representative



CITY OF MEDFORD

PLANNING DEPARTMENT

PLANNING COMMISSION REPORT

Date: August 21, 2008
Subject: *Generations Planned Unit Development* (PUD-08-068/ZC-08-069)
OnTrack, Inc., Applicant (Scott Sinner Consulting, Inc. Agent)

Background

Proposal

Consideration of a request for Preliminary PUD Plan approval for a mixed-use development (including 81 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential – 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of N. Phoenix Road.

History

The subject property was annexed to the City of Medford (A-04-210) as per Ordinance #2005-176. The applicant submitted a Pre-Application on December 7, 2007, and conducted a design charettes with various city staff and area professionals as participants. The subject site is further identified as Tax Lot 1000 of Tax Assessor's Map 37 1W 34.

Subject Site Zoning, GLUP Designation and Existing Uses

Zoning District: SFR-00/SE (Single Family Residential – 1 existing dwelling unit per acre/Southeast Plan Overlay District)
GLUP Map Designation: UMDR (Urban Medium Density Residential) and UHDR (Urban High Density Residential)
Current Use: One existing single family dwelling unit

Surrounding Property Zoning, GLUP Map Designation, and Uses

North: **Zone** MFR-15 & MFR-30/SE
GLUP UH (Urban High Density Residential) & UM (Urban Medium Density Residential)
Use Single family dwelling unit & accessory structures

South: **Zone** County EFU (Exclusive Farm Land)
GLUP UH
Use Vacant

East: Zone SFR-00
 GLUP UR (Urban Residential)
 Use Vacant

West: Zone SFR-00
 GLUP UR
 Use Single family dwelling unit & accessory structures

Applicable Criteria

- Medford Land Development Code Sections (Exhibit L):**
 §10.230 *Planned Unit Development – General Provisions*
 §10.235 *Preliminary PUD Plan – Application Procedures*
 §10.227 *Zone Change Criteria*
 §10.248 *Conditional Use Permit Criteria*
 §10.811 *Nursery Schools, Day or Child Care (Centers) Facilities*

Issues/Analysis

Zone Change

The applicant proposes to rezone the subject site from SFR-00 to MFR-15 and MFR-20. Staff provides the following table indicating the proposed zoning district, SE Plan designation, GLUP Map designation, and acreage.

Current Zoning District	Proposed Zoning District	Existing SE Designation	Existing GLUP Map Designation	Acres
SFR-00	MFR-15	Sub-area 13	UM (Urban Medium Density Residential)	5
SFR-00	MFR-20	Sub-area 14	UH (Urban High Density Residential)	1

The applicant proposes two zoning districts, each of which will follow the boundaries of the proposed right-of-way, Stanford Avenue. As defined by §10.302, *Interpretation of Zoning District Boundaries*, zoning district boundaries follow platted property lines and centerlines of streets. As such, the proposed MFR-15 zoning district will be that portion of the subject site on the east side of the centerline of Stanford Avenue, and the MFR-20 zoning district will be on the west side of the centerline of Stanford Avenue. As is evident in the SE Village Center Map (Exhibit Y) and GLUP Map (Exhibit X), the proposed zoning districts (MFR-15 and MFR-20) do not follow the boundaries of the land use sub-areas 13 and 14 or GLUP Map designations UM and UH. Instead, the proposed zoning districts follow the proposed Stanford Avenue. However, as is quoted above, §10.302 defines the boundaries of zoning districts; as such, zoning districts shall follow property lines and/or street centerlines. Therefore, because the SE Circulation Plan requires the extension of Stanford Avenue and the connection of two local streets to the west, the proposed zoning districts follow Stanford Avenue, and not the sub-area and GLUP map

designations. Furthermore, the GLUP map designations are described by the Comprehensive Plan as “general:”

The designations on the GLUP Map are not intended to follow property lines. Interfaces between different designations are purposefully non-site-specific so as to discourage using GLUP Map designations as the sole basis for decisions on zone change applications. Having the appropriate GLUP Map designation is a prerequisite for a zone change.

Those existing GLUP Map designations that were most similar to each land use category of the SE Plan were then applied to that category. As per the SE Plan Map Sub-areas Table I, *Targeted Land use, Zoning, and Density and Estimated Dwelling Unit Range*, Sub-area 13 shall have a density range of 10-15 dwelling units, while sub-area 14 shall have a density range of 15-36 dwelling units. Therefore, the total project site shall contain a density range of 10-180 dwelling units. The applicant proposes a total of 81 dwelling units, consistent with the density range required by the SE Plan. The applicant provides findings in Exhibit N describing compliance with the approval criteria.

Sanitary Sewer Analysis

This site is within the City of Medford sewer service area. The developer is required to perform an analysis of the existing down stream sanitary sewer system to show that it has capacity for this development (Exhibit P-2). At the time of publishing of this report, review of the applicant’s sanitary sewer analysis was not yet complete. Complete review of this study will determine if there is adequate downstream sanitary sewer capacity for this development. Without demonstration of downstream sanitary sewer capacity, the proposed zone change will not meet the zone change criteria of §10.227.

Note: The Public Works Department submitted a revised staff report on August 21, 2008, herein included as Exhibit P-2. This report identifies required improvements that will provide adequate downstream sanitary sewer capacity. A condition is included requiring the applicant comply with Exhibit P-2.

Traffic Impact Analysis

The Public Works Department has reviewed the applicant’s traffic impact analysis (TIA) (Exhibit O) and finds that the studied area intersections are shown to operate acceptably under adjusted Year 2008, Year 2010 no build, and Year 2010 build conditions with the exception of the following two intersections: Barnett Road and North Phoenix Road; and Coal Mine Road and North Phoenix Road. As such, the Public Works Department – Traffic Engineering Memorandum (Exhibit Q) contains condition including, but not limited to: installation of turn lanes; and a stipulation to have no more than 50 children in the daycare facility. A condition is included requiring the applicant comply with Exhibit Q.

Note: The Traffic Engineering Division of the Public Works Department submitted a revised memorandum on August 12, 2008, herein included as Exhibit Q-1. The Traffic Engineering Division recommends the Commission not approve the roundabout, as warrants for the roundabout are not met. The Commission heard testimony from the applicant's agent and City Engineer. The City Engineer clarified that the roundabout would provide pedestrian safety. The Commission approved the applicant's proposal for a roundabout, and included a condition requiring the roundabout be constructed to Federal Standards for a modern roundabout.

Proposal

The applicant proposes a mixed use community, including, but not limited to: common open space (both indoor and outdoor space), community services (laundry mat and daycare center), retail commercial, and residential. Ten townhouse clusters are proposed, obtaining access from Generation (Rita's) Way. Additionally, the applicant proposes multifamily housing above the commercial uses, as well as some on street dwelling units, along Stanford Avenue. The site proposes a total of 81 dwelling units, 125,573 square feet of common elements (including buildings, right-of-way, and parking), and 114,973 square feet of landscaped areas.

Purpose and Intent

The applicant provides discussion of the purpose for the proposed project: to provide for safety for pedestrian and bicycle transportation in the vicinity; to promote a sense of community and interaction among the residents and others in the vicinity; to encourage and promote neighborhood connections and interactions; and to reduce dependence on automobiles for transportation. As per §10.230(A), *PUD, General Provisions*, the purpose and intent of the PUD is to promote efficient use of urban land and services while protecting natural features, creating common open space, and encouraging a mixture of land uses and housing types that are thoughtfully planned and integrated. Staff finds the proposal to meet the intent of the PUD as per §10.230(A).

Uses

The applicant providing findings in Exhibit N discussing the uses proposed in each building. The applicant proposes service professional uses, residential uses, a daycare facility, office space, a laundry facility, and an indoor gathering area including community kitchen. As per §10.314, *Permitted Uses in Residential Land Use Classification*, and §10.337, *Uses Permitted in Commercial and Industrial Zoning Districts*, all proposed uses are permitted. A condition is included requiring the daycare facility to comply with the criteria of §10.811, *Nursery Schools, Day or Child Care (Centers) Facilities*, including but not limited to: providing outdoor play areas and a fence.

The property is proposed to be rezoned to MFR-15 and MFR-20; as such, the proposed commercial uses mentioned above shall be permitted consistent with §10.230(D)(7)(c). This provision of the PUD ordinance allows uses not permitted in the underlying zone to be permitted to occupy up to 20% of the gross area of the PUD. The applicant proposes commercial uses to occupy this 20% of the gross area of the PUD. The location of these

proposed commercial uses are within 200-feet of the exterior boundary of the PUD; therefore, the applicant provides findings on pages 29-34 of Exhibit N addressing the Conditional Use Permit (CUP) criteria. The applicant finds this proposal is consistent with §10.248(1) in that this proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

The applicant provides findings on page 31 of Exhibit N correlating the proposed development to the objectives of the Southeast (SE) Overlay District as per §10.370.

The daycare facility is proposed to occupy Building C. Daycare facilities are required to comply with the special use standards of §10.811, *Nursery Schools, Day or Child Care (Centers) Facilities*. Findings are included on pages 33-34 regarding this proposed use. As indicated, the facility is licensed to care for 48 children; therefore, the outdoor play area required is 1,600 square feet of outdoor play area. The applicant proposes 2,500 square feet of outdoor play area. Fencing is also proposed, consistent with §10.811.

Open Space

As mentioned above, the applicant proposes 10,600 square feet of common spaces, and a total of 114,973 square feet of landscaped areas. Section 10.230(E) requires all multi-family residential PUDs to have a minimum of 20% of the land area as common area. The common area shall be for the purpose of providing protection for natural features, common recreational space, landscaped areas, or commonly enjoyed amenities other than parking or private streets. A condition is included requiring the applicant submit evidence to the Planning Department of perpetual maintenance of all common open spaces, consistent with §10.230(E). With a project site of six acres, and 125,573 square feet of proposed common area (excluding right-of-way and parking) and 10,600 square feet of indoor common areas, the applicant proposes a total of 63% common area, far exceeding the required 20% as per §10.230(E).

Modifications

The applicant proposes five modifications to the *Medford Land Development Code* (MLDC), providing findings in Exhibit N. Those modifications requested include: building height, building setbacks; setbacks to SFR zoning districts; parking; and public utility easements.

Building Height & Setbacks

Consistent with §10.705, *Building Height Calculation*, the applicant defines the elevator shafts on the roofs as exempt from the height calculation, as are chimneys, church spires, belfries, cupolas, flag poles, and *other similar projections that are accessory to the permitted use*. As such, elevator shafts ought not be included in the building height calculation.

Section 10.714, *Multi-family Dwellings*, states that those portions of any multiple-family dwelling located within 20 feet of any property line common with property containing single-family zoning shall not exceed one story. However, the adjacent properties to the east and south are currently zoned SFR-00 with GLUP map designations of UM and UH: as such, these properties will be rezoned to an MFR zoning district prior to development. Therefore, staff recommends the Commission accept this modification request, and allow buildings F1, F9, and F10 to exceed one story within 20-feet of the north and south property lines.

Parking

The applicant proposes a total of 138 off-street parking spaces. Section 10.743, *Off-Street Parking Standards*, requires 146 parking spaces. The applicant provides findings describing compliance with §10.744, *Joint Use of Parking Facilities*, stating that the proposed uses (residential and commercial) will be utilizing parking at different times, therefore not creating a conflict. Additionally, the applicant provides findings on page 22 of Exhibit N indicating that the community facilities on site are most directly supported and utilized by those residents living on site, resulting in a lower demand for parking. The applicant also provides a location at Building A on Stanford Avenue for a future transit stop. Rogue Valley Transportation District has not commented on this proposal.

Public Utility Easement (PUE)

Section 10.471, *Public Utility Easements*, requires that PUEs, 10-feet in width, be provided adjoining all lot lines abutting a street, or as otherwise required by the City of Medford. The applicant provides findings on page 23 of Exhibit N describing a modification request to allow staff the flexibility to determine an appropriate location for all PUEs. Staff does not find this request to be a modification request. Referral agencies, including, but not limited to: Medford Water Commission and Avista have indicated that further design meetings are required prior to development. It is at these meetings, with these agencies that the location of the PUEs will be determined.

Note: The Commission approved all the applicant's modification requests.

Site Plan and Architectural Commission Review

Conceptual building elevations and a street tree plan are submitted as part of this PUD application. However, as stated on page 2 of the applicant findings (Exhibit N), the applicant requests that review of the architecture and landscaping be deferred to the Site Plan and Architectural Commission (SPAC). A condition is included requiring the applicant to submit a SPAC application for review of all the building architecture, and landscaping including, but not limited to: greenway improvements and common open space.

Conclusion

As per the above discussion, staff recommends approval of the proposed Planned Unit Development and Zone Change.

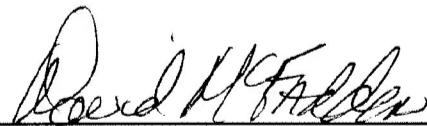
ACTION TAKEN

Directed staff to prepare a final order for approval of PUD-08-068/ZC-08-069 as per the Commission Report dated August 21, 2008, including: Exhibits A through BB.

EXHIBITS

- A-1 Conditions of Approval dated August 21, 2008;
- B Preliminary PUD Plan (A1.1) received May 19, 2008;
- C Conceptual Elevations along Stanford Avenue (A2.1) received May 19, 2008;
- D First Floor Plans/Mixed Use Buildings (A2.2) received May 19, 2008;
- E Third Floor Plans (A2.3) received May 19, 2008;
- F Conceptual Sections (A2.4) received May 19, 2008;
- G Conceptual Street Tree Scheme (L1) received May 19, 2008;
- H Conceptual Grading & Drainage Plan (C.1) received May 19, 2008;
- I Conceptual Sanitary Sewer & Water Plan (C.2) received May 19, 2008;
- J Conceptual Roadway Sections (C.3) received May 19, 2008;
- K Alta Survey (S1) received May 19, 2008;
- L Approval Criteria dated July 9, 2008;
- M Applicant's *Narrative Description* received May 19, 2008;
- N Applicant's *Findings of Fact* received May 19, 2008;
- O Transportation Impact Analysis received May 19, 2008;
- P-2 Public Works Department Memorandum received August 21, 2008;
- Q-1 Engineering Division Memorandum received August 12, 2008;
- R Staff Memo from Medford Water Commission received July 9, 2008;
- S Medford Fire/Rescue Land Development Report received July 9, 2008;
- T Parks and Recreation Department Memorandum received July 11, 2008;
- U Jackson County Roads Memorandum received July 16, 2008;
- V Jackson County Assessor's Map with site indicated;
- W Aerial Photograph with site indicated;
- X Zoning Map and General Land Use Plan Map with site indicated;
- Y SE Plan Map and Circulation Plan Map with site indicated;
- Z Rogue Valley Transportation District Memorandum received August 8, 2008;
- AA Bicycle and Pedestrian Advisory Committee Memorandum received August 8, 2008;
- BB Written Testimony from Thompsen Family received August 13, 2008;
Vicinity Map

MEDFORD PLANNING COMMISSION



David McFadden, Chair

Generations PUD – PUD-08-068/ZC-08-069 Commission Report

August 21, 2008

PLANNING COMMISSION AGENDA: **AUGUST 14, 2008**
 AUGUST 28, 2008

NOTES

Include reference to the file number of this proposed development (PUD-08-068/ZC-08-069) in all *subsequent submittals to City of Medford Departments*.



CITY OF MEDFORD
PLANNING DEPARTMENT

EXHIBIT A-1

PUD-08-068/ZC-08-069
Conditions of Approval
August 21, 2008

ZONE CHANGE

CODE REQUIREMENTS

1. Prior to approval of the zone change, the applicant shall comply with Item A contained in the Public Works Department Staff Report received August 21, 2008 (Exhibit P-2).

PLANNED UNIT DEVELOPMENT

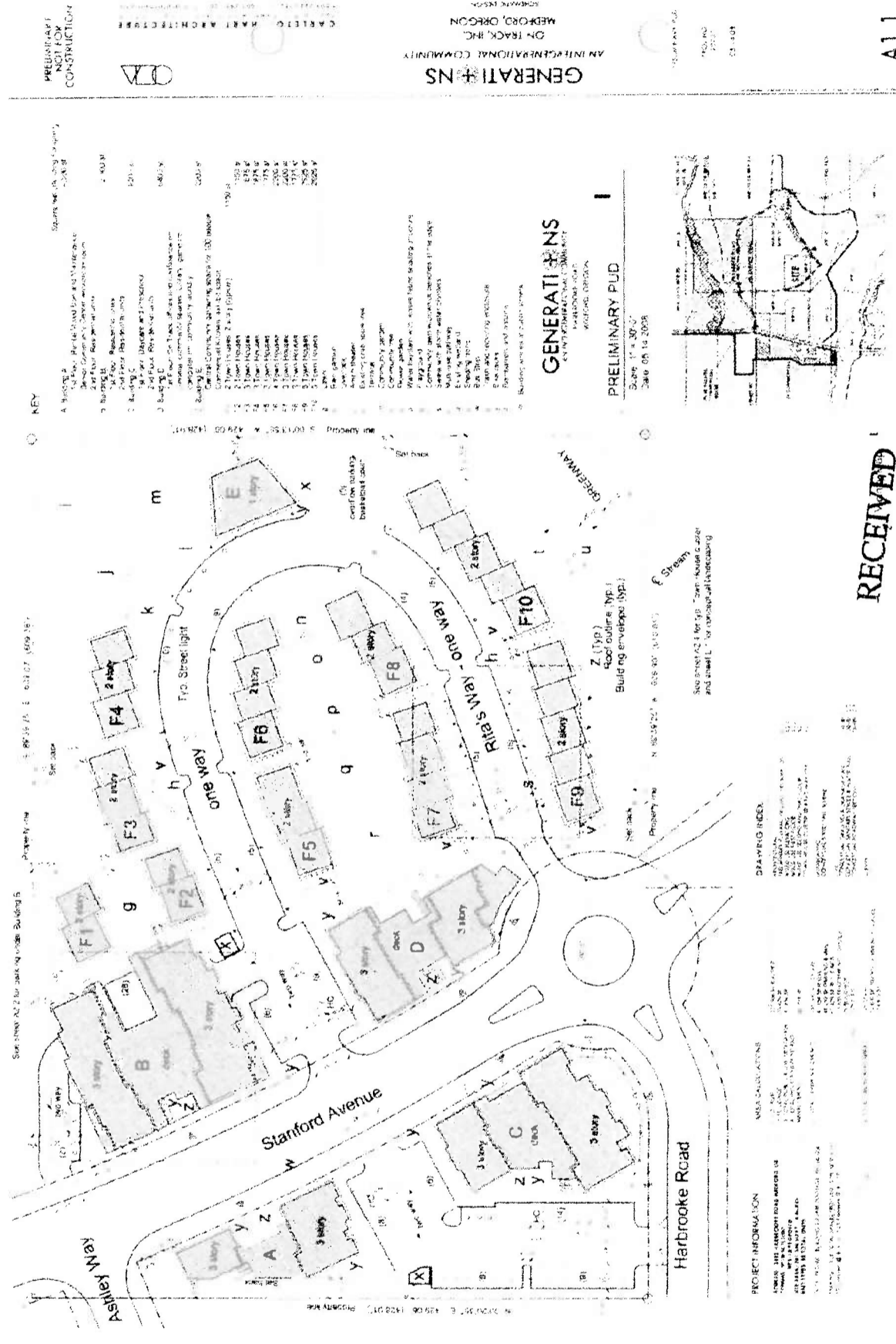
DISCRETIONARY CONDITIONS

2. Only those uses permitted in the C-S/P zoning district shall be permitted in the 20% commercial space on site (as is designated on the preliminary PUD Plan);
3. Prior to Final Plan approval, the applicant shall receive Site Plan and Architectural Commission (SPAC) approval consistent with §10.285-10.291 for all building architecture and landscaping on site, including, but not limited to: common areas and the greenway;
4. The Commission accepts the applicant's stipulation to plant a living fence along the north and east property lines in common with Tax Lot 400. Said fence shall be shown on the site plan and landscape plan for the future SPAC application; and
5. The proposed roundabout shall conform to federal standards for a "modern roundabout."

CODE REQUIREMENTS

6. Prior to Final Plan approval, the applicant shall comply with:
 - a. Comply with items B-E contained in the Public Works Department Staff Report received August 21, 2008 (Exhibit P-2);
 - b. Comply with conditions 1 and 2 of the Public Works Department –Traffic Engineering Memorandum received August 12, 2008 (Exhibit Q-1);

- c. Comply with the Medford Water Commission Memorandum received July 9, 2008 (Exhibit R);
- d. Comply with the Fire/Rescue Memorandum received July 9, 2008 (Exhibit S);
- e. Comply with the Parks and Recreation Department Memorandum received July 11, 2008 (Exhibit T);
- f. Comply with the Jackson County Roads Memorandum received July 16, 2008 (Exhibit U); and
- g. Submit evidence to the Planning Department of the perpetual maintenance of all common areas, consistent with §10.230(E).

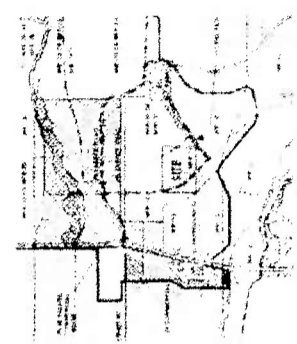


KEY

A Building
 1. 1st Floor: Perimeter concrete structure
 2. 2nd Floor: 2nd floor concrete structure
 3. 3rd Floor: 3rd floor concrete structure
 4. 4th Floor: 4th floor concrete structure
 5. 5th Floor: 5th floor concrete structure
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 97. 97th Floor: 97th floor concrete structure
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 99. 99th Floor: 99th floor concrete structure
 100. 100th Floor: 100th floor concrete structure

GENERATIONS
 AN INTERGENERATIONAL COMMUNITY
 ON TRACK, INC.
 MEDFORD, OREGON
 SCHEMATIC DESIGN

GENERATIONS
 AN INTERGENERATIONAL COMMUNITY
 PRELIMINARY PUD
 Scale: 1" = 30'-0"
 Date: 05.14.2008



PROJECT INFORMATION

OWNER: THE GENERATION FOUNDATION
 ARCHITECT: CARLETO WART ARCHITECTURE
 ENGINEER: [blank]
 DATE: 05.14.2008

REVISIONS

NO.	DATE	DESCRIPTION
1	05.14.2008	ISSUED FOR PERMIT

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 MAY 19 2008
 Planning Dept.

B
 PUD-08-067
 ZC-08-069

A1.1

PROVISIONAL
NOT FOR
CONSTRUCTION

CAA

CARLETO PART ARCHITECTURE

GENERATION 8
AN INTERGENERATIONAL COMMUNITY
ON TRACK, INC.
MEDFORD, OREGON

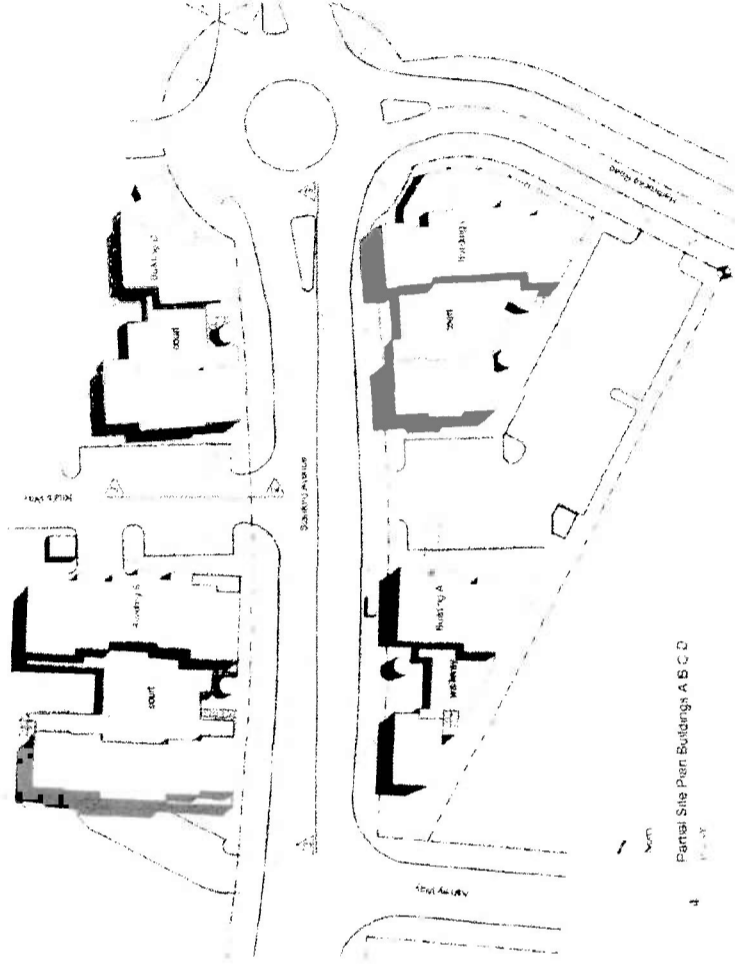
DATE: 11/10/07

PROJECT: 0707

DATE: 11/10/07

A2.1

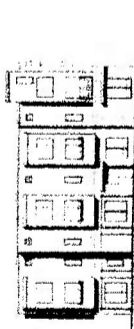
12



Partial Site Plan Buildings A B C D



Typical Courtyard Section at Buildings A B C D



Rear's Way - Conceptual North Elevation



Sanford Road - Conceptual West Elevation

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CITY OF MEDFORD

EXHIBIT C

PD-08-068

ZC-08-069

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CARLETT HART ARCHITECTURE
ARCHITECTS
1000 N. W. 10th St.
Fort Lauderdale, FL 33304
Tel: 754.575.1100

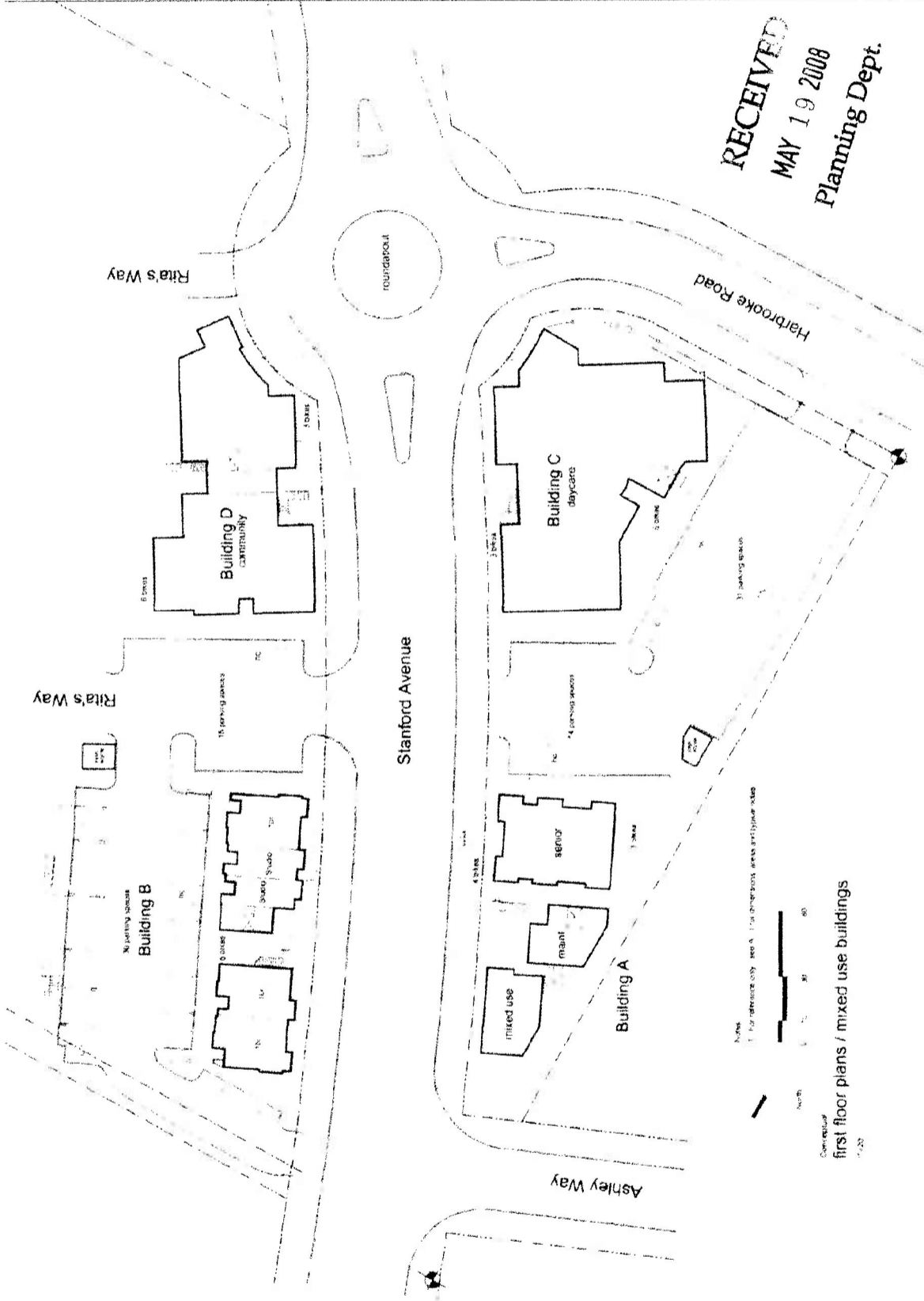
GENERATIONS
AN INTERGENERATIONAL COMMUNITY
ON TRACK, INC.
MEDFORD, OREGON
30-FORTUNE DRIVE

LONG
ARCHITECTS
1000 N. W. 10th St.
Fort Lauderdale, FL 33304
Tel: 754.575.1100

FIG. NO.
20071
01-1-02

A2.2

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Note:
1. For reference only see A-1 for dimensions, areas and typical values

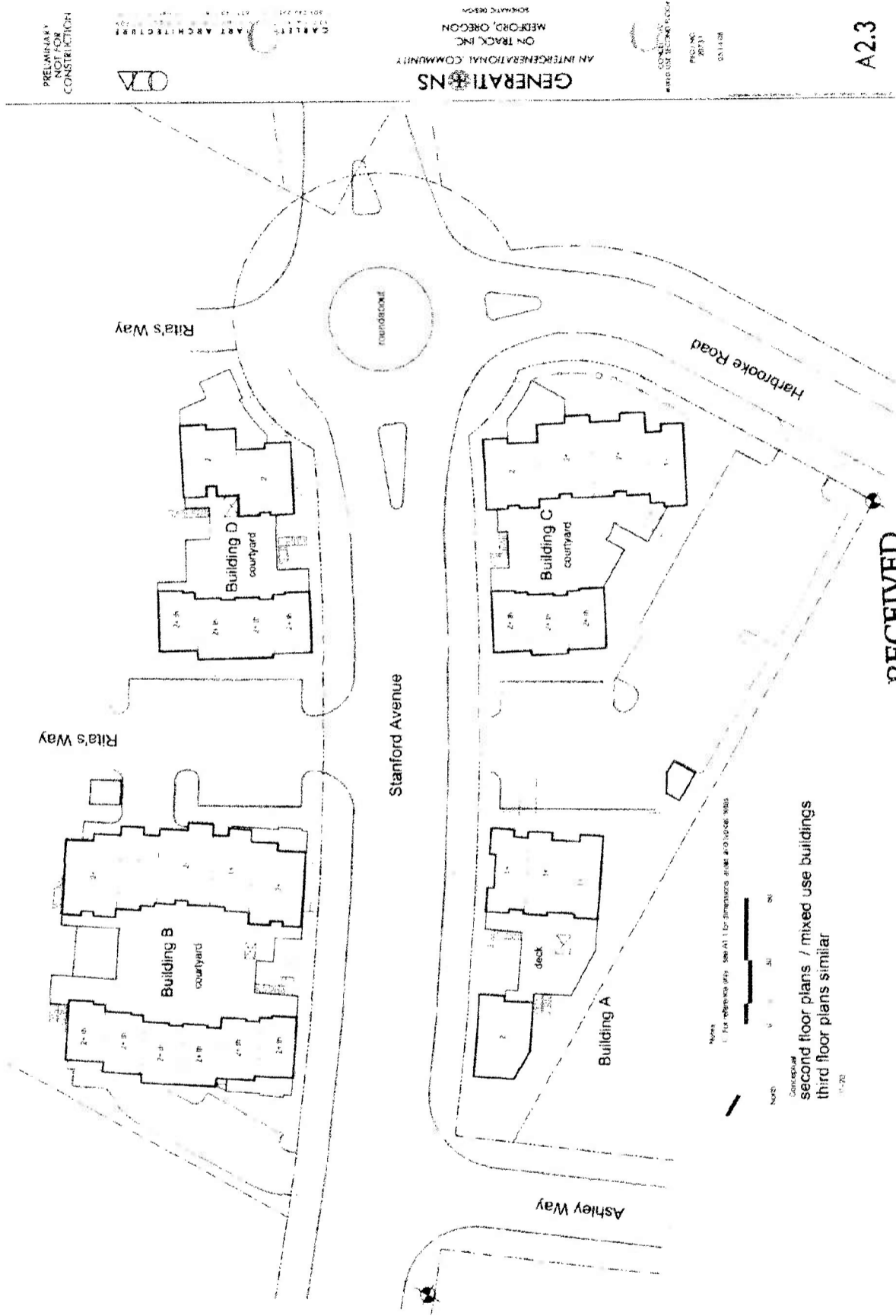


Commercial
first floor plans / mixed use buildings
A2.2

01-1-02

D
Pub-08-068
25-08-069

13



Notes:
 1. For reference only. See A11 for dimensions, area and space plans.
 2. Connected second floor plans / mixed use buildings
 3. third floor plans similar
 11-20

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 E
 PD-08068
 ZC-08069

14

A2.3

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 SOHWATK DESIGN

CAHILL
 JART ARCHITECTURE
 1001 2nd St. SE
 Medford, OR 97504
 541.754.2212

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PRELIMINARY
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CONSTRUCTION



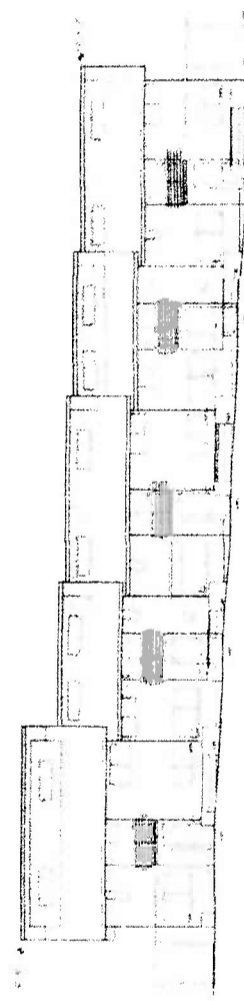
GENERATIONS
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ON TRACK, INC.
MEDFORD, OREGON
SCHEMATIC DESIGN

TOWN OF MEDFORD
PLANNING
2008
100 10th

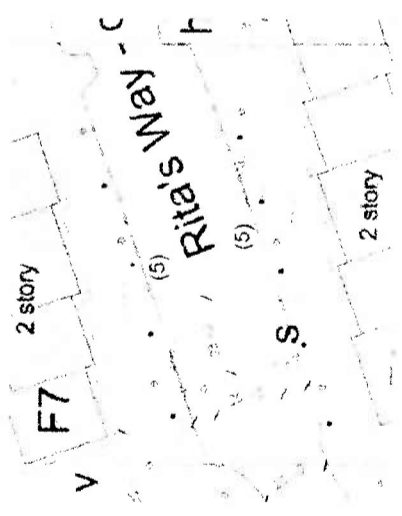
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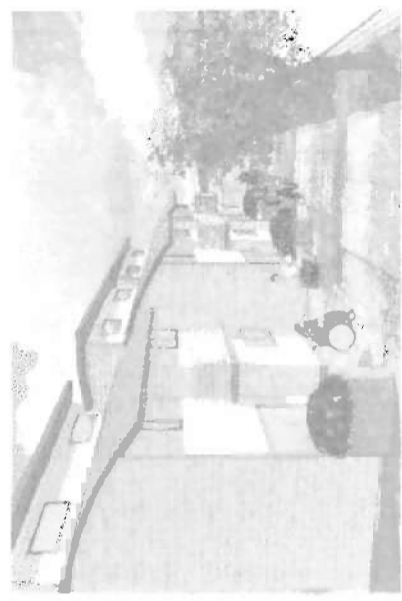
Conceptual Street Section Through Rita's Way



Conceptual Town House Cluster Elevation Along Rita's Way



Conceptual Town House Cluster Elevation Along Rita's Way



Conceptual View Down Rita's Way

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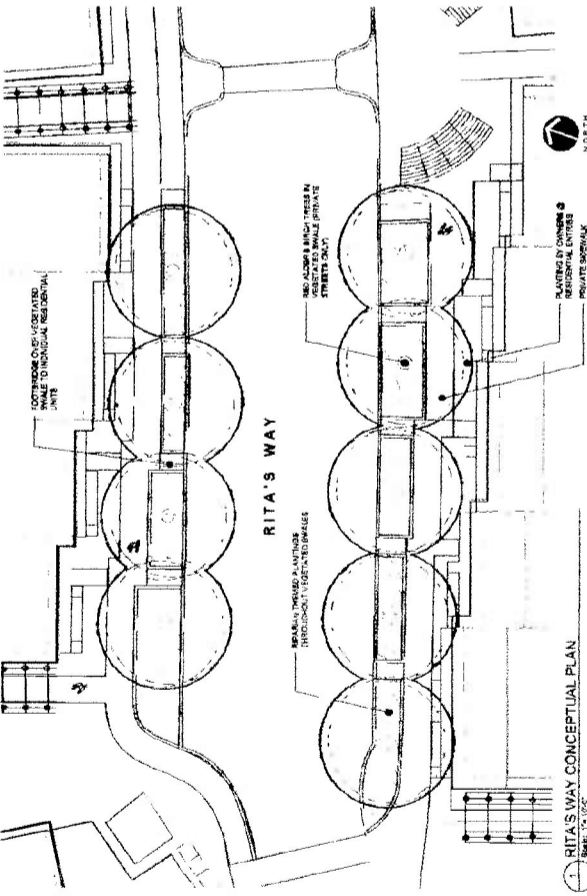
Planning Dept.

CITY OF MEDFORD
COMMUNITY
DEVELOPMENT

F

Pub-08-068
20-08-169

15



PRELIMINARY STREET PLANTING SCHEDULE
COMMON NAME

TREES	COMMON NAME	SIZE
1	Western Red Cedar	12' tall
2	White Fir	12' tall
3	Douglas Spruce	12' tall
4	Blue Spruce	12' tall
5	Colorado Spruce	12' tall
6	Alpine Spruce	12' tall
7	Mountain Pine	12' tall
8	Limbo Spruce	12' tall
9	White Pine	12' tall
10	Blue Pine	12' tall
11	Colorado Blue Spruce	12' tall
12	White Pine	12' tall
13	Blue Pine	12' tall
14	Colorado Blue Spruce	12' tall
15	White Pine	12' tall
16	Blue Pine	12' tall
17	Colorado Blue Spruce	12' tall
18	White Pine	12' tall
19	Blue Pine	12' tall
20	Colorado Blue Spruce	12' tall

PRELIMINARY LANDSCAPE NOTES

- The owner is to be responsible for the cost of all trees and plantings.
- All trees to be planted shall be of the size and species indicated on this schedule. The owner shall be responsible for the cost of all trees and plantings.
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- All trees to be planted shall be of the size and species indicated on this schedule. The owner shall be responsible for the cost of all trees and plantings.

galbraith
LANDSCAPE ARCHITECTURE
4001 N. PLANNING
100 S. CALLE STREET
SUNNYVALE, CA 94086
PH: 415.335.7000
FAX: 415.335.7001
WWW.GALBRAITH.COM

REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
STATE OF CALIFORNIA
NO. 154
EXPIRES 12/31/2008

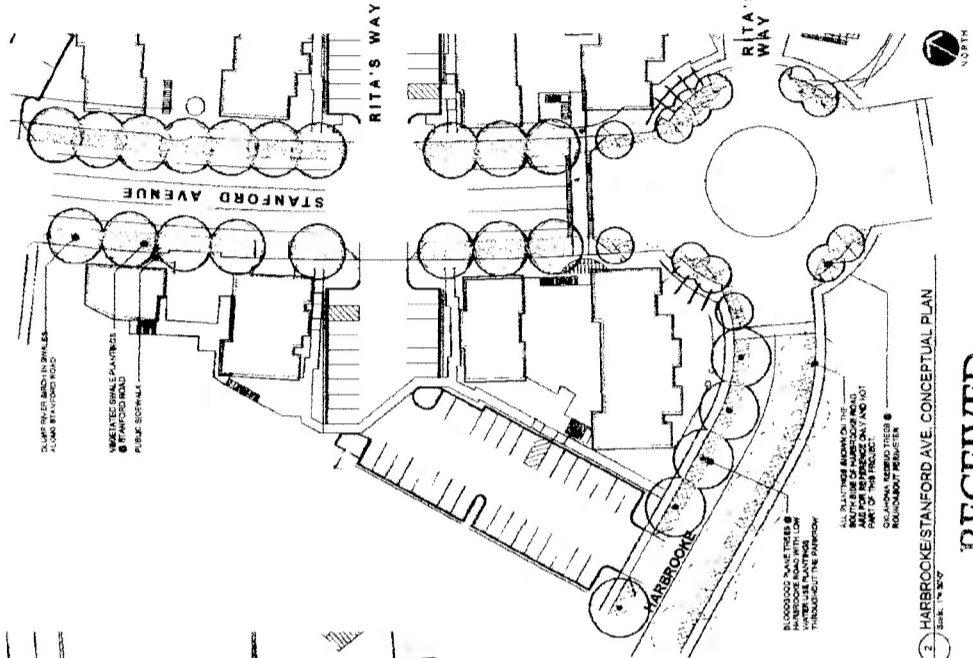
THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF GALBRAITH LANDSCAPE ARCHITECTURE. THEY ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF GALBRAITH LANDSCAPE ARCHITECTURE IS STRICTLY PROHIBITED.

GENERATIONS
HARBROOKE ROAD
MEDFORD, OREGON

CONCEPTUAL STREET TREE SCHEME

208' x 100'
20' x 100'
20' x 100'
20' x 100'

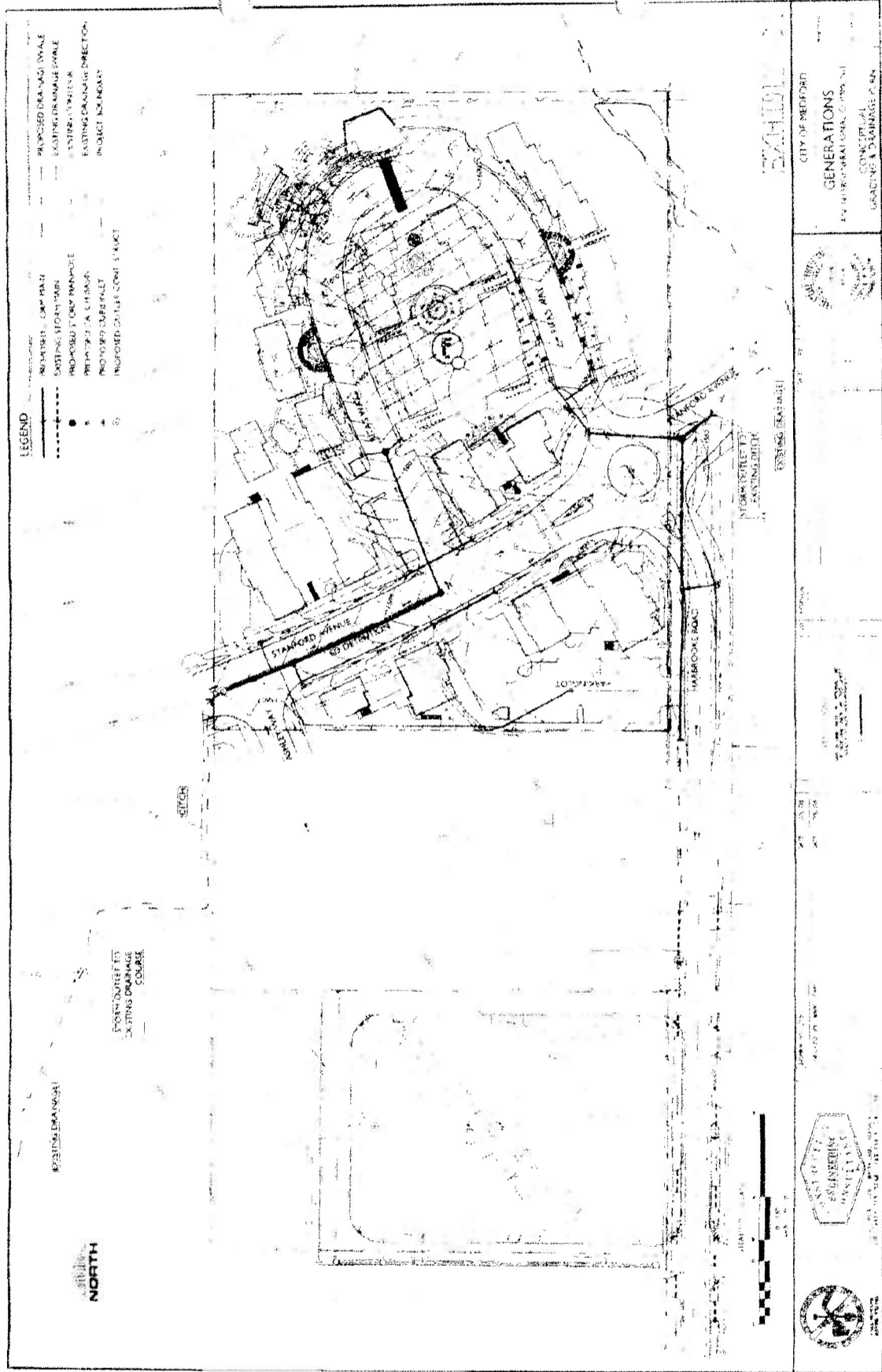
L1



2. HARBROOKE STANFORD AVE. CONCEPTUAL PLAN

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CITY OF MEDFORD
PROJECT # G
PUD-08-068
20-08-069
16

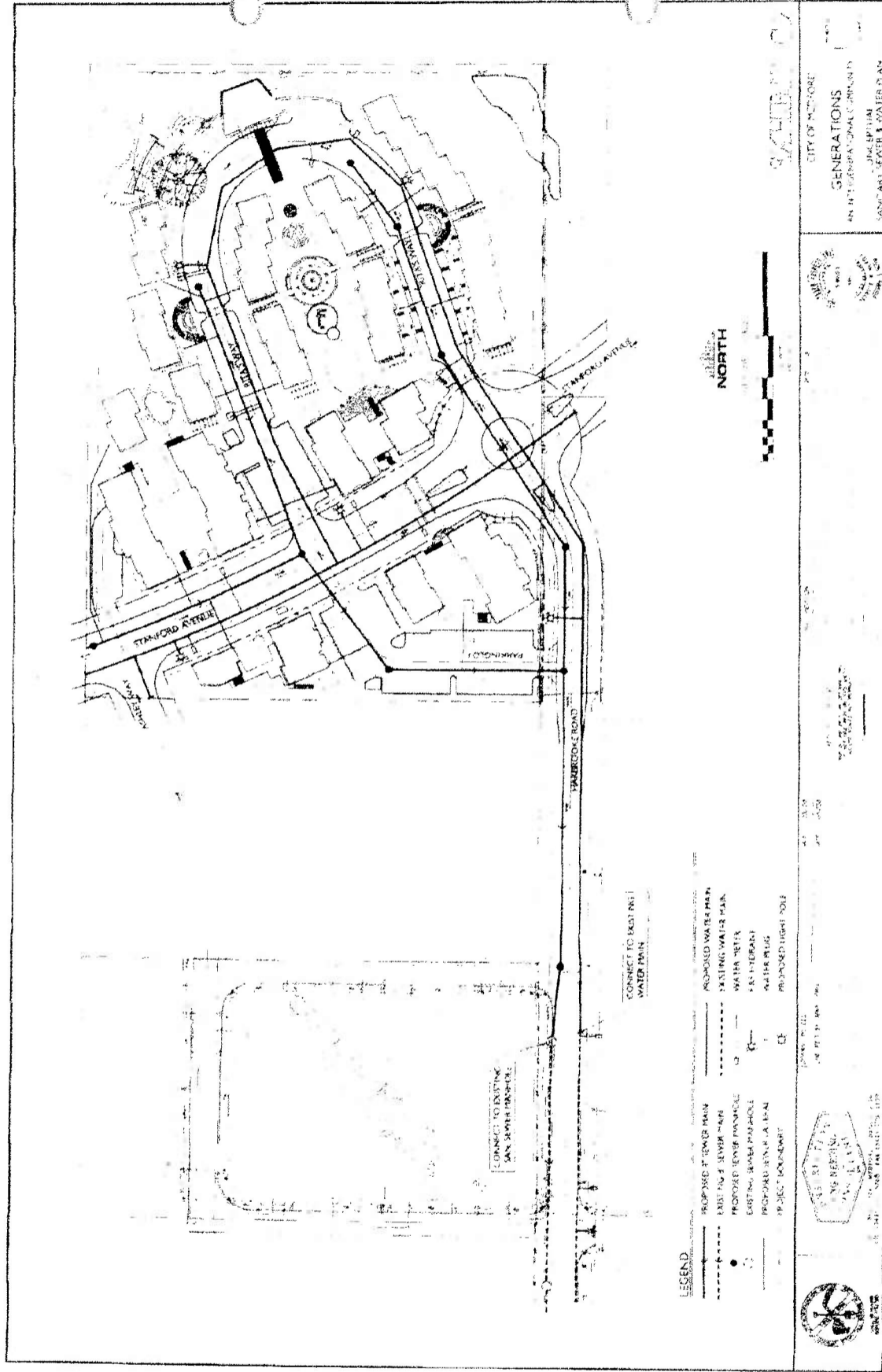


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 140-08068
 ZC-08065



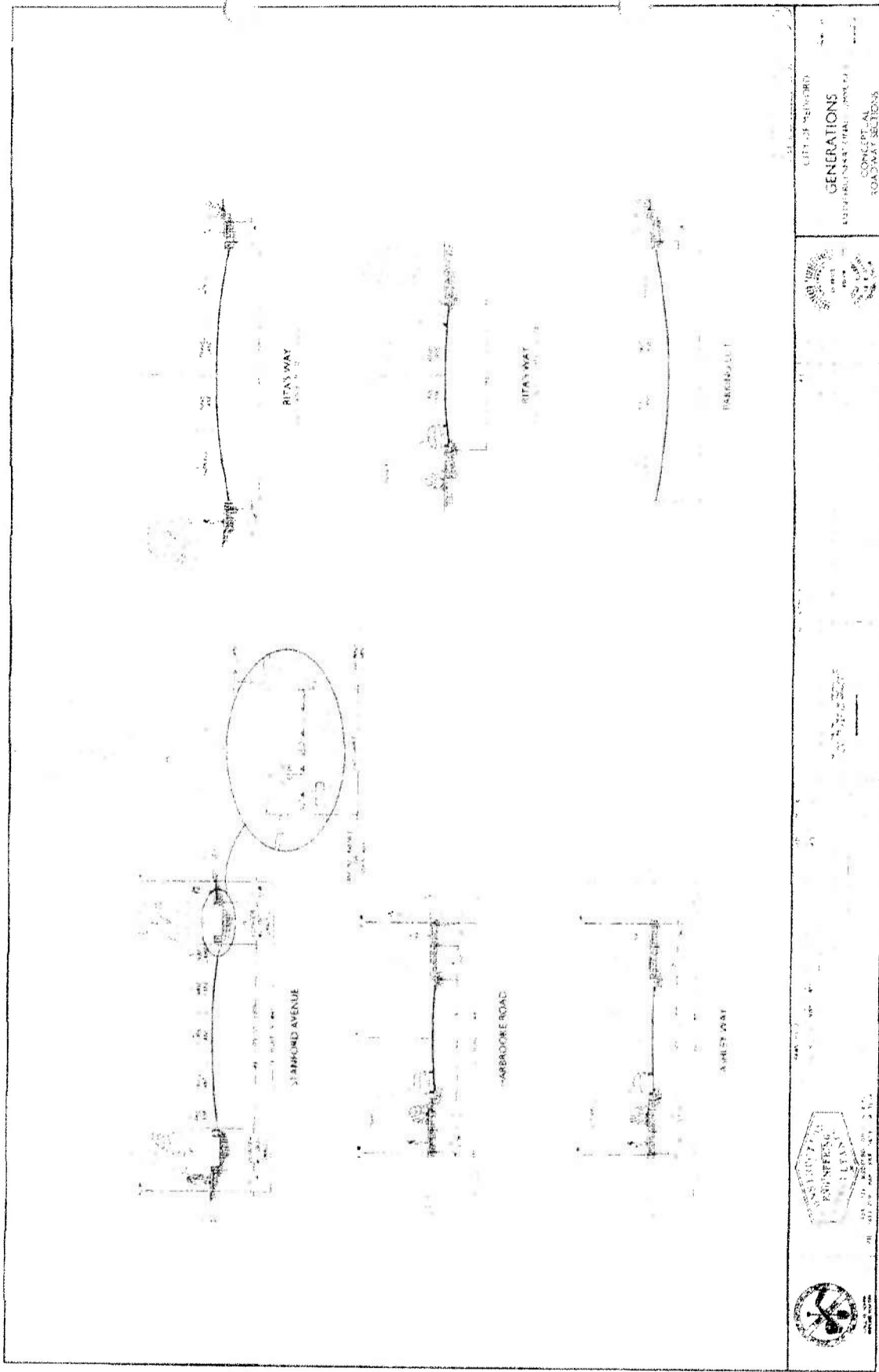
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MAY 19 2008

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 MAY 19 2008
 PLANNING DEPT.
 PROJECT NO: 08-069
 PROJECT NAME: GENERATIONS

12



WESTBURY
ENGINEERS
AND ARCHITECTS
INC.
10000 WESTBURY DRIVE
ANN ARBOR, MI 48106



CITY OF WESTLAND
GENERATIONS
AN INTERMEDIATE LEVEL AGENCY OF
THE CITY OF WESTLAND
CONCERNING LOCAL GOVERNMENT
FUNCTIONS

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J

25-28-068

25-28-069

19

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CARLETON, MART ARCHITECTURE
200 N. 10TH ST. SUITE 100
MADISON, WI 53703
TEL: 608.261.1234
WWW.CARLETONMART.COM



GENERATIONS
AN INTERGENERATIONAL COMMUNITY
ON TRACK, INC.
MEDFORD, OREGON
SCHEMATIC DESIGN

A.L.S. SURVEY
PROJ NO
200731
12.14.08

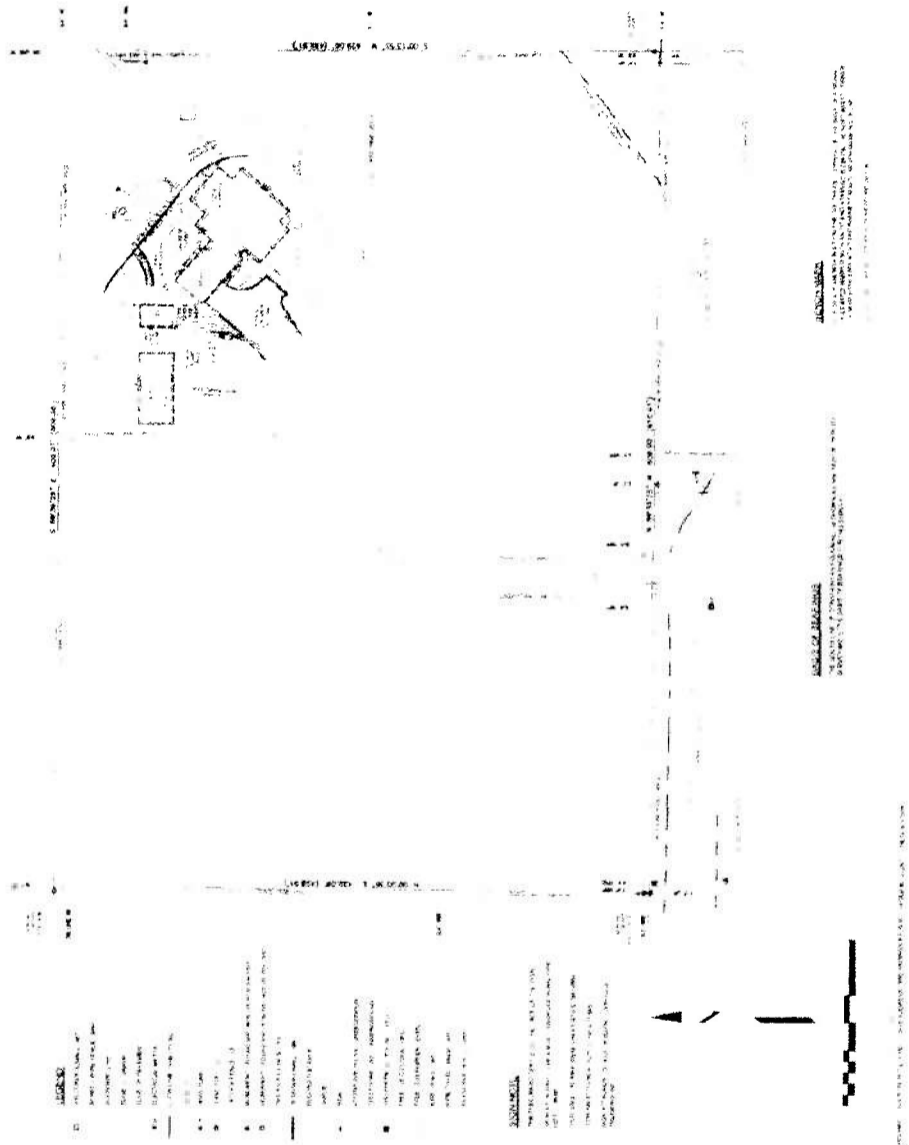
ALTAIASCUM LAND TITLE SURVEY
LOCATED IN
THE NORTHWEST QUARTER OF SECTION 34,
TOWNSHIP 37 SOUTH, RANGE 1 WEST,
WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON.

NOTICE
THIS SURVEY IS A PRELIMINARY SURVEY AND IS NOT TO BE USED FOR CONSTRUCTION OR RECORDING PURPOSES. IT IS THE PROPERTY OF A.L.S. SURVEYING AND SHALL REMAIN THE PROPERTY OF A.L.S. SURVEYING UNLESS OTHERWISE STATED IN WRITING.

EXCLUSIONS
THIS SURVEY DOES NOT INCLUDE THE FOLLOWING:
1. THE SURVEY OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 37 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON, AS SHOWN ON THE PLAT OF THE ALTAIASCUM LAND TITLE SURVEY, DATED 12/14/08, AND RECORDED IN BOOK 12, PAGE 1234, OF THE PUBLIC RECORDS OF JACKSON COUNTY, OREGON.

ASSUMPTIONS
THE SURVEY IS BASED ON THE FOLLOWING ASSUMPTIONS:
1. THE SURVEY IS BASED ON THE DATA PROVIDED BY THE CLIENT.

SUBJECTS OF THIS SURVEY
THE SUBJECTS OF THIS SURVEY ARE:
1. THE SURVEY OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 37 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON, AS SHOWN ON THE PLAT OF THE ALTAIASCUM LAND TITLE SURVEY, DATED 12/14/08, AND RECORDED IN BOOK 12, PAGE 1234, OF THE PUBLIC RECORDS OF JACKSON COUNTY, OREGON.



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CITY OF MEDFORD
PLANNING DEPARTMENT

EXHIBIT L

PUD-08-068/ZC-08-069
APPROVAL CRITERIA
MAY 19, 2008

PLANNED UNIT DEVELOPMENT (PUD) – GENERAL PROVISIONS

Medford Land Development Code Section 10.230

- A Purpose and Intent: The PUD approach permits flexibility to allow creative and imaginative urban development that would otherwise not be possible under the strict requirements of this Code. The intent is to promote more efficient use of urban land and urban services while protecting natural features, creating common open space, and encouraging a mixture of land uses and housing types that are thoughtfully planned and integrated.
- B Acreage Limitation: PUDs must contain one acre or more at the time of application filing.
- C Stepped Process: Consolidated Applications Authorized: Approval of a PUD shall be a two-step process involving approval of a Preliminary PUD Plan by the Planning Commission as the first step and approval of a Final PUD Plan by the Planning Director as the second step. As used in MLDC 10.230 through 10.245, the Planning Director shall mean the Director of the Medford Planning Department or his/her designee. Except applications for annexations and comprehensive plan amendments, applications authorized in Article II may be consolidated with an application for a Preliminary PUD Plan.
- D Modified Application of Standards Authorized. To fulfill the purpose and intents of the standards set forth in Section 10.230(A), authority is herewith granted for the approval of PUDs which vary from the strict standards of this Code. The nature and extent of potential modifications shall be limited to the categories below described, provided that the City, in approving such modifications, shall not violate substantive provisions of the Oregon Transportation Planning Rule:
 - 1. Lots and Parcels: Limitations, restrictions and design standards pertaining to the size, dimension, location, position and coverage of lots, and restrictions related to through lots.
 - 2. Yards, Setbacks and Building Height: Limitations, restrictions and design standards pertaining to the location, size, height, yards and setbacks for buildings and other structures.
 - 3. Parking, Bicycle and Pedestrian Standards: Limitations, restrictions and design standards pertaining to off-street vehicle and bicycle parking and loading, and standards related to pedestrian access.
 - 4. Frontage, Access, Landscaping and Signs: Limitations, restrictions and design standards pertaining to lot frontage, access, required landscaping, signs and bufferyards.

5. Streets Generally: Streets within PUDs may be either city streets dedicated for public use or private streets owned and maintained by an association of owners pursuant to Subsection 10.239(E), provided:
 - a. Whether adjacent to or within a PUD, collector and arterial streets shall be dedicated city streets, the existence and general location of which shall be determined by the comprehensive plan.
 - b. City streets shall comply fully with the strict requirements of this Code, provided that the City in approving a PUD may permit the width of parking lanes for city streets to be less than the Code otherwise requires.
 - c. The City may require any proposed PUD street or segment thereof to be constructed and dedicated as a city street.
6. Private Streets: Private streets may vary from the limitations, restrictions and design standards pertaining to streets with respect to length, width, position, aspect, intersection standards, grades, curve radii, cul-de-sac turnarounds, street lights, easements, sidewalks, curbs and driveway approaches for streets within the PUD, provided:
 - a. With respect to the amount, quality and installation of construction materials, private streets shall be structurally equivalent to or better than city-standard streets.
 - b. The City Fire Marshall shall approve the design of all private streets for access by emergency vehicles before approval of the Preliminary PUD.
 - c. Private streets shall be posted as private streets and shall connect to the public street system. The applicant shall convey to the City and all appropriate utility companies a perpetual easement over the private street(s) for use by emergency vehicles and employees of the City and utility company(s) in the maintenance of public facilities and utilities.
7. Allowed Uses, Housing Types: The following uses and housing types shall be permitted as part of a PUD subject to the following:
 - a. In addition to permitted uses, any portion of a PUD may contain any housing type listed in Subsection 10.314(1-3). In approving housing types, the Planning Commission may waive or reduce any of the special use regulations or standards contained in Sections 10.811 through 10.838 ("Special Use Regulations").
 - b. Any conditional use listed for the underlying zone may be permitted without addressing the Conditional Use Permit criteria except when the conditional use is within 200 feet of the perimeter of the PUD. This exemption does not apply to conditional uses within Riparian Corridors pursuant to 10.925 "Conditional uses within Riparian Corridors".
 - c. Use(s) not permitted in the underlying zone may, nevertheless, be permitted and approved to occupy up to 20% of the gross area of the PUD provided that no portion of the use(s), including its parking, is located nearer than 200 feet from the exterior boundary of the PUD. If any portion of the use(s) is nearer than 200 feet from the exterior PUD boundary, then said use(s) shall be considered to be a conditional use and may be approved subject to compliance with the conditional use permit criteria in Section 10.248. However, this provision shall not apply where the land outside the PUD which is nearer than 200 feet from

- proposed use(s) is inside a zone in which the proposed use(s) is permitted.
8. Mixed Land Use Designations. Unless otherwise prohibited, PUDs that have more than one General Land Use Plan designation or Southeast Plan land use category shall have the flexibility to mix or relocate such designations within the boundaries of the PUD in any manner and/or location as may be approved by the Planning Commission.
- E Common Elements: A multi-family residential PUD must include a minimum of 20% of the land area as common area unless otherwise modified by the Planning Commission. This common area shall be for the purpose of providing protection for natural features, common recreational space, landscaped area, or commonly enjoyed amenities other than parking areas or private streets. Where a PUD has open spaces, private streets, parking or other elements to be owned or maintained in common by the owners or future owners of land or improvements within the PUD, the Final PUD Plan shall not be approved and no unit shall be sold or conveyed until the PUD has been found to comply with the following requirements, as applicable:
1. If the PUD is a planned community under ORS Chapter 94, the declaration and tentative plat for the planned community shall be submitted with the Final PUD Plan for approval by the Planning Director before recording in the official records of Jackson County.
 2. If the PUD is a condominium under ORS Chapter 100, a copy of the recorded declaration and plat shall be submitted to the City after it has been approved by the Oregon Real Estate Commissioner and recorded in the official records of Jackson County. A condominium declaration and plat shall not be reviewed and approved by the Planning Director and the Planning Director shall have no authority under this Subsection to require changes thereto.
 3. If the PUD contains elements intended for common ownership but ORS Chapters 94 and 100 do not apply, there shall be appropriate legal documents which assure that the common elements will be improved and perpetually maintained for their intended purposes. The legal documents in such instance shall be submitted to the Planning Director for approval as part of the Final PUD Plan before recording in the official records of Jackson County.
 4. When a PUD is proposed to be developed in phases, the phased provision of improved common elements shall be roughly proportional with the development of housing and other elements intended for private ownership. Unless approved by the Planning Commission as part of a phasing plan pursuant to Subsection 10.235(A)(3)(c) or which was approved by the Planning Commission prior to the adoption of this ordinance, no significant common element shall be postponed to the final phase of a PUD. Nothing in this Subsection shall prevent the provision of improved common elements at a rate that is proportionally greater than the development of housing and other elements intended for private ownership.
 5. Land shown on the Final Development Plan as a common element or which is intended for public dedication shall be conveyed under one of the following options:
 - a. To a public entity which shall agree in writing to perpetually maintain the common element(s) being conveyed.
 - b. To an association of owners created pursuant to ORS Chapters 94 or 100 or as otherwise created under Subsection 10.230(E)(3) in which

instance the legal document which establishes the association shall provide that the association cannot be terminated or discontinued without the City's prior consent.

6. If the PUD will have private streets, the legal document which establishes the association of owners shall provide that the City may enforce the maintenance or protection of its easements or public facilities.
- F PUDs exempt from Site Plan and Architectural Review: PUDs approved under this Section shall be exempt and there shall be no requirement to apply separately for Site Plan and Architectural Review or to demonstrate compliance with the criteria in Section 10.290. However, the Planning Director in his/her discretion may forward a Preliminary PUD Plan or proposed revisions thereto to the Site Plan and Architectural Commission for review. When forwarded by the Planning Director, the Site Plan and Architectural Commission shall have authority to review the PUD plans and make recommendations to the Planning Commission.
- G Delegation of Authority: The Planning Commission may delegate authority to the Site Plan and Architectural Commission or to the Planning Director to approve in its name the plans for buildings or any other element of a PUD or revisions thereto after the Planning Commission has approved the Preliminary PUD Plan. The authority delegated by the Planning Commission under this Subsection shall be delimited in conditions attached to the approval. Notwithstanding any other provision of this Code and subject to an applicant's written request, the approval of delegated matters, where eligible, shall be procedurally treated as an Expedited Land Division pursuant to ORS 197.360 through 197.380, as amended. Lacking a written request from the applicant, approval of delegated matters shall be subject to a Class "C" Procedure as set forth in Article II.
- H Building Permits: Development and Operation of a PUD: All building and construction plans submitted to the City for the purpose of obtaining building and other site improvement permits shall be consistent with the approved Final PUD Plan. The development and operation of the PUD shall conform in all respects with the approved Final PUD Plan.
- I Residential Density:
1. Residential Density Calculation. Minimum and maximum permitted residential densities in PUDs shall be calculated pursuant to 10.708, except, in PUDs having residential and non-residential land uses within a residential zoning district, including mixed-use buildings as defined herein, the minimum and maximum number of dwelling units shall be calculated using the gross area of the residentially zoned land including any to be occupied by non-residential uses. "Natural unbuildable areas" may be excluded at the developer's option as provided in 10.708.
 2. Residential Density Bonus. In PUDs larger than 5 acres, the residential density may be increased by up to 20% more than the maximum density permitted by (1) above

PLANNED UNIT DEVELOPMENT (PUD) – APPROVAL CRITERIA

Medford Land Development Code Section 10.235(C)

C Approval Criteria for Preliminary PUD Plan: The Planning Commission shall approve a Preliminary PUD if it concludes that compliance exists with each of the following criteria:

1. The proposed PUD:
 - a. preserves an important natural feature of the land, or
 - b. includes a mixture of residential and commercial land uses, or
 - c. includes a mixture of housing types in residential areas, or
 - d. includes open space, common areas, or other elements intended for common use or ownership, or
 - e. is otherwise required by the Medford Land Development Code.
2. The proposed PUD complies with the applicable requirements of this Code, or
 - a. the proposed modified applications of the Code are related specifically to the implementation of the rationale for the PUD as described in Section 10.235(A)(3)(a), and
 - b. the proposed modifications enhance the development as a whole resulting in a more creative and desirable project, and
 - c. the proposed modifications to the limitations, restrictions, and design standards of this Code will not materially impair the function, safety, or efficiency of the circulation system or the development as a whole.
3. The property is not subject to any of the following measures or if subject thereto the PUD can be approved under the standards and criteria thereunder:
 - a. Moratorium on Construction or Land Development pursuant to ORS 197.505 through 197.540, as amended.
 - b. Public Facilities Strategy pursuant to ORS 197.768 as amended.
 - c. Limited Service Area adopted as part of the Medford Comprehensive Plan.
4. The location, size, shape and character of all common elements in the PUD are appropriate for their intended use and function.
5. If the Preliminary PUD Plan includes uses not allowed in the underlying zone pursuant to Subsection 10.230(D)(7)(c), the applicant shall alternatively demonstrate that either: 1) demands for the Category "A" public facilities listed below are equivalent to or less than for one or more permitted uses listed for the underlying zone, or 2) the property can be supplied by the time of development with the following Category "A" public facilities which can be supplied in sufficient condition and capacity to support development of the proposed use:
 - a. Public sanitary sewerage collection and treatment facilities.
 - b. Public domestic water distribution and treatment facilities.
 - c. Storm drainage facilities.
 - d. Public streets.

Determinations of compliance with this criterion shall be based upon standards of public facility adequacy as set forth in this Code and in goals and policies of the comprehensive plan which by their language and context function as approval criteria for comprehensive plan amendments, zone changes or new development. In instances where the Planning Commission determines that there is insufficient public facility capacity to support the development of a particular use, nothing in this criterion shall prevent the approval of early phases of a phased PUD which can be supplied with adequate public facilities.

6. If the Preliminary PUD Plan includes uses proposed under Subsection 10.230(D)(7)(c), approval of the PUD shall also be subject to compliance with the conditional use permit criteria in Section 10.248.
 7. If approval of the PUD application includes the division of land or the approval of other concurrent development permits applications as authorized in Subsection 10.230(C), approval of the PUD shall also be subject to compliance with the substantive approval criteria in Article II for each of the additional development applications.
- D Conditions: If the Planning Commission approves a Preliminary PUD Plan, in addition to conditions authorized under Section 10.291, it may attach conditions to the approval which are determined to be reasonably necessary to ensure:
1. The Final PUD Plan will be substantially consistent with the approved Preliminary PUD Plan and specifications related thereto.
 2. Development of the PUD will be consistent with the approved Final PUD Plan and specifications related thereto. To ensure satisfactory completion of a PUD in compliance with the approved plans, the Planning Commission may require the developer to enter into an agreement with the City as specified under Section 10.296.
 3. The PUD will comply with the Comprehensive Plan, the Medford Municipal Code and all provisions of this Code except the specific provisions for which there are approved modifications.
 4. There are appropriate safeguards to protect the public health, safety and general welfare.
 5. There will be ongoing compliance with the standards and criteria in this Section.
 6. To guarantee that streets, public facilities and utilities can be appropriately extended from one PUD phase to each successive future phase in accordance with the approved Preliminary PUD Plan, the City may require the conveyance of easements or other assurances.
- E Revised Plans: In instances where approval conditions result in substantial, complex or unpredictable changes to a proposed Preliminary PUD Plan, the Planning Commission, as a condition of Preliminary PUD Plan approval, may require an applicant to incorporate the changes into a revised Preliminary PUD Plan. When required, the revised plans shall be approved by the Planning Commission and when approved, the revised plans shall become the approved Preliminary PUD Plan and any conditions satisfied by the revised plans shall be stricken or appropriately altered.
- F Postponed Preliminary PUD Plan Approval for Building Architecture: When the approval of architectural plans for buildings in the PUD has been postponed under Subsection 10.235(A)(2)(c), no Final PUD Plan shall be approved until the architecture of buildings has been approved by the Planning Commission, or by the Site Plan and Architectural Commission pursuant to MLDC 10.230(G), and the Final Order for such approval has been appended to the earlier approval of the Preliminary PUD Plan.
- G Engineering Construction Plans: Engineering construction plans, profiles, details and specifications for all public facility and utility improvements shall be prepared by a qualified engineer registered in Oregon. The engineering plans shall be approved by the City before the start of construction. Unless specifically authorized by the Planning

Commission in the Preliminary PUD Plan approval, all public facilities and utilities shall be designed and constructed in accordance with the standards and procedures of the City or other public entity to which ownership will be conveyed.

The procedures for engineering design, plan approval and inspection shall in all respects be the same as for land divisions under this Code.

CONDITIONAL USE PERMIT (CUP) – APPROVAL CRITERIA

Medford Land Development Code Section 10.248

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

1. The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.
2. The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the approving authority (Planning Commission) to produce a balance between the conflicting interests.

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

1. Limit the manner in which the use is conducted, including restricting the time an activity may take place and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.
2. Establish a special yard or other open space or lot area or dimension requirement.
3. Limit the height, size, or location of a building or other structure.
4. Designate the size, number, location, or nature of vehicle access points.
5. Increase the amount of street dedication, roadway width, or improvements within the street right-of-way.
6. Designate the size, location, screening, drainage, surfacing, or other improvement of parking or truck loading area.
7. Limit or otherwise designate the number, size, location, height, or lighting of signs.
8. Limit the location and intensity of outdoor lighting, or require its shielding.
9. Require screening, landscaping, or other facilities to protect adjacent or nearby property, and designate standards for installation or maintenance thereof.
10. Designate the size, height, location, or materials for a fence.
11. Protect existing trees, vegetation, water resources, wildlife habitat, or other significant natural resources.

ZONE CHANGE – APPROVAL CRITERIA

Medford Land Development Code Section 10.227(2)

2. *It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in the MLDC and Goal 3, Policy 1 of the Comprehensive Plan 'Public Facilities Element.*
- a. Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.
 - b. Adequate streets and street capacity must be provided in one of the following ways:
 - i. Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or
 - ii. Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or
 - iii. If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make the street adequate are fully funded. A street project is deemed to be fully funded when one of the following occurs:
 - a. the project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or
 - b. when an applicant funds the improvement through a reimbursement district pursuant to the MLDC. The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits.
 - iv. When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be

identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.

- c. In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction or covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following:
- i.* Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards,
 - ii.* Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule,
 - iii.* Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

NURSERY SCHOOLS, DAY OR CHILD CARE (CENTERS) FACILITIES – SPECIAL USE STANDARDS

Medford Land Development Code Section 10.811

Nursery schools and day or child care center facilities shall provide and thereafter maintain outdoor play areas with a minimum area of 100 square feet per 1/3 the total licensed capacity of children. The Planning Director may approve a reduction of this requirement if the facility cares only for infants up to 6 months in age. In all districts, a fence of at least five (5) feet but not more than eight (8) feet in height shall be provided separating the outdoor play area from abutting lots.

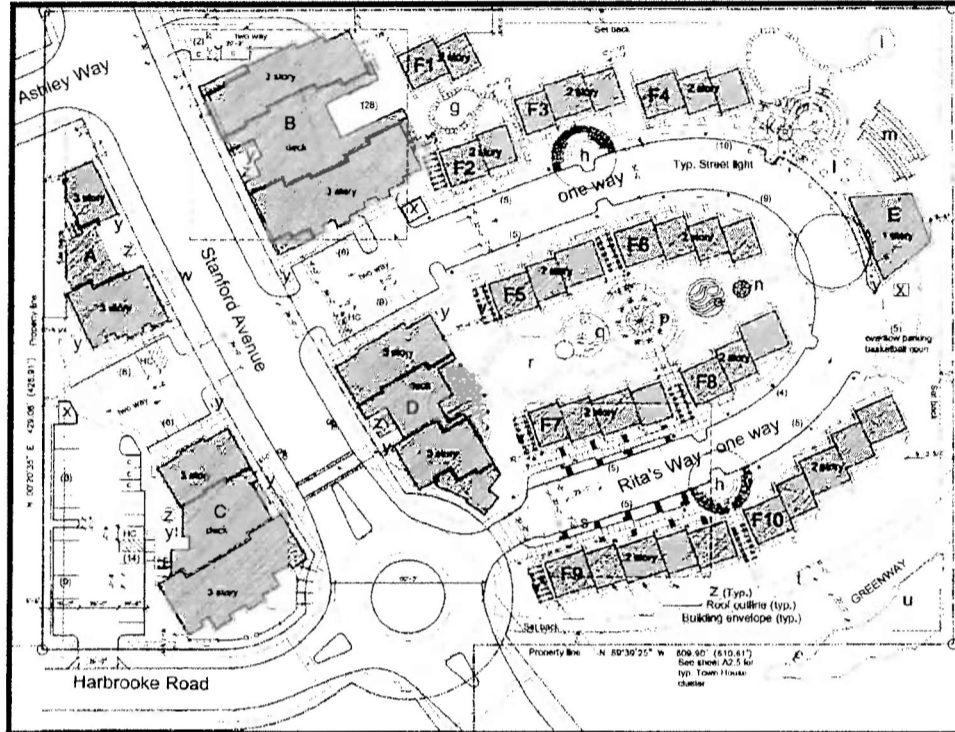
Facilities licensed for 40 or more children shall be required to have a driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children.

If a Conditional Use Permit is required and the following information, in addition to that normally required for a Conditional Use Permit, shall also be supplied:

- (1) The maximum number of children the facility is proposed to be licensed to care for.

- (2) Ages of the children to be cared for.
- (3) List of any exceptions to the rules governing standards for day care facilities that the applicant will be applying for through the Children's Services Division.

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT



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Narrative Description:

3. A narrative description of the PUD which shall cover:

- a. The rationale for planning this development as a PUD.
- b. The nature, planned use, future ownership and method of perpetual maintenance of land to be left in natural or developed open space or which will be held in common ownership.
- c. A listing of all modified applications of the Code that are proposed, followed by a brief explanation which covers the nature of, extent of, and reason for each modification.
- d. If one or more signs are intended to vary from the provisions of this Code, then a detailed plan for all signs which require a sign permit shall be submitted. The sign plan shall specify the size, number, type, height and location of all signs which require a sign permit and shall clearly indicate all proposed modifications.
- e. A proposed development schedule. If the PUD will be constructed in phases, the development schedule for each phase shall be keyed to a plan that indicates the boundaries of each phase.
- f. The gross acreage devoted to the various proposed land uses and housing types.

Criteria

- a. The rationale for planning this development as a PUD.

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT

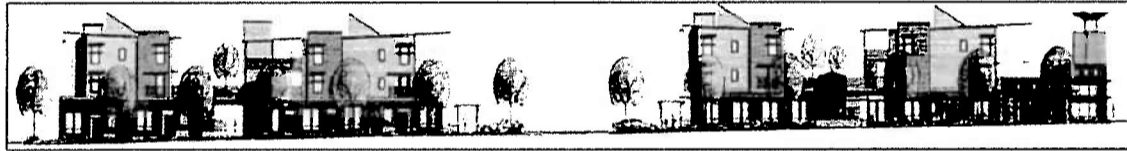
The subject property is within the SE Plan Area and subject to the requirements identified in 10.374 of the Medford Land Development Code (MLDC), including the development of the property as a Planned Unit Development.

Mixed Use Development

Generations, an Intergenerational Community (Generations) is being proposed on a six acre site located at the southern boundary of the Village Center in the SE Plan Area. The application proposes 82 attached residential dwelling units and 20,500 square feet of mixed use, community space, and retail and service lease space.

Stanford Avenue is classified as a major collector with a 74 foot right of way per the Transportation System Plan (TSP). Stanford Avenue is intended to provide a primary link in the SE Plan area. Generations PUD is located in an area identified as the Village Center, a transition area from the residential development south of the site, to the Commercial Core to the north.

The proposed PUD is intended to develop a significant presence on the Stanford Avenue frontage with a mixed use buildings on the ground floor frontage, combined with two floors of multifamily dwelling units above the mixed uses.



Roundabout

The Generations PUD proposes an attractive urban streetscape to transition from the existing single family developments to the south, to the proposed Commercial Core to the north. Convenient and safe pedestrian connectivity and activity is one of the fundamental elements incorporated into the proposed design of the Generations PUD, as residential uses and common areas are located on both sides of Stanford Avenue.

One of the primary objectives of the proposed PUD is to provide for the utmost in safety for pedestrian and bicycle transportation in the vicinity. With a major collector classification, Stanford Avenue creates a barrier for the safe pedestrian movements, as the City of Medford Public Works Department has a policy of not allowing crosswalks at unsignalized intersections.

The Traffic Impact Analysis (TIA) submitted with this application concludes the intersection of Harbrooke Road and Stanford Avenue would not warrant a traffic signal resulting in limited options for pedestrian movement at the site.

The TIA concludes:

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT

“When comparing all of the benefits of a roundabout and stop-controlled intersection, a roundabout is shown to be the best option at the planned intersection of Harbrooke Road & Stanford Avenue. A roundabout is shown to perform better in terms of safety than any other intersection form. It is the recommended traffic control for the planned intersection of Harbrooke Road & Stanford Avenue.”

The proposed PUD includes a roundabout to provide the maximum level of safety for the frequent and desired pedestrian movements throughout the site. In addition to safety and function, the roundabout provides a symbolic gateway from the residential areas to the south with the commercial areas to the north in this highly visible area of the South East Plan.

Neighborhood Connections and Common Elements

The entire project has been developed to promote a sense of community and interaction among the residents of this development as well as others in the vicinity. The site has a greenway located on the southeast corner of the property; beginning at the roundabout this PUD provides the first segment for the greenway to the proposed public park to the east of the subject property.

The proposed PUD is designed to encourage and promote neighborhood connections and interactions. The extensive central plaza area creates a gathering place for the residents of the development with features including green space and landscaping, a playground, a covered water feature, garden area and several outdoor seating areas.

The extensive pathway system connects each resident to the common buildings, plazas, greenway, as well as the public pedestrian and bicycle facilities leading to other areas of the SE Plan.

Generations PUD provides the residents with many indoor and outdoor common amenities. As an intergenerational community, design emphasis was placed on providing residents of all ages in the development with attractive opportunities for indoor and outdoor recreation spaces where residents would enjoy interacting with each other.

On-Site Employment Opportunities

One of the primary objectives of the SE Plan, and all of Medford’s proposed Transit Oriented Districts (TOD) is to reduce dependence on the automobiles for transportation. One method of accomplishing this objective is improve pedestrian, bicycle and mass transit opportunities, and another method is to locate employment opportunities within a development.

Generations PUD provides a mixture of residential development with commercial and professional spaces as well as service type opportunities for the care of the PUD itself.

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT

Building A contains a ground floor common area space and a lease space intended to be occupied with service professional type uses. Building A also houses a maintenance area for landscaping and building maintenance. On-Track will manage all landscaping and building maintenance with 75% of the employment for this function to be provided by residents of the development.

Building B is proposed as virtually all residential use. The Stanford Avenue frontage provides the PUD's only ground floor, Stanford Frontage residential use. Five dwelling units will have the residential frontage with a 28 bay covered parking area located in the rear, and under the top two stories of the building.

Building C houses a public daycare facility intended to serve the residents of this development as well as other residents in the surrounding residential area and is expected to be staffed with up to 50% residents of this development.

Building D is programmed to contain office areas for the management of the development and common areas including a commercial quality laundry facility which will be staffed with residents of this development, to provide serve other residents on the development with an optional laundry service.

Building E contains an indoor gathering area, including a commercial kitchen and is available for pot luck type gatherings, and a potential location for a "meals on wheels" kitchen, as well as limited special events.

Residents

The residents of Generations PUD will include a generational mixture of 15 to 30 reunited families and 52 to 64 senior mentors in a total of 82 dwelling units. On-Track Inc., the owner developer of Generations PUD, has a national reputation for success in treatment of substance abuse. The residents of the proposed development will have completed treatment programs offsite and this development is provided with an environment to foster a healthy lifestyle.

The senior mentor families of the development are committed to supporting the young families and the site has been designed to provide and encourage intergenerational contact in the numerous open spaces, common areas and buildings, as well as the attractive streetscapes.

Prior to moving into the development, the senior residents agree to participate in volunteer programs within the development to support the other residents of the Generations PUD.

Sustainable Development

Generations PUD is proposed as a model for sustainable development. Features designed into the development include, efficient use of the land, smaller, more compact and highly energy efficient buildings, low water demand landscaping, rainwater harvesting, urban bio

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT

swales integrated into the street frontages to provide a filter for storm water runoff as well as highly attractive landscape features.

The dwelling units have been designed with an optimized solar orientation, and include a number of passive solar technologies as well as ideal space for active solar thermal (solar hot water) and solar photovoltaic systems.

As mentioned above, the streetscapes include urban bio-swales to filter stormwater and provide an attractive and functional streetscape, prior to being released (controlled at .25 CFS / acre) into the City of Medford storm water system.

The Development is actively reviewing rainwater collection designs to harvest and store rainwater from the roofs of the dwellings to be used as a supplement to landscape irrigation or a possible water supply for flushing toilets, thus reducing the demand of potable water and storm water discharge.

b. The nature, planned use, future ownership and method of perpetual maintenance of land to be left in natural or developed open space or which will be held in common ownership

This property is currently titled in a single ownership, On-Track, Inc. Upon completion, the ownership of the development will be a single corporate entity with the responsibility for care and maintenance of all the property in the development.

Residents will have an opportunity for an equity position in the development with the purchase shares in the corporation.

The maintenance of the development will be the responsibility of the corporate owner. The maintenance on the site is an employment opportunity and will be filled as paid positions from residents of the development to promote employment and reduce travel and parking demands of the development.

The Greenway in the south east corner of the development is proposed as a dedication to the Medford Parks Department after the proposed improvements are installed. The maintenance of the dedicated Greenway would be the responsibility of the Medford Parks Department.

c. A listing of all modified applications of the Code that are proposed, followed by a brief explanation which covers the nature of, extent of, and reason for each modification.

Proposed Modifications

1. Building Height. Buildings A, B, C, and D have building heights of 35'. The elevator shafts in each building are shown projecting to 38' and exceed the maximum height of the zoning district by 3 feet.

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT

2. **Building Setback.** Building A and B have side and rear setbacks of 14', complying with the MLDC setback for a 35' building height. The elevator shafts are shown projecting to 38' and would require a 15.5' setback for the entire building. A modification for the 14' setback as provided is requested.
3. **Setbacks to a Single Family Zoning District.** MLDC requires a 20 foot setback for 2 story multifamily building when adjacent to any single family residential zoning district. The properties to the east and west of the subject property were annexed into the City at the same time as the subject property and all were assigned SFR-00 zoning district. All three parcels are within the UM Urban Medium Density, or the UH Urban High Density GLUP designation and must be zoned to a multifamily zoning district.
4. **Parking.** A modification for the amount of parking in the development is requested. The MLDC would require 146 spaces and 138 are provided. The request to allow 8 fewer spaces is based on the joint use of parking facilities (MLDC 10.744) and the objectives of a Transit Oriented District.
5. **Public Utility Easement.** The strict application of the MLDC could be interpreted to require a modification request for the location of the PUE within the development. Another interpretation would conclude Staff has the discretion to assure a PUE adequately serves the property. The application includes a PUE designed to serve and function as intended, and provide utility connections to adjoining properties.

A detailed description of each modification is presented in the Findings of Fact submitted with this narrative description.

Criteria

d. If one or more signs are intended to vary from the provisions of this Code, then a detailed plan for all signs which require a sign permit shall be submitted. The sign plan shall specify the size, number, type, height and location of all signs which require a sign permit and shall clearly indicate all proposed modifications.

There are no signs proposed for the development.

e. A proposed development schedule. If the PUD will be constructed in phases, the development schedule for each phase shall be keyed to a plan that indicates the boundaries of each phase.

The Generations PUD is intended to be developed in a single phase and would commence construction as soon as approvals and permits are obtained. The development is projected to be completed in 24 months from start of construction.

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT

The applicant would provide the necessary bonding for the public improvements to be able to commence the public improvements, the private infrastructure improvements as well as vertical construction as a single mobilization using common industry practices.

f. The gross acreage devoted to the various proposed land uses and housing types.

The Table below provides the gross acreage and uses of the proposed with development.

	Square Feet	%
Total Parcel (6 Acres)	261,360	
Public Street Right of Way Dedication (in Development)	44,854	17%
Parcel Net of Right of Way	216,506	(100%)
Building Coverage (Net of Right of Way)	60,426	28%
Parking and Maneuvering Area	44,253	20%
Common Elements		
Interior Common Areas	10,600	5%
Outdoor Common Elements	125,573	58%
Total Common Elements	136,173	63%

All dwelling units are attached multifamily dwelling units. Referring to the PUD Plan below, Buildings A, C, and D along the Stanford Avenue, provide a first floor of mixed use, the daycare, offices, indoor common areas, and leased space. The first floor of Building B is comprised of five street front dwelling units.

Building A contains a ground floor common area space and a lease space intended to be occupied with service professional type uses. Building A also houses a maintenance area for landscaping and building maintenance. On-Track will manage all landscaping and building maintenance with 75% of the employment for this function to be provided by residents of the development.

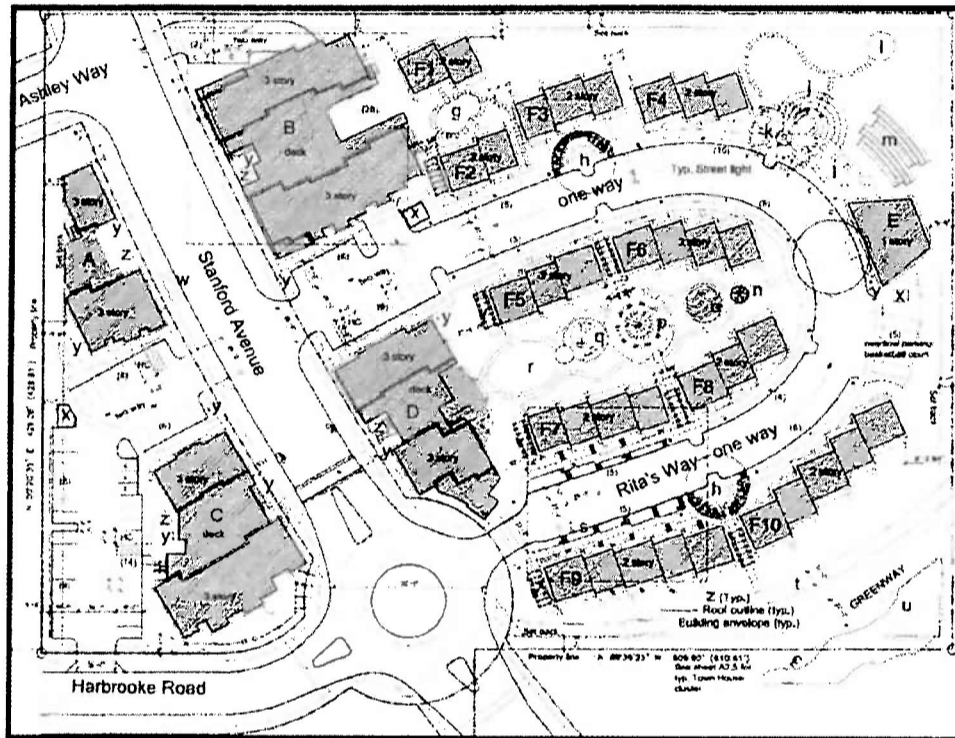
Building B is proposed as virtually all residential use. The Stanford Avenue frontage provides this development's only ground floor, Stanford Frontage residential use. The five dwelling units will have a front door access on Stanford Avenue. Each unit will also have direct access to the 28 bay covered parking area under the upper two residential floors.

Building C houses a public daycare facility intended to serve the residents of this development as well as other residents in the surrounding residential area and is expected to be staffed with up to 50% residents of this development.

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT

Building D is programmed to contain office areas for the management of the development and common areas including a commercial quality laundry facility which will be staffed with residents of this development, to serve other residents in the development.

Building E contains an indoor gathering area, including a commercial kitchen and is available for pot luck type gatherings, a potential for a "meals on wheels" kitchen, as well as limited special events.

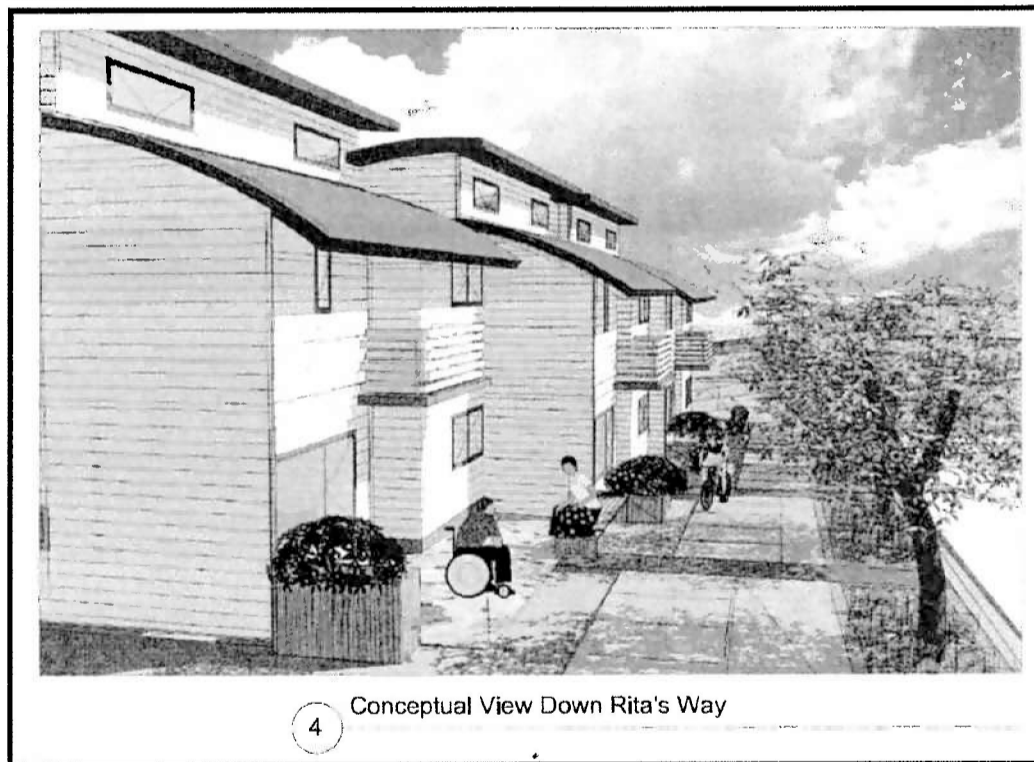
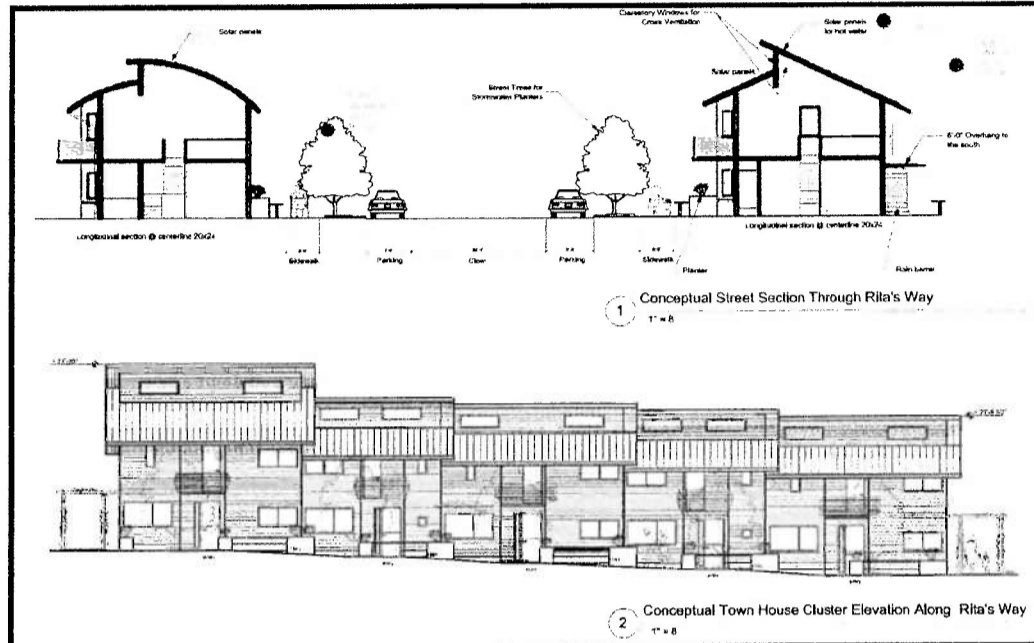


Each of these four buildings also provides two stories of dwelling units on top of the street level spaces. An elevator in each building provides access for each of the Stanford frontage dwelling units. There are a total of 48 dwelling units in the Stanford Avenue frontage buildings.

The design of these buildings provide open outdoor space for the dwelling units, and optimized orientation for passive and active solar energy systems, as well as a striking design to minimize an undesirable massing problem of 3 story buildings at a minimum setback to a street frontage.

Building E contains an indoor gathering area, including a commercial kitchen and is available for pot luck type gatherings, a potential for a "meals on wheels" kitchen, as well as limited special events. There are a total of 34 town house dwelling units located with access from Rita's Way. These units are all two stories with internal stairways and are referred to as town houses due to the style of the design, however the units are not provided with a separate lot and all units are held in ownership by On-Track, Inc.

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT



As described above, a resident in this development does have an equity ownership option as a stockholder in the corporate ownership of the development.

NARRATIVE DESCRIPTION GENERATIONS PLANNED UNIT DEVELOPMENT

Like the Stanford frontage buildings, the town houses are oriented for optimal passive and active solar opportunities.

The town houses on Rita's way are provided with off street parking adjacent to the curb. Garages were specifically not included in the development to encourage community interaction at the street level. Bio swales are incorporated into the frontage landscaping to provide a filter for the storm water on the site prior to being discharged into the public storm drainage system.

Conclusion, Narrative Description

The proposed PUD is located in the SE Plan Overlay, and a PUD is required for development. The intent of the PUD is to provide an urban mixed use development of the highest standard where residents of several generations can interact and support each other in this high profile area of the SE Plan.

Stanford Avenue is a major collector providing a vital north south connection for the residential development in the southern SE Plan Area and the Commercial Core. The urban mixed use street frontage of Generations PUD provides a transition, as well as a gateway to the higher density, intensive uses of the Village Center and the Commercial Core.

The roundabout proposed with this development is essential the function and safety of pedestrian and bicycle connectivity, and according to the applicant's Traffic Impact Analysis the roundabout will, "*perform better in terms of safety than any other intersection form*" for the Harbrooke Road Stanford Avenue intersection.

The development of Generations, an Intergenerational Community is a model for Sustainable Urban Development, featuring compact dwelling sizes, commercial and residential uses, energy conservation construction methods, wise conservation and management of storm water, sanitary sewer facilities, domestic water and energy conservation for transportation uses.

The proposed PUD utilizes vertical development and tuck under parking to increase open spaces and aesthetic amenities. The intent of the development is to provide a neighborhood environment promoting interaction between all generations living and working in the development.

Each requested modification proposed with this PUD is necessary to implement the intent and purpose of PUD. The proposed PUD provides a more creative and imaginative design with a balance of urban density, open area, common elements and housing types as intended in the Planned Unit Development sections of the Medford Land Development Code and the SE Plan Overlay area.

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CITY OF MEDFORD
EXHIBIT # N 1/4
File # PUB-08-068
20-08-069

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD, OREGON:

IN THE MATTER OF AN APPLICATION FOR A)
PLANNED UNIT DEVELOPMENT)
FOR THE PROPERTY IDENTIFIED AS) FINDINGS OF FACT
37-1W-34 TL 1000) AND
APPLICANT ON TRACK, INC.) CONCLUSIONS OF LAW
SCOTT SINNER CONSULTING INC. AGENT)

BACKGROUND INFORMATION:

Applicant:

On Track, Inc.
221 West Main
Medford, OR 97501

Agent:

Scott Sinner Consulting, Inc.
4401 San Juan Dr.
Medford, OR 97504
541-772-1494
scottsinner@yahoo.com

Property:

371W34 TL 1000
3885 Harbrooke Rd
Medford, OR 97504
6.0 Acres

Current GLUP Map Designation:

Urban Medium Density Residential (UMDR)
Urban High Density Residential (UHDR)

Present Zoning:

SFR-00 (SE Overlay District)

Proposed Zoning:

5 acres MFR-15 (SE Overlay District)
1 acre MFR-20 (SE Overlay District)

Present Use:

The 6.0 acre parcel is currently developed with one single family dwelling.

Proposed Use:

This application is a consolidated application for a zone change and a Preliminary
Planned Unit Development (PUD) application to create an 82 Dwelling Unit

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CITY OF MEDFORD
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multifamily development with a mixed use component consisting of service and office type uses on the Stanford Avenue frontage of the development.

There is no land division proposed with this development. The Applicant will provide a dedication of rights - of - way to the City of Medford for the Stanford Avenue and Harbrooke Road and the greenway located in the southeast corner of the development.

The Applicant requests a Planning Commission deferral to the Site Plan and Architectural Commission for the review of the site plan, landscape plan and architectural elements of the project.

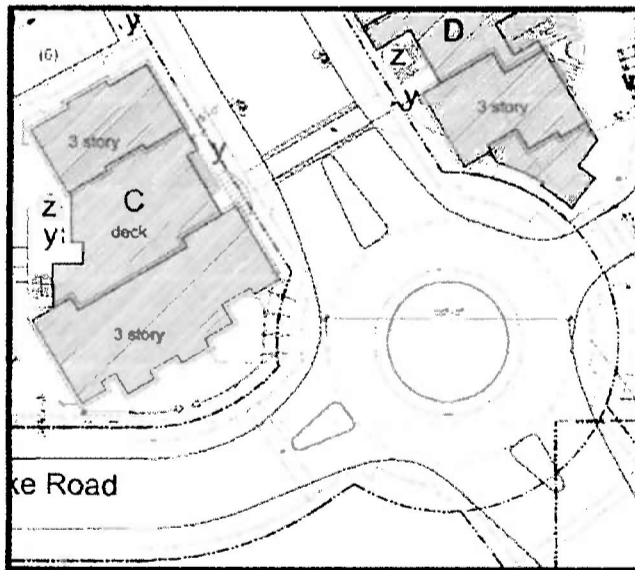
The Property is located at the eastern terminus of Harbrooke Road and is within the City of Medford's South East Plan area, specifically, the Village Center. The adopted circulation plan for the City of Medford identified Stanford Avenue, classified as a major collector, to be located on the subject property.

Generations, an Intergenerational Community (Generations) Planned Unit Development is being developed to provide 82 dwelling units with a proposed mixture of approximately 52 Senior Mentor dwellings and 30 Family Dwellings with 20,500 square feet of mixed use, community space, or office and retail space.

To be consistent with the circulation plan and previously approved plats in the area, Stanford Avenue is proposed to bisect diagonally through the property. Classified as a major collector, Stanford Avenue created a significant barrier to pedestrian and bicycle transportation opportunities as a City of Medford Public Works policy is to not permit pedestrian crosswalks at unsignalized intersections on collector streets.

Generations is proposed as a community highly dependent on pedestrian connectivity both within the site and the surrounding areas.

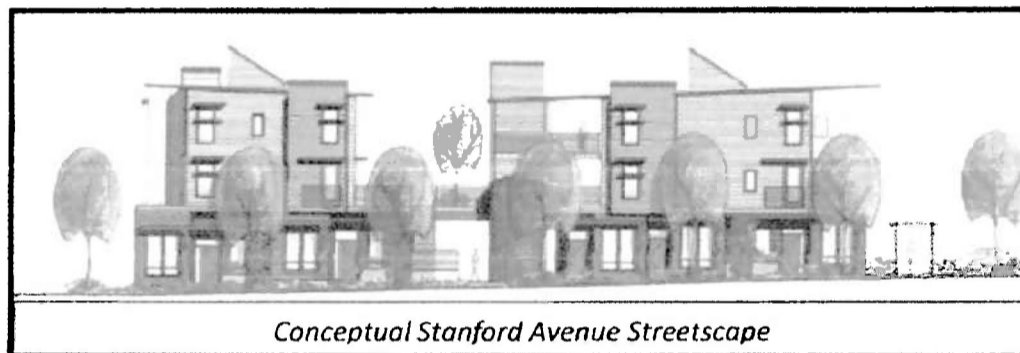
The design team reviewed all options to promote fluid pedestrian connectivity in the development and have integrated a roundabout in the development as a recognized traffic calming strategy with emphasis on pedestrian safety.



The roundabout is located at the intersections of Stanford Avenue, Harbrooke Road, Rita's Way, the private access for the residential development east of Stanford Avenue. The roundabout is also marks beginning of the City's Greenway (G4) linking Stanford Avenue to the Park located north east of the subject property.

The property is located at the southern boundary of the SE Plan's Village Center, a transition area between the residential uses south of the site and the Commercial Core to the north.

The roundabout not only provides a functional pedestrian and bicycle connection for the area, but it also provides a symbolic and aesthetic entrance to the Village Center and the Commercial Core of the SE Plan.



10.235 Preliminary PUD Plan - Application Procedures

A. Application for a Preliminary PUD Plan: An application for Preliminary PUD Plan shall be on forms supplied by the City. A complete application shall include the materials and information listed in this Subsection. However, the Planning Director, in his/her discretion, may waive the submittal of any of the materials or information that are deemed to be excessive, repetitive or unnecessary based upon the size and nature of the PUD. If an application for a PUD is accepted by the City as complete under ORS 227.178 but the application does not contain all of the items listed below, the missing items shall be deemed to have been waived by the Planning Director. Unless waived by the Planning Director, the following items shall be required to constitute a complete application for a Preliminary PUD Plan:

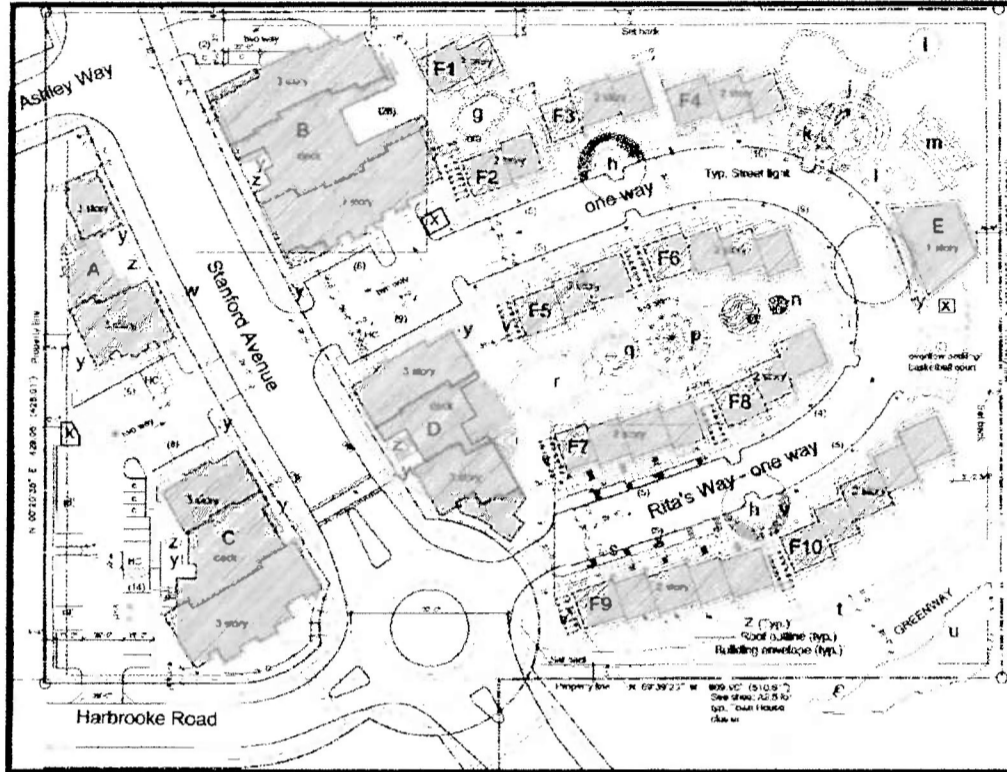
- 1. Current assessor map with the boundaries of the proposed PUD identified.***
- 2. Preliminary PUD Plan (16 copies) and supplemental materials conforming to the Site Plan and Architectural Review application requirements in Section 10.287. Additionally, such plans shall include preliminary plans for providing public water and sanitary sewer service. The Preliminary PUD Plan shall indicate boundaries within the property which distinguish areas devoted to different land uses pursuant to Subsections 10.235(A)(3)(f), 10.230(D)(7) and 10.230(D)(8). Where different land uses are separated by streets, railroad rights-of-way, drainage channels or other water courses, the centerlines of such features shall be their boundaries. One copy of the Preliminary PUD Plan shall be a***

reduced size suitable for photocopy. If a tentative plat for a land division is submitted concurrently with a Preliminary PUD Plan, the Preliminary PUD Plan and tentative plat shall be on separate sheets. It is further provided that:

a. Unless otherwise required in this Code, architectural plans for single family detached dwellings and landscaping plans for lots occupied by single family detached dwellings are not subject to review or approval as part of a PUD. However, nothing shall prevent an applicant from supplying architectural or landscaping plans for single family detached housing as a means to comply with one or more approval criteria.

b. If private or non-city standard street lighting is proposed, a street lighting plan shall be provided which provides a detail of the proposed lighting fixture(s). The Preliminary PUD Plan shall indicate the location of proposed private or non-city-standard light fixtures.

c. An applicant may postpone the submission and approval of architectural plans for proposed buildings and to have such plans approved later as a separate matter under Subsection 10.235(F) after the Preliminary PUD Plan has been approved. When the approval of architectural plans has been postponed, the Preliminary PUD Plan shall show a conceptual footprint for each planned building and each building footprint shall be separately enclosed by a dashed line which shall be called and labeled a building envelope. Building envelopes shall reasonably anticipate and define the maximum extent of the footprint for each building in the PUD.



Narrative Description:

3. A narrative description of the PUD which shall cover:

- a. The rationale for planning this development as a PUD.**
- b. The nature, planned use, future ownership and method of perpetual maintenance of land to be left in natural or developed open space or which will be held in common ownership.**
- c. A listing of all modified applications of the Code that are proposed, followed by a brief explanation which covers the nature of, extent of, and reason for each modification.**
- d. If one or more signs are intended to vary from the provisions of this Code, then a detailed plan for all signs which require a sign permit shall be submitted. The sign plan shall specify the size, number, type, height and location of all signs which require a sign permit and shall clearly indicate all proposed modifications.**
- e. A proposed development schedule. If the PUD will be constructed in phases, the development schedule for each phase shall be keyed to a plan that indicates the boundaries of each phase.**
- f. The gross acreage devoted to the various proposed land uses and housing types.**

Criteria

- a. The rationale for planning this development as a PUD.**

The subject property is within the SE Plan Area and subject to the requirements identified in 10.374 of the Medford Land Development Code (MLDC), including the development of the property as a Planned Unit Development.

Mixed Use Development

Generations, an Intergenerational Community (Generations) PUD is being proposed on a six acre site located at the southern boundary of the Village Center in the SE Plan Area. The application proposes 82 attached residential dwelling units and 20,500 square feet of mixed use, community space, and retail and service lease space.

Stanford Avenue is classified as a major collector with a 74 foot right of way per the Transportation System Plan (TSP). Stanford Avenue is intended to provide a primary link in the SE Plan area. Generations PUD is located in an area identified as the Village Center, a transition area from the residential development south of the site, to the Commercial Core to the north.

The proposed PUD is intended to develop a significant presence on the Stanford Avenue frontage with a mixed use buildings on the ground floor frontage, combined with two floors of multifamily dwelling units above the mixed uses.



Roundabout

The Generations PUD proposes an attractive urban streetscape to transition from the existing single family developments to the south, to the proposed Commercial Core to the north. Convenient and safe pedestrian connectivity and activity is one of the fundamental elements incorporated into the proposed design of the Generations PUD, as residential uses and common areas are located on both sides of Stanford Avenue.

One of the primary objectives of the proposed PUD is to provide for the utmost in safety for pedestrian and bicycle transportation in the vicinity. With a major collector classification, Stanford Avenue creates a barrier for the safe pedestrian movements, as the City of Medford Public Works Department has a policy of not allowing crosswalks at unsignalized intersections.

The Traffic Impact Analysis (TIA) submitted with this application concludes the intersection of Harbrooke Road and Stanford Avenue would not warrant a traffic signal resulting in limited options for pedestrian movement at the site.

The TIA concludes:

"When comparing all of the benefits of a roundabout and stop-controlled intersection, a roundabout is shown to be the best option at the planned intersection of Harbrooke Road & Stanford Avenue. A roundabout is shown to perform better in terms of safety than any other intersection form. It is the recommended traffic control for the planned intersection of Harbrooke Road & Stanford Avenue."

The proposed PUD includes a roundabout to provide the maximum level of safety for the frequent and desired pedestrian movements throughout the site. In addition to safety and function, the roundabout provides a symbolic gateway from the residential areas to the south with the commercial areas to the north in this highly visible area of the South East Plan.

Neighborhood Connections and Common Elements

The entire project has been developed to promote a sense of community and interaction among the residents of this development as well as others in the vicinity. The site has a greenway located on the southeast corner of the property; beginning at the roundabout this PUD provides the first segment for the greenway to the proposed public park to the east of the subject property.

The proposed PUD is designed to encourage and promote neighborhood connections and interactions. The extensive central plaza area creates a gathering place for the residents of the development with features including green space and landscaping, a playground, a covered water feature, garden area and several outdoor seating areas.

The extensive pathway system connects each resident to the common buildings, plazas, greenway, as well as the public pedestrian and bicycle facilities leading to other areas of the SE Plan.

Generations PUD provides the residents with many indoor and outdoor common amenities. As an intergenerational community, design emphasis was placed on providing residents of all ages in the development with attractive opportunities for indoor and outdoor recreation spaces where residents would enjoy interacting with each other.

On-Site Employment Opportunities

One of the primary objectives of the SE Plan, and all of Medford's proposed Transit Oriented Districts (TOD) is to reduce dependence on the automobiles for transportation. One method of accomplishing this objective is to improve pedestrian, bicycle and mass transit opportunities, and another method is to locate employment opportunities within a development.

Generations PUD provides a mixture of residential development with commercial and professional spaces as well as service type opportunities for the care of the PUD itself.

Building A contains a ground floor common area space and a lease space intended to be occupied with service professional type uses. Building A also houses a maintenance area for landscaping and building maintenance. On-Track will manage all landscaping and building maintenance with 75% of the employment for this function to be provided by residents of the development.

Building B is proposed as virtually all residential use. The Stanford Avenue frontage provides the PUD's only ground floor, Stanford Frontage residential use. Five dwelling units will have the residential frontage with a 28 bay covered parking area located in the rear, and under the top two stories of the building.

Building C houses a public daycare facility intended to serve the residents of this development as well as other residents in the surrounding residential area and is expected to be staffed with up to 50% residents of this development.

Building D is programmed to contain office areas for the management of the development and common areas including a commercial quality laundry facility which will be staffed with residents of this development, to provide serve other residents on the development with an optional laundry service.

Building E contains an indoor gathering area, including a commercial kitchen and is available for pot luck type gatherings, and a potential location for a "meals on wheels" kitchen, as well as limited special events.

Residents

The residents of Generations PUD will include a generational mixture of 15 to 30 reunited families and 52 to 64 senior mentors in a total of 82 dwelling units. On-Track Inc., the owner developer of Generations PUD, has a national reputation for success in treatment of substance abuse. The residents of the proposed development will have completed treatment programs offsite and this development is provided with an environment to foster a healthy lifestyle.

The senior mentor families of the development are committed to supporting the young families and the site has been designed to provide and encourage intergenerational contact in the numerous open spaces, common areas and buildings, as well as the attractive streetscapes.

Prior to moving into the development, the senior residents agree to participate in volunteer programs within the development to support the other residents of the Generations PUD.

Sustainable Development

Generations PUD is proposed as a model for sustainable development. Features designed into the development include, efficient use of the land, smaller, more compact and highly energy efficient buildings, low water demand landscaping, rainwater harvesting, urban bio

swales integrated into the street frontages to provide a filter for storm water runoff as well as highly attractive landscape features.

The dwelling units have been designed with an optimized solar orientation, and include a number of passive solar technologies as well as ideal space for active solar thermal (solar hot water) and solar photovoltaic systems.

As mentioned above, the streetscapes include urban bio-swales to filter stormwater and provide an attractive and functional streetscape, prior to being released (controlled at .25 CFS / acre) into the City of Medford storm water system.

The Development is actively reviewing rainwater collection designs to harvest and store rainwater from the roofs of the dwellings to be used as a supplement to landscape irrigation or a possible water supply for flushing toilets, thus reducing the demand of potable water and storm water discharge.

b. The nature, planned use, future ownership and method of perpetual maintenance of land to be left in natural or developed open space or which will be held in common ownership

This property is currently titled in a single ownership, On-Track, Inc. Upon completion, the ownership of the development will be a single corporate entity with the responsibility for care and maintenance of all the property in the development.

Residents will have an opportunity for an equity position in the development with the purchase shares in the corporation.

The maintenance of the development will be the responsibility of the corporate owner. The maintenance on the site is an employment opportunity and will be filled as paid positions from residents of the development to promote employment and reduce travel and parking demands of the development.

The Greenway in the south east corner of the development is proposed as a dedication to the Medford Parks Department after the proposed improvements are installed. The maintenance of the dedicated Greenway would be the responsibility of the Medford Parks Department.

c. A listing of all modified applications of the Code that are proposed, followed by a brief explanation which covers the nature of, extent of, and reason for each modification.

Proposed Modifications

1. Building Height. Buildings A, B, C, and D have building heights of 35'. The elevator shafts in each building are shown projecting to 38' and exceed the maximum height of the zoning district by 3 feet.

2. **Building Setback.** Building A and B have side and rear setbacks of 14', complying with the MLDC setback for a 35' building height. The elevator shafts are shown projecting to 38' and would require a 15.5' setback for the entire building. A modification for the 14' setback as provided is requested.
3. **Setbacks to a Single Family Zoning District.** MLDC requires a 20 foot setback for 2 story multifamily building when adjacent to any single family residential zoning district. The properties to the east and west of the subject property were annexed into the City at the same time as the subject property and all were assigned SFR-00 zoning district. All three parcels are within the UM Urban Medium Density, or the UH Urban High Density GLUP designation and must be zoned to a multifamily zoning district.
4. **Parking.** A modification for the amount of parking in the development is requested. The MLDC would require 146 spaces and 138 are provided. The request to allow 8 fewer spaces is based on the joint use of parking facilities (MLDC 10.744) and the objectives of a Transit Oriented District.
5. **Public Utility Easement.** The strict application of the MLDC could be interpreted to require a modification request for the location of the PUE within the development. Another interpretation would conclude Staff has the discretion to assure a PUE adequately serves the property. The application includes a PUE designed to serve and function as intended, and provide utility connections to adjoining properties.

A detailed description of each modification is presented in the Findings of Fact submitted with this narrative description.

Criteria

d. If one or more signs are intended to vary from the provisions of this Code, then a detailed plan for all signs which require a sign permit shall be submitted. The sign plan shall specify the size, number, type, height and location of all signs which require a sign permit and shall clearly indicate all proposed modifications.

There are no signs proposed for the development.

e. A proposed development schedule. If the PUD will be constructed in phases, the development schedule for each phase shall be keyed to a plan that indicates the boundaries of each phase.

The Generations PUD is intended to be developed in a single phase and would commence construction as soon as approvals and permits are obtained. The development is projected to be completed in 24 months from start of construction.

The applicant would provide the necessary bonding for the public improvements to be able to commence the public improvements, the private infrastructure improvements as well as vertical construction as a single mobilization using common industry practices.

f. The gross acreage devoted to the various proposed land uses and housing types.

The Table below provides the gross acreage and uses of the proposed with development.

	Square Feet	%
Total Parcel (6 Acres)	261,360	
Public Street Right of Way Dedication (in Development)	44,854	17%
Parcel Net of Right of Way	216,506	(100%)
Building Coverage (Net of Right of Way)	60,426	28%
Parking and Maneuvering Area	44,253	20%
Common Elements		
Interior Common Areas	10,600	5%
Outdoor Common Elements	125,573	58%
Total Common Elements	136,173	63%

All dwelling units are attached multifamily dwelling units. Referring to the PUD Plan below, Buildings A, C, and D along the Stanford Avenue, provide a first floor of mixed use, the daycare, offices, indoor common areas, and leased space. The first floor of Building B is comprised of five street front dwelling units.

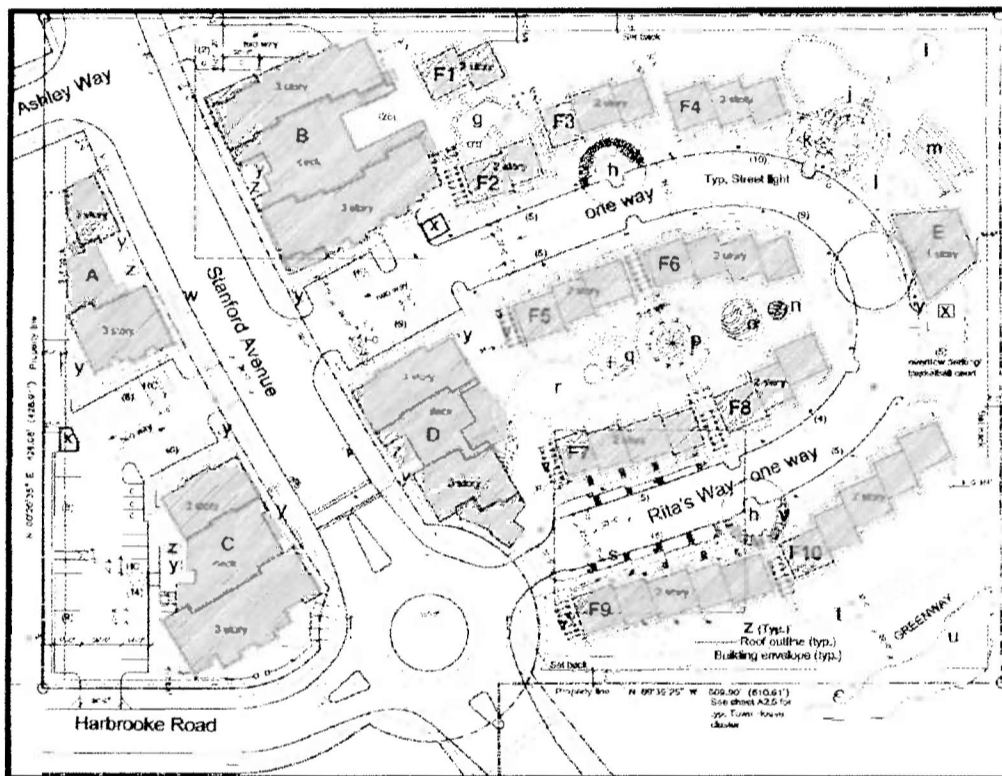
Building A contains a ground floor common area space and a lease space intended to be occupied with service professional type uses. Building A also houses a maintenance area for landscaping and building maintenance. On-Track will manage all landscaping and building maintenance with 75% of the employment for this function to be provided by residents of the development.

Building B is proposed as virtually all residential use. The Stanford Avenue frontage provides this developments only ground floor, Stanford Frontage residential use. The five dwelling units will have a front doors access on Stanford Avenue. Each unit will also have direct access to the 28 bay covered parking area under the upper two residential floors.

Building C houses a public daycare facility intended to serve the residents of this development as well as other residents in the surrounding residential area and is expected to be staffed with up to 50% residents of this development.

Building D is programmed to contain office areas for the management of the development and common areas including a commercial quality laundry facility which will be staffed with residents of this development, to serve other residents in the development.

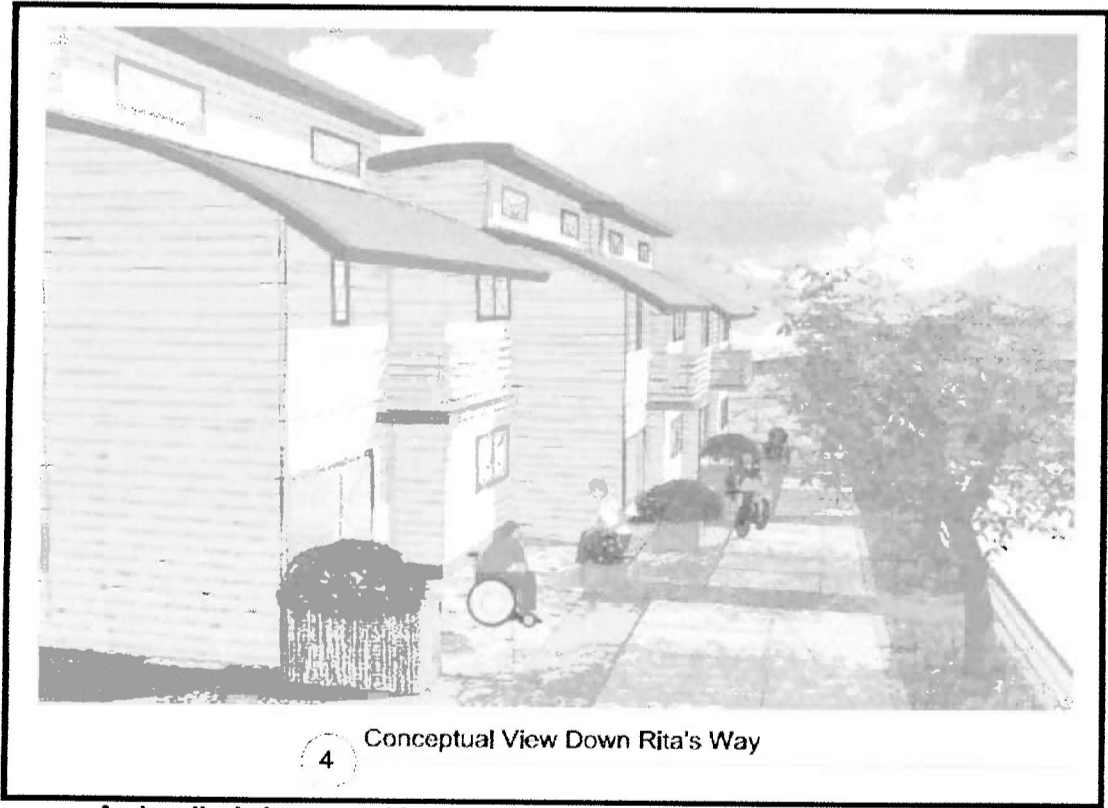
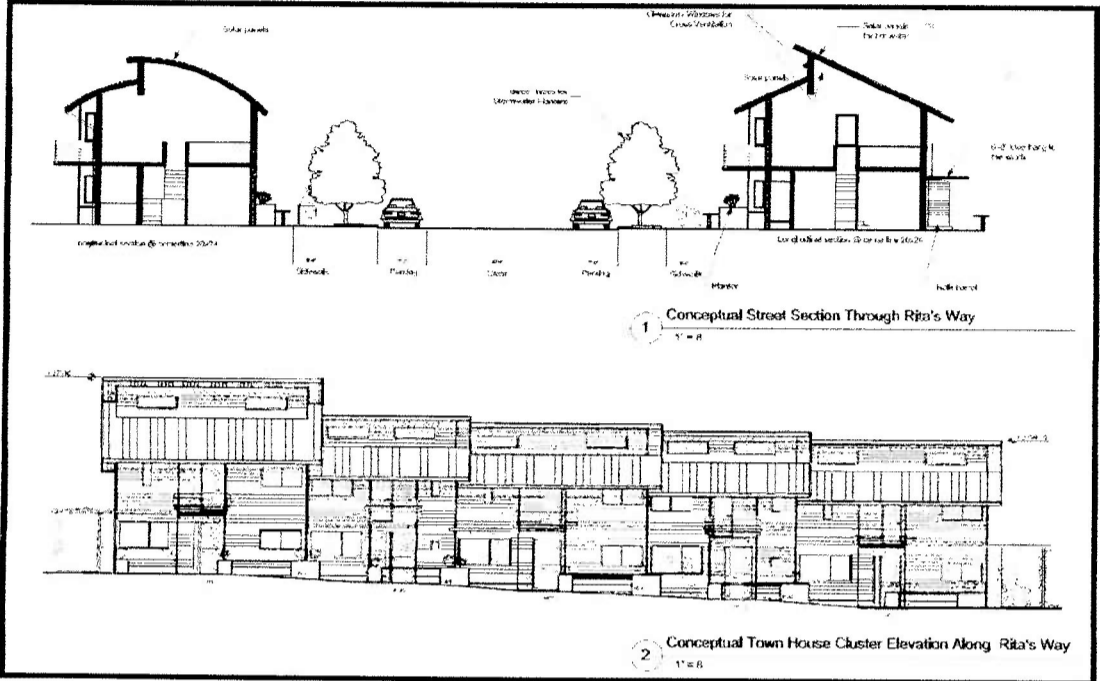
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The design of these buildings provide open outdoor space for the dwelling units, and optimized orientation for passive and active solar energy systems, as well as a striking design to minimize an undesirable massing problem of 3 story buildings at a minimum setback to a street frontage.

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The town houses on Rita's way are provided with off street parking adjacent to the curb. Garages were specifically not included in the development to encourage community interaction at the street level. Bio swales are incorporated into the frontage landscaping to provide a filter for the storm water on the site prior to being discharged into the public storm drainage system.

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The proposed PUD is located in the SE Plan Overlay, and a PUD is required for development. The intent of the PUD is to provide an urban mixed use development of the highest standard where residents of several generations can interact and support each other in this high profile area of the SE Plan.

Stanford Avenue is a major collector providing a vital north south connection for the residential development in the southern SE Plan Area and the Commercial Core. The urban mixed use street frontage of Generations PUD provides a transition, as well as a gateway to the higher density, intensive uses of the Village Center and the Commercial Core.

The roundabout proposed with this development is essential the function and safety of pedestrian and bicycle connectivity, and according to the applicant's Traffic Impact Analysis the roundabout will, "*perform better in terms of safety than any other intersection form*" for the Harbrooke Road Stanford Avenue intersection.

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The proposed PUD utilizes vertical development and tuck under parking to increase open spaces and aesthetic amenities. The intent of the development is to provide a neighborhood environment promoting interaction between all generations living and working in the development.

Each requested modification proposed with this PUD is necessary to implement the intent and purpose of PUD. The proposed PUD provides a more creative and imaginative design with a balance of urban density, open area, common elements and housing types as intended in the Planned Unit Development sections of the Medford Land Development Code and the SE Plan Overlay area.

Approval Criteria:

The approval criteria for a PUD are identified in Medford Land Development Code (MLDC) section 10.235 and are listed below.

C. Approval Criteria for Preliminary PUD Plan: The Planning Commission shall approve a Preliminary PUD if it concludes that compliance exists with each of the following criteria:

1. The proposed PUD:

a. preserves an important natural feature of the land, or

b. includes a mixture of residential and commercial land uses, or

c. includes a mixture of housing types in residential areas, or

d. includes open space, common areas, or other elements intended for common use or ownership, or

e. is otherwise required by the Medford Land Development Code.

2. The proposed PUD complies with the applicable requirements of this Code, or

a. the proposed modified applications of the Code are related specifically to the implementation of the rationale for the PUD as described in Section 10.235(A)(3)(a), and

b. the proposed modifications enhance the development as a whole resulting in a more creative and desirable project, and

c. the proposed modifications to the limitations, restrictions, and design standards of this Code will not materially impair the function, safety, or efficiency of the circulation system or the development as a whole.

3. The property is not subject to any of the following measures or if subject thereto the PUD can be approved under the standards and criteria thereunder:

a. Moratorium on Construction or Land Development pursuant to ORS 197.505 through 197.540, as amended.

b. Public Facilities Strategy pursuant to ORS 197.768 as amended.

c. Limited Service Area adopted as part of the Medford Comprehensive Plan.

4. The location, size, shape and character of all common elements in the PUD are appropriate for their intended use and function.

5. If the Preliminary PUD Plan includes uses not allowed in the underlying zone pursuant to Subsection 10.230(D)(7)(c), the applicant shall alternatively demonstrate that either: 1) demands for the Category "A" public facilities listed below are equivalent to or less than for one or more permitted uses listed for the underlying zone, or 2) the property can be supplied by the time of development with the following Category "A" public facilities which can be supplied in sufficient condition and capacity to support development of the proposed use:

a. Public sanitary sewerage collection and treatment facilities.

b. Public domestic water distribution and treatment facilities.

c. Storm drainage facilities.

d. Public streets.

Determinations of compliance with this criterion shall be based upon standards of public facility adequacy as set forth in this Code and in goals and policies of the comprehensive plan which by their language and context function as approval criteria for comprehensive plan amendments, zone changes or new development. In instances where the Planning Commission determines that there is insufficient public facility capacity to support the development of a particular use, nothing in this criterion shall prevent the approval of early phases of a phased PUD which can be supplied with adequate public facilities.

6. If the Preliminary PUD Plan includes uses proposed under Subsection 10.230(D)(7)(c), approval of the PUD shall also be subject to compliance with the conditional use permit criteria in Section 10.248.

7. If approval of the PUD application includes the division of land or the approval of other concurrent development permits applications as authorized in Subsection 10.230(C), approval of the PUD shall also be subject to compliance with the substantive approval criteria in Article II for each of the additional development applications.

Criteria

1. The proposed PUD:

a. preserves an important natural feature of the land, or

b. includes a mixture of residential and commercial land uses, or

c. includes a mixture of housing types in residential areas, or

d. includes open space, common areas, or other elements intended for common use or ownership, or

e. is otherwise required by the Medford Land Development Code.

Findings of Fact:

a. preserves an important natural feature of the land, or

Generations PUD is located on a six acre site in the SE plan overlay. The SE plan identifies a greenway on the site. This greenway located in an area preliminarily identified as a wetland, and a wetlands consultant is in the process of a delineation report.

Whether the wetland is determined to be a jurisdictional or not, the greenway does exist on the property and is an important natural feature in the SE Plan as the greenway provides a multi use path linking Stanford Avenue with a Park located northeast of the site.

The approval of Generations PUD will create the first link of the G4 Greenway with a connection from the proposed roundabout through the subject property to the adjoining properties to the east.

b includes a mixture of residential and commercial land uses, or

The Generations PUD includes a mixture of residential and commercial uses providing a strong connection and transition from the predominately residential developments south of the site to the Commercial Core of the SE Plan to the north of the property.

With the location of the Generations PUD on Stanford Avenue, a major collector, in the area designated as the Village Center, the viability of the commercial uses in this residential area became attractive.

The Stanford Avenue frontage buildings A, C and D all have a mixed use commercial component located on the ground floor with 2 additional stories of residential dwelling units located above.

Building A contains a ground floor common area space and a lease space intended to be occupied with service professional type uses. Building A also houses a maintenance area for landscaping and building maintenance. On-Track will manage all landscaping and building maintenance with 75% of the employment for this function to be provided by residents of the development.

Building B is proposed as virtually all residential use. The Stanford Avenue frontage provides this developments only ground floor, Stanford Frontage residential use. The five dwelling units will have a front doors access on Stanford Avenue. Each unit will also have direct access to the 28 bay covered parking area under the upper two residential floors.

Building C houses a public daycare facility intended to serve the residents of this development as well as other residents in the surrounding residential area and is expected to be staffed with up to 50% residents of this development.

Building D is programmed to contain office areas for the management of the development and common areas including a commercial quality laundry facility and will be staffed with residents of this development, to serve other residents in the development.

Building E contains an indoor gathering area, including a commercial kitchen and is available for pot luck type gatherings, a potential for a "meals on wheels" kitchen, as well as limited special events.

c. includes a mixture of housing types in residential areas, or

Generations PUD includes multifamily housing types. The units with access from Rita's Way are similar to town houses with internal staircases occupied on both floor by the same family.

The mixed use residential units are more typical of apartments with elevator access and living space on the second and third floors.

d. includes open space, common areas, or other elements intended for common use or ownership, or

The proposed Generations PUD is comprised of 63% of the net site is open space and indoor and outdoor common elements intended for common use and ownership. The entire property is under a single corporate ownership and residents do have the ability for an equity investment in the ownership of the corporate ownership.

e. is otherwise required by the Medford Land Development Code.

And finally, the site is in the middle of the stinkin' SE Plan Overlay so we have to do a PUD...

Conclusions of Law

The Planning Commission can conclude the proposed Generations PUD in consistent with the MLDC 10.235 (C) (1) (a) through (e) in that the proposed PUD preserves an important natural feature of the land, includes a mixture of residential and commercial uses, includes a mixture of housing types, includes open space, common areas, and common elements, and we have to submit a PUD because in is required by the MLDC in the SE Plan Overlay.

Criteria

2. The proposed PUD complies with the applicable requirements of this Code, or

a. the proposed modified applications of the Code are related specifically to the implementation of the rationale for the PUD as described in Section 10.235(A)(3)(a), and

b. the proposed modifications enhance the development as a whole resulting in a more creative and desirable project, and

c. the proposed modifications to the limitations, restrictions, and design standards of this Code will not materially impair the function, safety, or efficiency of the circulation system or the development as a whole.

Proposed Modifications

1. **Building Height.** Buildings A, B, C, and D have building heights of 35'. The elevator shafts in each building are shown projecting to 38' and exceed the maximum height of the zoning district by 3 feet.
2. **Building Setback.** Building A and B have side and rear setbacks of 14', complying with the MLDC setback for a 35' building height. The elevator shafts are shown projecting to 38' and would require a 15.5' setback for the entire building. A modification for the 14' setback as provided is requested.
3. **Setbacks to a Single Family Zoning District.** MLDC requires a 20 foot setback for 2 story multifamily building when adjacent to any single family residential zoning district. The properties to the east and west of the subject property were annexed into the City at the same time as the subject property and all were assigned SFR-00 zoning district. All three parcels are within the UM Urban Medium Density, or the UH Urban High Density GLUP designation and must be zoned to a multifamily zoning district.
4. **Parking.** A modification for the amount of parking in the development is requested. The MLDC would require 146 spaces and 138 are provided. The request to allow 8 fewer spaces is based on the joint use of parking facilities (MLDC 10.744) and the objectives of a Transit Oriented District.
5. **Public Utility Easement.** The strict application of the MLDC could be interpreted to require a modification request for the location of the PUE within the development. Another interpretation would conclude Staff has the discretion to assure a PUE adequately serves the property. The application includes a PUE designed to serve and function as intended, and provide utility connections to adjoining properties.

Building Height

The maximum building height for the MFR-15 zoning district is 35 feet. A modification is requested for the building height of the buildings on the Stanford Avenue frontage of the development.

10.705 Building Height Calculation

Building height shall be determined by measuring the vertical distance from the contact ground level at the front wall of the building to the highest point of the roof

surface for flat roofs; to the deck line of mansard roofs; and to the average height between eaves and ridge for gable, hip and gambrel roofs. Building height limitations shall not apply to chimneys, church spires, belfries, cupolas, flag poles, antennas, and other similar projections that are accessory to the permitted use.

The Stanford Avenue buildings have several roof lines with various overall heights. The primary rooflines of the dwelling units are less than the 35 foot maximum height for the zoning district.



The design of the buildings include two elements exceeding the 35 foot height requirement, the elevator shafts and the midpoint of the sloped roof for mounting the solar equipment are 38' high.

The height of these two design elements is essential to the function of the development as an elevator is required to access the second and third stories of the mixed use buildings, and elevators require additional space above the highest floor they serve. The height of the elevator shafts is not the height of the entire building and is not obtrusive or offensive when viewed from the ground. The break in rooflines adds interest and breaks up massing of the structure.

The height of the solar mounting structure is conceptual at this point as the requirements for the solar equipment are in the design process. It was determined by the design team for the development, it would be best to indicate what the solar installation may look like to provide Staff and the Planning Commission with our intent.

The function and benefit of the modification to allow for the solar mounting structure will allow for renewable solar energy to be included in the development.

Building Setback.

Building A and B have as proposed provide side and rear setbacks of 14', complying with the MLDC setback for a 35' building height. The elevator shafts are shown projecting to 38' and would require a 15.5' setback for the entire building. A modification for the 14' setback as provided on the Preliminary PUD Plan is requested.

As described in the justification for the requested building height modification, the height of these two design elements is essential to the function of the development as an elevator is required to access the second and third stories of the mixed use buildings, and elevators require additional space above the highest floor they serve.

The height of the elevator shafts is not the height of the entire building, and is not obtrusive or offensive when viewed from the ground. The break in rooflines adds interest and breaks up massing of the structure.

The function and benefit of the modification to allow for the solar mounting structure will all for renewable solar energy to be included in the development.

Setbacks to a Single Family Zoning District

The applicant participated in a pre application conference with Staff in January and requested clarification on the following question.

We do not consider the 2 story multi-family building setback issue to apply in this case 10.712 – 10.714. The City applied the SFR-00 zoning district to the properties to the east and west at the time of annexation. The SFR-00 is not consistent with the Urban High Density Residential (UH) GLUP designation. Restricting this property, the first to develop in the vicinity, to one story development at the SFR-00 boundaries does not promote the objectives of the SE-plan, Comp Plan or the MLDC.

Staff provided comments indicating this is an acceptable analysis, and no modification is required.

This determination, that the 20' setback to a single family residential zoning district is does not apply to this application is critical to function of this project. The properties in question, west and east of this site are all in the multifamily GLUP designation. The only zoning option for these properties is a multifamily zoning district.

Parking

The parking for the development is predicated on providing the required parking for the residential dwelling units first, and then request a modification for the remaining parking on the basis of allowances provided in the MLDC and the strategies and objectives of a multi-modal and mixed use Transit Oriented District (TOD).

Currently the project is providing a total of 138 parking spaces:

- 123 spaces for 82 residential units (ratio of 1.5 per 1 unit)
- 3 for a small mixed use area in building A of 1000 sf, (ratio of 1 per 334 sf)
- 8 for a 48 child daycare facility (ratio of 1 per teacher and 1 per 12 children)
- 4 for the management offices of 1100sf (1 per office or 1 per 300 sf)

The numerous community facilities that support and are used almost exclusively by residents and do not require extra parking. The PUD Plan provides 4 ADA spaces with one space provided in close proximity to each building. Sheet A1.1 of the submittal provides a plan view of Building B and does not clearly show each of the 30 parking spaces, including 1 ADA space, in the covered parking area of the first floor.

Strict application of the MLDC parking standards is provided below:

- 123 spaces for 82 residential units (ratio of 1.5 per 1 unit)
- 3 for a small mixed use area in building A of 1000 sf, (ratio of 1 per 300 sf)
- 16 for a 48 child daycare facility (ratio of 1 per teacher and 1 per 6 children)
- 4 for the management offices of 1100sf (1 per office or 1 per 300 sf)

The total parking spaces required as detailed above is 146 spaces. The reduction of 8 spaces or 5.4% is justifiable in this mixed use development. 10.744 allows for parking of two or more uses as listed below.

10.744 Joint Use of Parking Facilities

The off-street parking requirements of two or more uses, structures, or parcels of land may be satisfied by the same parking or loading space used jointly to the extent that it can be shown by the owners or operators of the uses, structures, or parcels that their operations and parking needs do not overlap in point of time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written and recorded document to establish the joint use.

The primary parking requirement is satisfied by providing all the required parking for all the residential uses. With the assumption of 20% of the occupants of the 82 dwelling units will have offsite, daytime employment, 24 (82 x 20% = 16 x 1.5 spaces per dwelling unit = 24 spaces) parking spaces can be demonstrated to be joint use parking spaces to provide the finding for the approval for the requested modification.

Additionally this daycare is expected to meet 50% of the employment for teachers with residents of this development, with their parking requirements are met in the parking provided with the dwelling units.

The site is located within the SE Plan TOD and the development team has embraced the objectives of multi-modal transportation opportunities to lower the residents dependence on automobile travel.

At the time of submitting the PUD application, Rogue Valley Transit District (RVTD) does not provide bus service to the area. The applicant would suggest a transit stop is appropriate for a TOD and has coordinated a location for a transit stop with RVTD. The future stop is located on Stanford in front of Building A and provides a future south bound circulation pattern as requested by RVTD.

Public Utility Easement

This application does not include a land division as the perpetual ownership of the development is proposed as a single corporate entity. The dedications of the public rights of way are to be through a deed dedication process, and the parcel will remain a single tax lot.

Without a land division, the various setback requirements apply to the parent lot. The setbacks established in the Medford Land Development Code (MLDC) on the Stanford Avenue frontage of the development are maximum setbacks instead of a more typical minimum setback. The purpose of a maximum setback is to provide a more pedestrian scale development with "eyes on the street" creating pedestrian interest, activity and interaction.

The setbacks on the Stanford Avenue Frontage have been reduced to 5 feet in some places. The private landscaping and sidewalk areas are designed to transition to the public sidewalks and landscaping in a seamless streetscape to promote a hub of pedestrian activity and interaction.

The minimum setbacks provided require the relocation of a Public Utility Easement (PUE) in other locations in the development. A detail of the proposed PUE location is located on sheet labeled C 2 of the submittal.

10.471 Public Utility Easements

At the time of development review, public utility easements ten feet in width shall be provided adjoining all lot lines abutting a street, or as otherwise required by the City of Medford.

The MLDC section does provide the City of Medford staff with the flexibility in the location of the PUE, and a modification may not be required, however the applicant seeks to assure flexibility in the appropriate PUE location and the request is identified as a modification.

Conclusions of Law

The Planning Commission can conclude the proposed PUD complies with the applicable requirements of the MLDC except where modifications of the MLDC are requested. The proposed modifications are specifically related to the implementation of the PUD as described in the Narrative Description, and the modifications enhance the development as a whole resulting in a more creative and desirable project and the approval of the modifications will not materially impair the function, safety, or efficiency of the circulation system or the development as a whole.

Criteria

3. The property is not subject to any of the following measures or if subject thereto the PUD can be approved under the standards and criteria thereunder:

a. Moratorium on Construction or Land Development pursuant to ORS 197.505 through 197.540, as amended.

b. Public Facilities Strategy pursuant to ORS 197.768 as amended.

c. Limited Service Area adopted as part of the Medford Comprehensive Plan.

Finding of Fact

The Applicant participated in a pre application conference on January 9, 2008 to discuss the application and the approval criteria. The comments from the Planning Staff and the Public Works Staff indicated there is no moratorium on Construction or Land Development, there is no public facilities strategy, and the area is not within a limited service area adopted as part of the Medford Comprehensive Plan.

Conclusions of Law

The Planning Commission can conclude there is no moratorium on Construction or Land Development, there is no public facilities strategy, and the area is not within a limited service area adopted as part of the Medford Comprehensive Plan.

Criteria

4. The location, size, shape and character of all common elements in the PUD are appropriate for their intended use and function.

Finding of Fact

The Table below provides the gross acreage and uses of the proposed with development.

	Square Feet	%
Total Parcel (6 Acres)	261,360	
Public Street Right of Way Dedication (in Development)	44,854	17%
Parcel Net of Right of Way	216,506	(100%)
Building Coverage (Net of Right of Way)	60,426	28%
Parking and Maneuvering Area	44,253	20%
Common Elements		

Interior Common Areas	10,600	5%
Outdoor Common Elements	125,573	58%
Total Common Elements	136,173	63%

The Table above indicates 63% of the net area of the site is indoor and outdoor common area or common elements. The primary function of Generations PUD is to promote interaction among the residents of the development as well as the general public in the public areas of Stanford Avenue, Harbrooke Road and the greenway.

The entire site is designed to promote interaction among people of this neighborhood through the location of the indoor common areas in buildings A, C and D, with the central plaza symbolically and functionally connecting the far eastern end of the development at Building E, with the daycare on the west side of Stanford Avenue near the roundabout.

According to the Traffic Impact Analysis submitted with the application, the proposed roundabout provides the safest method of crossing Stanford Avenue. The roundabout also provides an aesthetic and symbolic gateway in this transition area of the SE plan.

All buildings, whether the mixed use buildings on Stanford Avenue or the townhouses on Ritas way have a close and direct connection to the streetscapes to promote interaction.

This desire to promote interaction is the main reason the development is proposed without garages. Garages, when used as a vehicle storage area put the driver inside an enclosed space with direct access to the house without creating any contact with other residents. When garages are uses as storage units, the required parking space is lost and the entire development pays the price with congested parking conditions.

The location, size, shape and character of all common elements in the PUD are appropriate for their intended use and function.

Conclusions of Law

The Planning commission can conclude the location, size, shape and character of all common elements in the PUD are appropriate for their intended use and function

Criteria

5. If the Preliminary PUD Plan includes uses not allowed in the underlying zone pursuant to Subsection 10.230(D)(7)(c), the applicant shall alternatively demonstrate that either: 1) demands for the Category "A" public facilities listed below are equivalent to or less than for one or more permitted uses listed for the underlying zone, or 2) the property can be supplied by the time of development with the following Category "A" public facilities which can be supplied in sufficient condition and capacity to support development of the proposed use:

a. Public sanitary sewerage collection and treatment facilities.

b. Public domestic water distribution and treatment facilities.

c. Storm drainage facilities.

d. Public streets.

Determinations of compliance with this criterion shall be based upon standards of public facility adequacy as set forth in this Code and in goals and policies of the comprehensive plan which by their language and context function as approval criteria for comprehensive plan amendments, zone changes or new development. In instances where the Planning Commission determines that there is insufficient public facility capacity to support the development of a particular use, nothing in this criterion shall prevent the approval of early phases of a phased PUD which can be supplied with adequate public facilities.

Finding of Fact

Generations PUD is a mixed use development and the mixed uses proposed are not typical for a multifamily zoning district. The criteria 10.235 (C) (5) applies to this application. Additionally, this application contains a consolidated zone change application.

The criteria listed above are the identical criteria for determination of capacity adequacy contained on MLDC 10.227 for a zone change. The Findings of Fact addressing this criterion are discussed in detail in the Zone Change criteria below.

Criteria

- 6. If the Preliminary PUD Plan includes uses proposed under Subsection 10.230(D)(7)(c), approval of the PUD shall also be subject to compliance with the conditional use permit criteria in Section 10.248.*

Finding of Fact

The proposed PUD is a mixed use development. The commercial uses proposed with the application are a daycare facility and service professional office space. The daycare facility is proposed for the ground floor of Building C. Lease space is proposed for a portion of the ground floor of Building A, and the ground floor of Building D has office space to be used by On-Track, Inc. staff in the management of the development. Building D also contains common area for use by residents of the development. All three buildings propose two floors of residential dwelling units on top of the ground floor development.

Each of these mixed use portions of the three buildings are within 200 feet of the border of the PUD and therefore required to comply with the criteria of MLDC Section 10.248. The daycare is also subject to the special development standards of 10.811 Nursery Schools, Day or Child Care (Centers) Facilities.

10.230 (7) Allowed Uses

a. In addition to permitted uses, any portion of a PUD may contain any housing type listed in Subsection 10.314(1-3). In approving housing types, the Planning Commission may waive or reduce any of the special use regulations or standards contained in Sections 10.811 through 10.838 ("Special Use Regulations").

b. Any conditional use listed for the underlying zone may be permitted without addressing the Conditional Use Permit criteria except when the conditional use is within 200 feet of the perimeter of the PUD. This exemption does not apply to conditional uses within Riparian Corridors pursuant to 10.925 "Conditional uses within Riparian Corridors".

c. Use(s) not permitted in the underlying zone may, nevertheless, be permitted and approved to occupy up to 20% of the gross area of the PUD provided that no portion of the use(s), including its parking, is located nearer than 200 feet from the exterior boundary of the PUD. If any portion of the use(s) is nearer than 200 feet from the exterior PUD boundary, then said use(s) shall be considered to be a conditional use and may be approved subject to compliance with the conditional use permit criteria in Section 10.248. However, this provision shall not apply where the land outside the PUD which is nearer than 200 feet from proposed use(s) is inside a zone in which the proposed use(s) is permitted.

Conclusions of Law

The Planning Commission can conclude the requested application does propose uses not permitted in the underlying MFR-15 zoning district. These uses are within 200 feet of the boundary of the PUD.

Criteria

7. If approval of the PUD application includes the division of land or the approval of other concurrent development permits applications as authorized in Subsection 10.230(C), approval of the PUD shall also be subject to compliance with the substantive approval criteria in Article II for each of the additional development applications.

Finding of Fact

The Generations PUD application does include a concurrent application for a zone change from the SFR-00 zoning district to the MFR 15 and the MFR 20 zoning districts. The zone change criteria are provided in MLDC section 10.227. This application does not have a land division component and therefore no land division is required.

Conclusions of Law

The Planning Commission can conclude the requested application does contain a request for a zone change. The zone change per the MLDC is a separate application, consolidated

with the PUD application, and the Findings of Fact for the zone change application submitted with the PUD application.

Conditional Use Criteria

The proposed PUD is a mixed use development. There are two commercial uses proposed with the application, a daycare facility and leased service professional office space. The daycare facility is proposed for the ground floor of Building C. Lease space is proposed for a portion of the ground floor of Building A, and the ground floor of Building D has office space to be used by On-Track, Inc. staff in the management of the development and a common area for use by residents of the development. All three building propose two floors of residential dwelling units on top of the ground floor development.

Each of these mixed use portions of the three buildings are within 200 feet of the border of the PUD and therefore required to comply with the criteria of MLDC Section 10.248. The daycare is also subject to the special development standards of 10.811 Nursery Schools, Day or Child Care (Centers) Facilities.

10.230 (7) Allowed Uses

a. In addition to permitted uses, any portion of a PUD may contain any housing type listed in Subsection 10.314(1-3). In approving housing types, the Planning Commission may waive or reduce any of the special use regulations or standards contained in Sections 10.811 through 10.838 ("Special Use Regulations").

b. Any conditional use listed for the underlying zone may be permitted without addressing the Conditional Use Permit criteria except when the conditional use is within 200 feet of the perimeter of the PUD. This exemption does not apply to conditional uses within Riparian Corridors pursuant to 10.925 "Conditional uses within Riparian Corridors".

c. Use(s) not permitted in the underlying zone may, nevertheless, be permitted and approved to occupy up to 20% of the gross area of the PUD provided that no portion of the use(s), including its parking, is located nearer than 200 feet from the exterior boundary of the PUD. If any portion of the use(s) is nearer than 200 feet from the exterior PUD boundary, then said use(s) shall be considered to be a conditional use and may be approved subject to compliance with the conditional use permit criteria in Section 10.248. However, this provision shall not apply where the land outside the PUD which is nearer than 200 feet from proposed use(s) is inside a zone in which the proposed use(s) is permitted.

Conditional Use Criteria

10.248 Conditional Use Permit Criteria

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

(1) The development proposal will cause no significant adverse impact on the

livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

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

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

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

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

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

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

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

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

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

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

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

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

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

Special Use Regulations

10.811 Nursery Schools, Day or Child Care (Centers) Facilities

Nursery schools and day or child care center facilities shall provide and thereafter maintain outdoor play areas with a minimum area of 100 square feet per 1/3 the total licensed capacity of children. The Planning Director may approve a reduction of this requirement if the facility cares only for infants up to 6 months in age. In all districts, a fence of at least five (5) feet but not more than eight (8) feet in height shall be provided separating the outdoor play area from abutting lots.

Facilities licensed for 40 or more children shall be required to have a driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children.

If a Conditional Use Permit is required and the following information, in addition to that normally required for a Conditional Use Permit, shall also be supplied:

(1) The maximum number of children the facility is proposed to be licensed to care for.

(2) Ages of the children to be cared for.

(3) List of any exceptions to the rules governing standards for day care facilities that the applicant will be applying for through the Children's Services Division.

Findings of Fact

The proposed PUD conforms to the MLDC 10.248 (1) as presented below.

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

The Generations PUD proposed a mixed use development in the SE Plan Area. The objectives of the SE Plan are contained in MLDC 10.370 as excerpted below.

10.370 Objectives of the Southeast (S-E) Overlay District

The Southeast (S-E) Overlay District is intended to:

A. Assure that land use and development occur in accordance with the Medford Comprehensive Plan – Southeast Plan section;

B. Establish land use patterns and development design that emphasizes transportation connectivity and promotes viability for many modes of transportation;

C. Establish a Southeast Village Center with commercial, institutional, and residential uses, and provide standards and incentives for compact, pedestrian-oriented, mixed-use development in the Southeast Village Center;

D. Require coordinated planning of the Southeast Plan Area, and encourage the development of neighborhoods with a cohesive design character;

E. Establish special design and development standards for streetscapes, building orientation, setbacks, building height, access, lot coverage and density, and the use of greenways, alleys, street trees, and pedestrian street lighting;

F. Provide a mix of compatible housing types at planned densities, including in Planned Unit Developments (PUDs);

G. Preserve natural waterways and other natural resources while providing routes for pedestrian and bicycle travel;

H. Require approval of most development through the Planned Unit Development (PUD) regulations in order to coordinate planning of designated areas of the Southeast Plan Area, including the Southeast Village Center.

The proposed development is located within the Southeast Village Center, and is the first private development proposal to be submitted for approval in the Southeast Village Center.

The Applicant has designed the Generations PUD to embrace each of the SE Plan objectives listed above, and will have a positive effect for the development of the adjacent properties.

The Applicant contends the development of this PUD will not only enhance the value and development potential of any property in the Village Center, it will set a positive standard for other development proposals.

The Stanford Avenue frontage in the Southeast Village Center is intended to contain mixed use development. Because of the location of Stanford Avenue on the adopted circulation plan for the area, virtually all properties in the Southeast Village Center along Stanford Avenue will be within 200 feet of the boundary of their PUDs and will be addressing the Conditional Use Criteria.

This section of the area was developed under county standards in the 1960s and would be considered rural development with parcels of 1- 10 acres in size. The SE plan overlay has designated all adjacent property to be within one of the city of Medford's multi-family zoning districts.

While the rural nature of the properties will be impacted, the extension of urban services and high quality development will have a positive effect on the value of adjacent properties as potential development properties.

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

- (1) Limit the manner in which the use is conducted, including restricting the time an activity may take place, and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.*
- (2) Establish a special yard or other open space or lot area or dimension requirement.*
- (3) Limit the height, size, or location of a building or other structure.*
- (4) Designate the size, number, location, or nature of vehicle access points.*
- (5) Increase the amount of street dedication, roadway width, or improvements within the street right-of-way.*
- (6) Designate the size, location, screening, drainage, surfacing, or other improvement of parking or truck loading area.*
- (7) Limit or otherwise designate the number, size, location, height, or lighting of signs.*
- (8) Limit the location and intensity of outdoor lighting, or require its shielding.*
- (9) Require screening, landscaping, or other facilities to protect adjacent or nearby property, and designate standards for installation or maintenance thereof.*
- (10) Designate the size, height, location, or materials for a fence.*
- (11) Protect existing trees, vegetation, water resources, wildlife habitat, or other significant natural resources.*

The Planning Commission is also authorized to waive or reduce any of the special use standards above.

10.230 (7) Allowed Uses

a. In addition to permitted uses, any portion of a PUD may contain any housing type listed in Subsection 10.314(1-3). In approving housing types, the Planning Commission may waive or reduce any of the special use regulations or standards contained in Sections 10.811 through 10.838 ("Special Use Regulations").

The applicant has designed to mixed use portions of the development to meet the intent of the MLDC and for PUDs, Mixed Use Development and the Standards of the SE plan. The Stanford Avenue frontages are designed at or near the minimum setbacks, which provides more distance between the adjoining properties and the mixed uses.

The applicant contends the design, location, landscaping, and function of the development as submitted satisfy mitigation objectives listed in 10.248 subsections 1-11.

Special Use Regulations

The daycare center proposed on the first floor of Building C is required to comply with the Special Use Regulations of MLDC 10.811 listed below.

Special Use Regulations

10.811 Nursery Schools, Day or Child Care (Centers) Facilities

Nursery schools and day or child care center facilities shall provide and thereafter maintain outdoor play areas with a minimum area of 100 square feet per 1/3 the total licensed capacity of children. The Planning Director may approve a reduction of this requirement if the facility cares only for infants up to 6 months in age. In all districts, a fence of at least five (5) feet but not more than eight (8) feet in height shall be provided separating the outdoor play area from abutting lots.

Facilities licensed for 40 or more children shall be required to have a driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children.

If a Conditional Use Permit is required and the following information, in addition to that normally required for a Conditional Use Permit, shall also be supplied:

- (1) The maximum number of children the facility is proposed to be licensed to care for.*
- (2) Ages of the children to be cared for.*
- (3) List of any exceptions to the rules governing standards for day care facilities that the applicant will be applying for through the Children's Services Division.*

Findings of Fact

The daycare facility as designed is intended to be licensed for 48 children. The specific number of each group detailed below is always moving, after all, they're kids.

Infants 0-12 months	8-10
Toddlers 1-3 years	15-18
Preschoolers 3-5 years	15 - 20

There are no exceptions proposed to the exceptions to the rules governing standards for day care facilities that the applicant will be applying for through the Children's Services Division.

With a maximum of 48 children in the facility, the square footage requirement for outdoor play area is $1/3$ of 48 = 16 x 100 square feet of covered outdoor play area. The daycare facility provides approximately 2,500 square feet of outdoor play area. This area is covered and fenced on the south portion of Building C. The residential uses on the second and third floors provide the covered area as the ground floor has a smaller footprint than the upper floors to provide the covered area.

As a facility proposed to be licensed to care for more than 40 children, the MLDC requires flow through designs parking area. This was one of the primary considerations for the design of the parking facilities on the entire site.

The parking lot design west of Stanford Avenue provides the required flow through design, and several of the parking spaces in the center of the parking lot are designated as drop of spaces.

This application includes the required street tree landscaping plans, but the specific landscape plans intended to provide shade for this parking area and screening for the adjoining property are to be submitted with the Site Plan and Architectural Commission Review submittal.

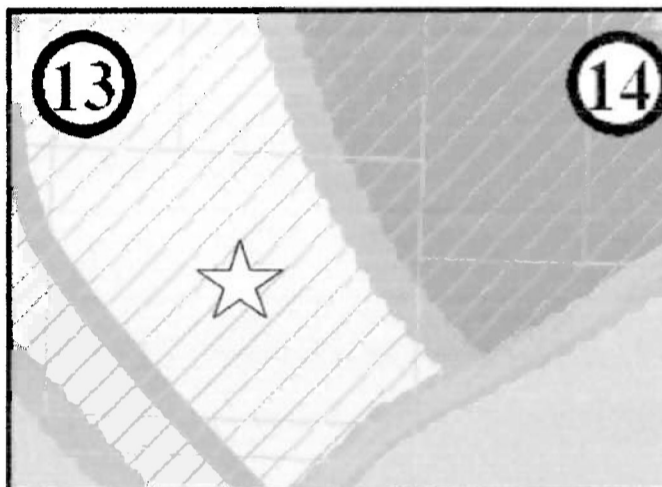
Summary and Conclusions, Conditional Use Criteria

The Planning Commission can conclude the mixed uses proposed with the PUD application are consistent with the SE Plan objectives for PUDs providing mixed uses within the Village Center of the Southeast Overlay Area. The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

Zone Change

The subject property is located in the SE Plan Overlay area and is subject to the locational requirements of the SE Plan Map.

The subject property is within the area designated as the Village Center, the hatched area, the plan map indicates two land use subareas, #13, with a UMDR General Land Use Plan Map (GLUP) designation with the corresponding MFR-15 zoning district MFR-15, and subarea 14 with the UHDR GLUP designation and the corresponding MFR-20 to MFR 30 zoning.



This application requests a zone change of the six acre parcel from SFR-00 to 5 acres of MFR 15, and 1 acre of MFR 20 to be consistent with the SE Plan Map.

10.227 Zone Change Criteria

The approving authority (Planning Commission) shall approve a quasi-judicial zone change if it finds that the zone change complies with subsections (1) and (2) below:

(1) The proposed zone is consistent with the Oregon Transportation Planning Rule (OAR 660) and the General Land Use Plan Map designation. (When the City of Medford's Transportation System Plan (TSP) is adopted, a demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.) Where applicable, the proposed zone shall also be consistent with the additional locational standards of the below sections (1)(a), (1)(b), (1)(c), or (1)(d). Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria below.

(a) For zone changes to SFR-2, the zoning shall be approved under either of the following circumstances: (i) if at least 70 percent of the area proposed to be rezoned exceeds a slope of 15%, (ii) if other environmental constraints, such as soils, geology, wetlands, and flooding, restrict the capacity of the land to support higher densities.

(b) For zone changes to SFR-6 or SFR-10 where the permitted density is proposed to increase, one of the following conditions must exist: (i) At least one parcel that abuts the subject property is zoned the same as the proposed zone, either SFR-6 or SFR-10 respectively; or (ii) The area to be rezoned is five (5) acres or larger; or (iii) The subject property, and any abutting parcel(s) that is(are) in the same General Land Use Plan Map designation and is(are) vacant, when combined, total at least five (5) acres.

(c) For zone changes to any commercial zoning district, the following criteria shall be met for the applicable zoning sought: (i) The overall area of the C-N zoning district shall be three (3) acres or less in size and within, or abutting on at least one boundary, residential zoning. In determining the overall area, all abutting property(s) zoned C-N shall be included in the size of the district. (ii) The overall area of the C-C zoning district shall be over three (3) acres in size and shall front upon a collector or arterial street or state highway. In determining the overall area, all abutting property(s) zoned C-C shall be included in the size of the district. (iii) The overall area of the C-R zoning district shall be over three (3) acres in size, shall front upon an arterial street or state highway, and shall be in a centralized location that does not otherwise constitute a neighborhood shopping center or portion thereof. In determining the overall area, all abutting property(s) zoned C-R shall be included in the size of the district. The C-R zone is ordinarily considered to be unsuitable if abutting any residential zones, unless the applicant can show it would be suitable pursuant to (1)(e) below. (iv) The C-H zone shall front upon an arterial street or state highway. The C-H zone may abut the General Industrial (I-G), Light Industrial (I-L), and/or any commercial zone. The C-H zone is ordinarily considered to be unsuitable if abutting any residential and I-H zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.

(d) For zone changes to any industrial zoning district, the following criteria shall be met for the applicable zoning sought: (i) The I-L zone may abut residential and commercial zones, and the General Industrial (I-G) zone. The I-L zone is ordinarily considered to be unsuitable when abutting the Heavy Industrial (I-H) zone, unless the applicant can show it would be suitable pursuant to (1)(e) below. (ii) The I-G zone may abut the Heavy Commercial (C-H), Light Industrial (I-L), and the Heavy Industrial (I-H) zones. The I-G zone is ordinarily considered to be unsuitable when abutting the other commercial and residential zones, unless the applicant can show it would be suitable pursuant to (1)(e) below. (iii) The I-H zone may abut the General Industrial (I-G) zone. The I-H zone is ordinarily considered to be unsuitable when abutting other zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.

(e) For purposes of (1)(c) and (1)(d) above, a zone change may be found to be "suitable" where compliance is demonstrated with one or more of the following criteria: (i) The subject property has been sited on the General Land Use Plan Map with a GLUP Map designation that allows for only one zone; (ii) At least 50% of the subject property's boundaries abut zones that are expressly allowed under the criteria in (1)(c) or (1)(d) above; (iii) At least 50% of the subject property's

boundaries abut properties that contain one or more existing uses which are permitted or conditional uses in the zone sought by the applicant, regardless of whether the abutting properties are actually zoned for such existing uses; or (iv) Notwithstanding the definition of "abutting" in MLDC 10.012 and for purposes of determining suitability under Section (1) (e), the subject property is separated from the "unsuitable" zone by a public right-of-way of at least 60 feet in width.

(2) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in the MLDC and Goal 3, Policy 1 of the Comprehensive Plan "Public Facilities Element."

(a) Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.

(b) Adequate streets and street capacity must be provided in one of the following ways: (i) Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or (ii) Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or (iii) If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make the street adequate are fully funded. A street project is deemed to be fully funded when one of the following occurs: (a) the project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or (b) when an applicant funds the improvement through a reimbursement district pursuant to the MLDC. The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits. (iv) When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.

(c) In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition

of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction or covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following: (i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards, (ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule, (iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

Criteria

(1) The proposed zone is consistent with the Oregon Transportation Planning Rule (OAR 660) and the General Land Use Plan Map designation. (When the City of Medford's Transportation System Plan (TSP) is adopted, a demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.) Where applicable, the proposed zone shall also be consistent with the additional locational standards of the below sections (1)(a), (1)(b), (1)(c), or (1)(d). Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria below.

Findings - Oregon Transportation Rule

The proposed zone must be consistent with the Oregon Transportation Rule (OAR 660 Division 12). OAR 660 is designed to assure local agencies comply with State goals and regulations regarding transportation issues and provides an explanation to local agencies to demonstrate compliance with a Transportation System Plan (TSP).

"Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP"

The City of Medford has adopted TSP for the area. The TSP requires consideration of all modes of transportation including rapid transit, air, water, rail, highway, bicycle, and pedestrian.

A review of the Property determines water and rail transportation are not available. The Property takes access for the current single family development from Harbrooke Road.

Harbrooke Road is classified as a minor residential street with a requirement for a 55 foot right of way. Currently, the Harbrooke Road right of way is 60 feet in width at the site.

Harbrooke Road is currently unimproved to city standards at the site. The existing road has a paved section which complied with County Road standards when improved. The existing road does not provide curb, gutter, sidewalks or bicycle lanes.

The site is within the SE Plan Transit Oriented District (TOD) however there are currently no transit routes available from Rogue Valley Transportation District (RVTD). RVTD does not currently serve this area of south east Medford. Discussions with RVTD during the development of the PUD application consolidated with this zone change, indicated future routes serving this area, and this site specifically, are proposed and will be designed when the demand and facilities exists.

The PUD application consolidated with this application will develop a segment of Stanford Avenue, a major collector classification per the TSP. The applicant coordinated with RVTD and will provide a transit stop within the proposed development. The transit stop will provide a future Stanford southbound route through the site.

The development of the PUD consolidated with this zone change application will improve opportunities for pedestrian and bicycle transportation. Stanford Avenue at the site is a major collector street. Stanford Avenue bisects the SE Plan area running predominately north south and connects the Commercial Core with extensive existing and proposed residential and institutional development south of the site. The Stanford Avenue street section will include a sidewalk and bicycle lane on each side of the street.

The Generations PUD application consolidated with this zone change application proposes a roundabout at the intersection of Stanford Avenue and Harbrooke Road. This roundabout is a necessary facility to provide a safe east west pedestrian crossing of Stanford Avenue. The Traffic Impact Analysis (TIA) submitted with this zone change includes a recommendation supporting the proposed roundabout as follows.

"When comparing all of the benefits of a roundabout and stop-controlled intersection, a roundabout is shown to be the best option at the planned intersection of Harbrooke Road & Stanford Avenue. A roundabout is shown to perform better in terms of safety than any other intersection form. It is the recommended traffic control for the planned intersection of Harbrooke Road & Stanford Avenue."

The Applicant presented the site design to the City of Medford's Bicycle and Pedestrian Advisory Committee for review and comment and incorporated their recommendations in the design, and the committee provided a recommendation to be presented to the Planning Commission supporting the roundabout facility.

The Generations PUD application also proposes the westerly termination, and first segment, of the G4 greenway providing a pedestrian and bicycle link to the proposed

public park east of the subject property.

Connection to Interstate 5 is 2.5 miles from the subject site. Rogue Valley International Airport is 6.5 miles from the Property.

Findings - General Land Use Plan Map Designation

"The proposed zone is consistent with the Oregon Transportation Rule (OAR 660) and the General Land Use Plan Map Designation"

The subject property is within the area designated as the Village Center, the hatched area on the and the plan map indicates two land use subareas, #13, with a UMDR General Land Use Plan Map (GLUP) designation with the corresponding MFR-15 zoning district MFR-15, and subarea 14 with the UHDR GLUP designation and the corresponding MFR-20 to MFR 30 zoning.

This application requests a zone change of the six acre parcel from SFR-00 to 5 acres of MFR 15, and 1 acre of MFR 20 to be consistent with the SE Plan Map. This request can be found to be appropriate and consistent with the GLUP designation.

The subject property is located in the SE overlay area and the SE Plan Map determines the locational standards for this application.

Conclusions, Oregon Transportation Planning Rule - General Land Use Plan Map Designation

The Planning Commission can conclude the requested zone change is consistent with the Oregon Transportation Planning Rule as all modes of transportation have been considered in this application.

The Planning Commission can also conclude the requested zone change is consistent with the SE overlay land use map with the MFR-15 and MFR 20 zoning districts as the requested zoning districts.

The Planning Commission can conclude the requested zone change is located in an area plan that requires a specific zone, and the requirements of the plan, take precedence over the remaining locational standards of MLDC 10.227.

Criteria

(2) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in the MLDC and Goal 3, Policy 1 of the Comprehensive Plan "Public Facilities Element."

(a) Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.

(b) Adequate streets and street capacity must be provided in one of the following ways: (i) Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or (ii) Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or (iii) If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make the street adequate are fully funded. A street project is deemed to be fully funded when one of the following occurs: (a) the project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or (b) when an applicant funds the improvement through a reimbursement district pursuant to the MLDC. The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits. (iv) When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.

(c) In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction or covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following: (i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards, (ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule, (iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

Finding of Fact

The Generations PUD application consolidated with this zone change application provides the intensity of uses proposed with the application. The analysis for each Category A urban facility, Sanitary Sewer, Storm Drainage, Water and Street capacity are provided as proposed with the PUD application.

Sanitary Sewer

The applicant participated in a pre application conference on January 8, 2008. The Public Works Department provided the following comments regarding sanitary sewer capacity.

1. Sanitary Services:

A. Currently serviced by:

This site is within the City of Medford sewer service area. The developer is required to perform an analysis of the existing down stream sanitary sewer system to show that it has capacity for this development. Downstream sanitary sewer capacity shall be demonstrated before this application goes to the Planning Commission.

The applicant's Civil Engineer has prepared and has provided the required sanitary sewer analysis to the Public Works Department for review. At the time of submittal of this application, the results of the Public Works Department review is pending.

Storm Sewer

As noted above in the Sanitary Sewer section, the applicant participated in a pre application conference on January 8, 2008. The Public Works Department provided the following comments regarding storm sewer capacity.

3. Drainage:

This site lies within the Larson Creek Drainage Basin. The City's current Drainage Master Plan indicates improvements are required in the downstream storm drainage system to meet current design standards for this basin. As a zone change is not allowable without adequate storm drain facilities, the following criteria must be met prior to issuance of a development permit or a building permit for vertical construction:

- a) An engineer registered in the State of Oregon shall prepare a report which includes testing, plans and calculations necessary to demonstrate a controlled storm water release of no more than 0.25 C.F.S. per acre of development for the 10-year storm. The report shall be submitted to the City of Medford Engineering Division for review and approval.*

The applicant's Civil Engineer has prepared a preliminary grading and drainage plan for submittal with this zone change and Preliminary PUD application. The applicant and the applicant's Civil Engineer understand the requirements in a above, and the development has been developed with the controlled storm release requirement in place.

The applicant will provide a report which includes testing, plans and calculations necessary to demonstrate a controlled storm water release of no more than 0.25 C.F.S. per acre of development for the 10-year storm. The report shall be submitted to the City of Medford Engineering Division for review and approval.

Water

As noted above in the Sanitary Sewer section, the applicant participated in a pre application conference on January 8, 2008. According to the Civil Engineer for the project, there is a 12" waterline in Harbrooke Road approximately 350 feet west of the subject property.

Water supply from the Medford Water Commission is adequate to meet the needs of the region. This is based on a service population of 100,000 persons with a present maximum daily consumption of 50 million gallons daily (summer months) and 20 million gallons daily (winter months). The present system has a capacity of 56.4 million gallons of treated gallons per day and 91 million untreated gallons per day. Water is provided from Big Butte Springs. The Rogue Treatment Plant provides water for the summer month's consumption.

Streets

As noted above in the Sanitary Sewer section, the applicant participated in a pre application conference on January 8, 2008. Public Works provided the following comments regarding the public streets in the project, and those recommendations are included in the design of the proposed PUD.

b. IMPROVEMENTS

i. Public Streets

The section of Stanford Avenue, through this development, shall be improved to Major Collector Street Standards with a 44-foot wide paved section, (designed to the City of Medford Standards), complete with curbs, gutters, 10-foot wide park strips and 5-foot wide sidewalks, including street lights.

The City assesses System Development Charges (SDCs) to help pay for construction of additional Arterial & Collector Street capacity required as a result of new development. SDC calculations are based on representative trip generation rates for developments of a particular type. SDC's assess costs to a new development based on the representative proportionate impact (i.e. new trips generated).

The developer shall receive S.S.D.C. (Street System Development Charge) credits for the public improvements on Stanford Avenue per the value established by the Medford Municipal Code, Section 3.815.

The section of Harbrooke road that is along the south side of this proposed development shall be improved to Minor Residential Street standards with a 28-foot wide paved section, complete with curbs, gutters, 8-foot park strips, 5-foot sidewalks and street lights. The developer shall improve the north half plus 12-feet south of the centerline or to the edge of the existing pavement, which ever is greater.

The section of Harbrooke Road that the developer proposes to swing northerly to intersect with Stanford Avenue shall be improved to Minor Residential Street standards with a 28-foot wide paved section, complete with curbs, gutters, 8-foot park strips, 5-foot sidewalks and street lights.

The public street shown at the northwest side of this site will be an extension of Ashford Way, an approved street westerly of this site. The developer shall improve Ashford Way to Minor Residential Street standards with a 28-foot wide paved section, complete with curbs, gutters, 8-foot park strips, 5-foot sidewalks and street lights.

The benefits to this proposed development of these public right-of-way improvements include: providing access and transportation connections at urban level of service standards to the City's street network system, on street parking, improved connectivity reducing the length of all modes of trips generated, decreased emergency response times, benefits from using right-of-way to provide public utility services, and City maintenance of the improved street. In addition, it provides using traffic impact based on the traffic generated by the traffic impact analysis required by the zone change.

ii. Private Streets

Rita Way is proposed to be a private drive and shall be constructed to City of Medford Standards. The two intersections proposed with Stanford Avenue shall be separated a minimum of 200-feet. This private street shall be maintained by the property owners association.

It is proposed as a one way street. If the round-a-bout is constructed, the one way travel shall be in a counter-clockwise direction.

iii. Access

No lots shall have direct vehicle access to Stanford Avenue or Garfield Street. A note shall be placed on the Final Plat that states this access restriction.

The City of Medford requires a Traffic Impact Analysis (TIA) for any zone change with a project increase of 250 Average Daily Trips or more. The proposed PUD consolidated with this zone change application is proposed to generate a total of 860 ADT, therefore a TIA is required, and is submitted for Staff review with this application.

The trip generation analysis provided in the TIA is excerpted below.

Trip Generation

Trip generation calculations for the proposed Generations PUD were prepared utilizing the Institute of Transportation Engineers Trip Generation, Seventh Edition. Rates were used for land use codes 220 (Apartments), 565 (Daycare), 710 (General Office), and 720 (Medical/Dental Office). Refer to Appendix E for supporting data.

Trip generations are summarized in the following Table 8.

Table 8 – Generations PUD Trip Generations						
Land Use	Size	ITE Code	Daily Trips	P.M. Peak Hour		
				Total	In	Out
Apartments	82 units	220	551	51	33	18
Daycare Facility	50 children	565	224	41	19	22
General Office	4.85 SF	710	131	7	1	6
Professional Office	1.39 SF	720	50	5	1	4
Total			956	104	54	50
TOD discount	10%	NA	-96	-10	-5	-5
Net Trips			860	94	49	45

It should be noted, the MLDC provides a 10% traffic impact credit for mixed use developments in an approved TOD to promote mixed use developments, and the impact credit is reflected in the total trip generation for the development. The Public Works Staff will review and comment on the TIA.

Summary and Conclusion Zone Change Criteria

The Planning Commission can conclude the requested zone change is consistent with the Oregon Transportation Planning Rule as all modes of transportation have been considered in this application.

The Planning Commission can also conclude the requested zone change is consistent with the SE overlay land use map with the MFR-15 and MFR 20 zoning districts as the requested zoning districts.

The Planning Commission can conclude the requested zone change is located in an area plan that requires a specific zone, and the requirements of the plan, take precedence over the remaining locational standards of MLDC 10.227.

The Planning Commission can conclude the Applicant demonstrated that Category A urban services and facilities are available or can and will be provided, as described in the Medford Land Development Code, to adequately serve the subject property with the permitted uses allowed under the proposed MFR-15 and MFR-20 zoning districts.

Application Summary and Conclusion:

The Planning Commission can conclude this application is consistent with all relative sections on the MLDC necessary to approve the proposed PUD application.

The Generations PUD preserves an important natural feature of the land, as the proposed PUD creates the first segment of the City of Medford's proposed G4 greenway, the connection of pedestrian and bicycle facilities from Stanford Avenue to the future public park east of the site. The development of the PUD will enhance the natural feature through appropriate landscaping and will protect the feature through public dedication upon completion of the greenway improvements.

The Generations PUD proposes a mixture of residential and commercial uses. The Stanford Avenue frontage is proposed to create an active urban mixed use streetscape in this area designated as the Village Center of the Southeast Plan Area. The mixed uses proposed with this application not only provide services for any residents of this vicinity, but these uses will provide employment opportunities, many of which will be filled with residents of this development.

The Generations PUD proposed a mixture of housing types. The residential units located on the Stanford Avenue frontage are mixed use apartment units and the dwelling units with access from Rita's way are more typically associated as town house style dwellings.

The Generations PUD provides a significant portion of the development as open space, common areas and common elements. These amenities are both indoor and outdoor, and are designed to provide spaces for neighbors to interact and engage each other. The corporate ownership of the development is responsible for the perpetual care and maintenance of all facilities which will provide onsite employment opportunities for the residents of this development.

The Development is located in the SE Plan overlay area, and a the MLDC requires the proposal to be Planned Unit Development, but don't get me wrong, we love PUDs, and we were able to be more creative and imaginative with this development than if we had to comply with the strict application of the MLDC...

The proposed PUD identifies, describes, and requests modifications from the strict application of the MLDC. The requested modifications are few, and are appropriate for their intended uses and are necessary for the design and implementation of the development. The requested modifications will not impair the form, safety or function of the development.

The proposed PUD is not in an area affected by a construction moratorium, a public facilities strategy, or a limited service area.

The Generations PUD provides a thoughtful design incorporating a significant commitment to common areas and common elements. The purpose of these amenities it to provide a

desirable space for residents to gather and engage each other, in other words, foster a neighborhood.

The requested zone change is consistent with the SE Plan Overlay and consistent with the Oregon Transportation Planning Rule and the Category A facilities are already available or can be made available with this development.


The Generations PUD proposes mixed uses as desired with the PUD sections of the MLDC and the objectives of the Southeast Plan Area, specifically, the Village Center.

The proposed PUD would be the first private development in the Village Center and the intent of this development is to clearly identify and establish the Village Center as a Gateway from the residential areas south of the property to the commercial core, the hub of the SE Plan Area.

From the functional and symbolic gateway provided by the proposed roundabout to the urban, mixed use street frontage proposed for Stanford Avenue, the proposed PUD fulfills the objective envisioned for the SE Plan Area.

On behalf of the design team, and the applicant, I respectfully request the approval of the proposed Generation, an Intergenerational Community, Planned Unit Development.

Regards,


Scott Sinner President,
Scott Sinner Consulting, Inc.

Carly A. Meske

From: Scott Sinner [scottsinner@yahoo.com]
Sent: Monday, July 07, 2008 3:03 PM
To: Carly A. Meske
Subject: Rita's Way Generations PUD

RECEIVED
JUL 07 2008
PLANNING DEPT.

7/7/08

Carly,

I would like to request a review of the private street name of "Generations Place" to replace the private street name "Rita's Way" for City review.

I have researched the name in the Jackson County Database and do not see a conflict.

Please forward the request to Paula's replacement for review.

Thank you.

Scott

Scott Sinner Consulting, Inc.
Land Use Planning, Conservation Consulting
4401 San Juan Drive Suite G
Medford, Oregon 97504
541-772-1494 Phone and Fax
541-601-0917 Cell
scottsinner@yahoo.com

CITY OF MEDFORD
EXHIBIT # N 3/4
File # PU-08-068
20-08-069

7/7/2008

77

Carly A. Meske

From: Scott Sinner [scottsinner@yahoo.com]
Sent: Monday, July 07, 2008 2:56 PM
To: Carly A. Meske
Cc: 'scott palmer'
Subject: Generations PUD

RECEIVED
JUL 07 2008
PLANNING DEPT.

Carly,

I would like to confirm our conversation today regarding the Generations PUD. The PUD as submitted included 82 dwelling units in the application. Two of those dwelling units were 1 bedroom studios on the ground floor of Building B. It has been determined a better solution is to convert the two dwelling units into one 1 bedroom dwelling unit.

The PUD is now 81 dwelling units instead of 82.

We are in the process of completing our SPAC submittal and those documents will show the revisions.

Thank you.

Scott

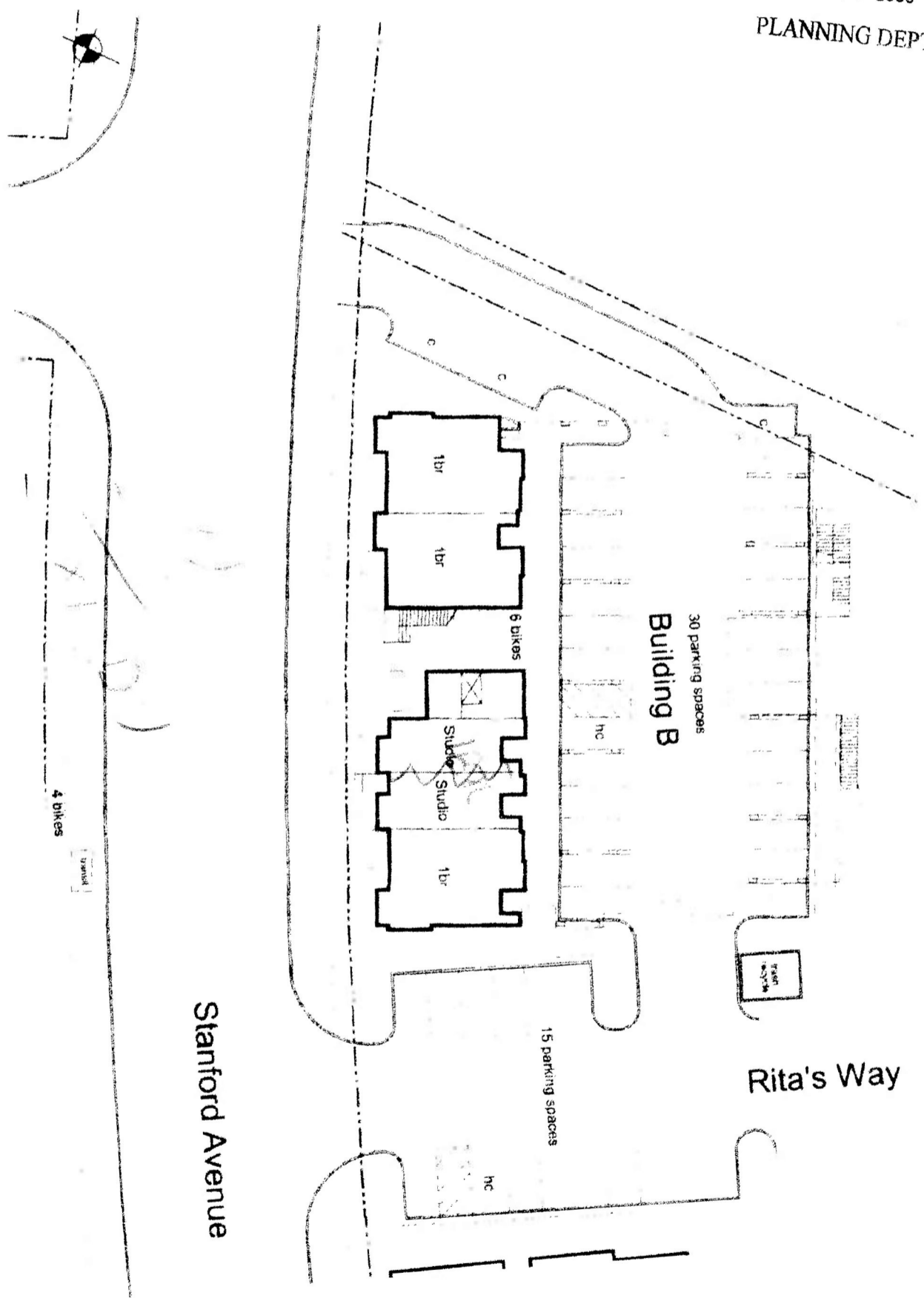
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scottsinner@yahoo.com

CITY OF MEDFORD
EXHIBIT # N4/4
File # PUD-08-068
2C-08-069

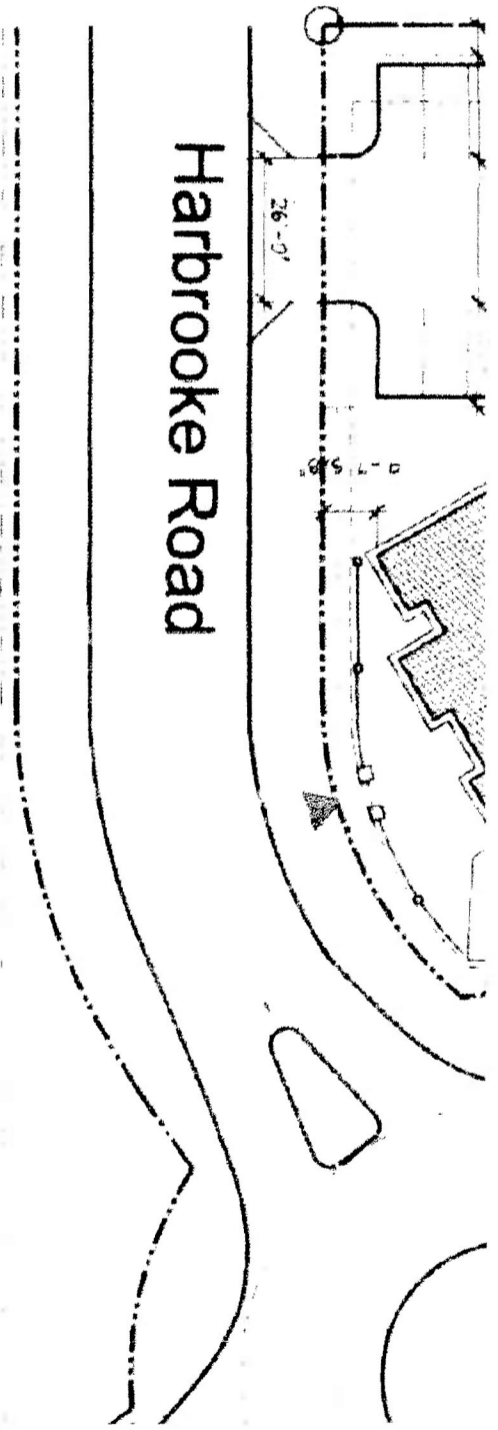
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PROJECT INFORMATION

ADDRESS: 3885 HARBROOKE ROAD MEDFORD, OR
 ZONING: 371W34 T11000
 MFR-15 PROPOSED
 SITE AREA: 261,506 SQ. FT. - 6 ACRES
 UNIT TYPES: 82 TOTAL UNITS
 TOTAL PROJECT BUILDING SQUARE FOOTAGE: 96,166 GSF
 PARKING - 138 TOTAL SPACES PROVIDED: 5 HC @ 9' x 19',
 10 Compact @ 8' x 16', 123 Standard @ 8' x 19'

AREA CALCULATIONS

1 LOT SIZE	261,506 SF/6 ACRES
2 BUILDINGS	80,428 SF
3 TOTAL PUBLIC ROW DEDICATION	41,854 SF
4 TOTAL PRIVATE PARKING AND MANEUVERING	14,253 SF
5 TOTAL COMMON ELEMENTS	261,506 SF LOT SIZE 41,854 SF ROW 44,253 SF PARKING & MAN 80,428 SF BUILDINGS
TOTAL	1,080,973 SF COMMUNITY SPAC IN BUILDINGS
6 TOTAL LANDSCAPED AREA	125,573 SF
	10,800 SF INDOOR COMMUN
	144,973 SF

Generations PUD, an Intergenerational Community

Traffic Impact Analysis

May 19, 2008

Prepared By:

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC



RENEWAL DATE 12/31/08

CITY OF MEDFORD
EXHIBIT # 0
File # PUD-08-068
20-08-069

I. EXECUTIVE SUMMARY

Summary

Southern Oregon Transportation Engineering prepared a traffic impact analysis for the proposed Generations Planned Unit Development (PUD), an Intergenerational Community. The proposed PUD is located east of North Phoenix Road at the terminus of Harbrooke Road on Township 37S Range 1W Section 34, tax lot 1000 in Medford, Oregon.

Access to the site will be from Stanford Avenue. Stanford Avenue exists from Hillcrest Road to Calle Vista under year 2008 conditions. It is planned to extend from Calle Vista to Coal Mine Road as part of the Southeast Plan in the future and will bisect the proposed development at that time. The extension of Stanford Avenue is a planned transportation system improvement for the City of Medford under their medium range (yr 2009-yr 2013) projects and is listed as a high priority TSM/Economic Development. The property directly north of the proposed Generations PUD is expected to develop by the year 2010, however, and construction of the portion of Stanford Avenue from Barnett Road to the proposed Generation's northern boundary is anticipated at that time. Based on this, it is estimated in this analysis that Stanford Avenue will be constructed from Barnett Road to the proposed northern property boundary of the site by the build year 2010.

The site is currently zoned City SFR-00 and has one existing single family dwelling unit occupying it. The applicant proposes to tear down the existing dwelling unit and develop a Planned Unit Development (PUD). A zone change to MFR-15 is required for the proposed development. The site is currently estimated to generate 1 trip during the P.M. peak hour. The proposed project is estimated to generate 104 trips during the P.M. peak hour. The net increase in trips to the transportation system is 103 P.M. peak hour trips. Access to the site will be from the planned Stanford Avenue and Harbrooke Road.

The traffic analysis evaluated the impacts of the PUD on the surrounding transportation system during the P.M. peak hour, which is shown to be the peak hour of the day in this area. Analysis scenarios include an existing year 2008, year 2010 no build, and year 2010 build to meet the requirements of the City of Medford. Jackson County will be reviewing the impacts along North Phoenix Road north and south of Harbrooke Road. The Oregon Department of Transportation (ODOT) was noticed and had no concerns regarding the zone change application.

DATE: July 7, 2008

Revised August 21, 2008 per Planning Commission Hearing

NO.: P.U.D. 08-068

Z.C. 08-069

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**PUBLIC WORKS DEPARTMENT STAFF REPORT
GENERATIONS P.U.D.**

Terminus of Harbrooke Road, proposed zone change and P.U.D.

NOTE: Items B – E Shall be Completed and Accepted Prior to obtaining a Building Permit

A. ZONE CHANGE

1. Sanitary Services:

A. Currently serviced by:

This site is within the City of Medford sewer service area. The developer performed an analysis of the existing down stream sanitary sewer system to verify it has capacity for this development.

The City has reviewed the sanitary sewer study prepared for Generations PUD by Construction Engineering Consultants dated August, 4, 2008. The study shows that one section of downstream sanitary sewer pipe will not have capacity for this development. To allow a Zone Change we need to have adequate capacity in the sanitary sewer system. 228 feet of 8" pipe in State Street will need to be upsized to carry additional flows from the proposed development. The section of failing pipe runs from the intersection of State Street and Olympic Avenue to approximately 220 feet east of this intersection. The Sanitary Sewer Master Plan calls for a 12" pipe to meet our build-out conditions. If this section was improved by this development, then sufficient capacity exists in the system for this Zone Change to occur.

2. Streets:

A. Current condition of nearest streets:

Harbrooke Road, designated as Minor Residential Street, is paved without curbs and gutters along a portion of the frontage of this site.

B. Who has maintenance responsibilities: Jackson County

C: Transportation analysis for potential impacts to the surrounding street system is stated below:

Land Development Code Section 10.461 governs traffic impact analyses (TIA) required to

CITY OF MEDFORD
EXHIBIT # P-2
PUD-08-068
ZC-08-069

determine development impacts on the street system. The proposed zone change from SFR-00 (Single-Family Residential – 1 unit per lot) to City MFR-15 (Multi-Family Residential – 15 units per acre) on 5 acres (5.16 gross acres) has the potential to develop up to 77 MFR dwelling units or generate 517 average daily trips (ADT) and a proposed zone change from SFR-00 (Single-Family Residential – 1 unit per lot) to City MFR-20 (Multi-Family Residential – 15 units per acre) on 1 acre (1.00 gross acres) has the potential to develop up to 20 MFR dwelling units or generate 134 average daily trips (ADT). The net increase in ADT to the transportation system is 632 ADT. Based on this and code sections 10.460 and 10.461, a traffic impact analysis (TIA) will be required. Based on the site plan, a round-a-bout is proposed at the proposed intersection of Harbrooke Road and Stanford Avenue. The traffic study will need to justify the round-a-bout before the Public Works Department can support it.

The traffic study was submitted by Southern Oregon Transportation Engineering, LLC on May 19, 2008. The study is in the review process.

Public Works submitted a Revised Recommendation, dated August 11, 2008, to the Planning Commission based on the Generation PUD TIA. In the recommendation and in testimony at the hearing, Public Works did not support the construction of the roundabout based on the following criteria:

1. The intersection does not meet any warrants, for a traffic signal, four-way stop, or modern roundabout.
2. Placing a roundabout at an intersection just because the inherent design of a roundabout makes them safer for pedestrians, even though they are not warranted, may be setting a precedent the City may have difficulty prohibiting future roundabouts at unwarranted intersections.
3. The cost to the public to maintain an unwarranted roundabout is significantly more than a standard intersection.

After hearing testimony from the staff and applicant, the Planning Commission approved the project with the roundabout.

As the City's road authority, the Public Works Director, after reviewing the record, can't support the decision to construct an unwarranted traffic control device. Placing an unwarranted traffic control device, including a roundabout, at an intersection may reduce safety at the specific location and the transportation system in general. The Public Works Director would like this decision to be reconsidered by the Planning Commission on the above basis. The municipal code does not allow Public Works to approve plans for a modern roundabout at this location. Public Works would support a standard intersection at Stanford Avenue and Harbrooke Road.

At the time of development of this site the City of Medford will, in conjunction with Jackson County, address access issues and right-of-way dedication and improvements along the Harbrooke Road frontage of this proposed zone change.

3. Drainage:

This site lies within the Larson Creek Drainage Basin. The City's current Drainage Master Plan indicates improvements are required in the downstream storm drainage system to meet

current design standards for this basin. As a zone change is not allowable without adequate storm drain facilities, the following criteria must be met prior to issuance of a development permit or a building permit for vertical construction:

a) An engineer registered in the State of Oregon shall prepare a report which includes testing, plans and calculations necessary to demonstrate a controlled storm water release of no more than 0.25 C.F.S. per acre of development for the 10-year storm. The report shall be submitted to the City of Medford Engineering Division for review and approval.

B. STREETS

a. DEDICATIONS

The proposed alignment of Stanford Avenue is acceptable to the Public Works Department as it closely reflects the alignment shown in the Southeast Village Center TOD.

The Developer shall dedicate to the public a 74-foot wide right-of-way for the portion of Stanford Avenue, a Major Collector Street, which will go through this site. The developer shall also provide 10-foot wide Public Utility Easements (PUE) adjacent to the new right-of-way lines. If the proposed round-a-bout is approved then right-of-way will be determined by the city Engineer based on federal design standards for "modern round-a-bouts".

The City assesses System Development Charges (SDCs) to help pay for acquisition of right-of-way and construction of additional Arterial & Collector Street capacity required as a result of new development. SDC calculations are based on representative trip generation rates for developments of a particular type. SDC's assess costs to a new development based on the representative proportionate impact (i.e. new trips generated).

The Developer shall receive S.S.D.C. (Street System Development Charge) credits for the public right-of-way dedications for Stanford Street, per the value established by the Medford Municipal Code, Section 3.815.

If the round-a-bout is approved, the additional right-of-way required will not be eligible for S.S.D.C. credits.

Should the developer elect to have the value of the S.S.D.C. credits determined by an appraisal, a letter to that effect must be submitted to the City Engineer within 60 calendar days of the date of the Final Order by the Planning Commission. The City will then select an appraiser and a deposit will be required as stated in Section 3.815.

The developer shall dedicate to the public a 2.5-foot wide strip of right-of-way on the north side where the Harbrooke Road frontage runs along the south side of this proposed development. This section will then comply with the half width of right-of-way for a Minor Residential Street, which is 27.5-feet. The developer shall also provide a 10-foot wide Public Utility Easement (PUE) adjacent to the new right-of-way line.

The section of Harbrooke Road that the developer proposes to swing northerly to intersect with Stanford Avenue, the developer shall dedicate to the public 55-feet of right-of-way for the full section of Harbrooke Road, a Minor Residential Street, within this development. The centerline radius shall be a minimum of 100-feet. The developer shall also provide 10-foot wide Public Utility Easements (PUE) adjacent to the new right-of-way lines.

The public street shown at the northwest side of this site will be an extension of Ashford Way, an approved street westerly of this site. The developer shall dedicate to the public 55-feet of right-of-way for the full section of Ashford Way, a Minor Residential Street, within this development. The developer shall also provide 10-foot wide Public Utility Easements (PUE) adjacent to the new right-of-way lines.

Local street right-of-way dedication and construction requirements identified by the Public Works Department and required by the City are the minimum required to protect the public interest and are necessary for additional or densification of development in the City without detracting from the common good enjoyed by existing properties. Developments are required to provide all internal local streets and half-street improvements to abutting streets, including associated right-of-way dedications, to ensure that new development and density intensification provides the current level of urban services and adequate street circulation is maintained.

The benefits of the rights-of-way dedication for the development of this site include: providing access and transportation connections at urban level of service standards, on-street parking, decreased emergency response times, benefits from using right-of-way to provide utility services, the additional traffic that is being generated by this proposed PUD and the necessity to provide connections for all modes of trips generated.

b. IMPROVEMENTS

i. Public Streets

The section of Stanford Avenue, through this development, shall be improved to Major Collector Street Standards with a 44-foot wide paved section, (designed to the City of Medford Standards), complete with curbs, gutters, 10-foot wide park strips and 5-foot wide sidewalks, including street lights.

The City assesses System Development Charges (SDCs) to help pay for construction of additional Arterial & Collector Street capacity required as a result of new development. SDC calculations are based on representative trip generation rates for developments of a particular type. SDC's assess costs to a new development based on the representative proportionate impact (i.e. new trips generated).

The developer shall receive S.S.D.C. (Street System Development Charge) credits for the public improvements on Stanford Avenue per the value established by the Medford Municipal Code, Section 3.815.

The section of Harbrooke road that is along the south side of this proposed development shall be improved to Minor Residential Street standards with a 28-foot wide paved section, complete with curbs, gutters, 8-foot park strips, 5-foot sidewalks and street lights. The developer shall improve the north half plus 12-feet south of the centerline or to the edge of the existing pavement, which ever is greater.

The section of Harbrooke Road that the developer proposes to swing northerly to intersect with Stanford Avenue shall be improved to Minor Residential Street standards with a 28-foot wide paved section, complete with curbs, gutters, 8-foot park strips, 5-foot sidewalks and street lights.

The public street shown at the northwest side of this site will be an extension of Ashford Way, an approved street westerly of this site. The developer shall improve Ashford Way to Minor Residential Street standards with a 28-foot wide paved section, complete with curbs, gutters, 8-foot park strips, 5-foot sidewalks and street lights.

The benefits to this proposed development of these public right-of-way improvements include: providing access and transportation connections at urban level of service standards to the City's street network system, on street parking, improved connectivity reducing the length of all modes of trips generated, decreased emergency response times, benefits from using right-of-way to provide public utility services, and City maintenance of the improved street. In addition, it provides using traffic impact based on the traffic generated by the traffic impact analysis required by the zone change.

ii. Private Streets

Rita Way is proposed to be a private drive and shall be constructed to City of Medford Standards. The two intersections proposed with Stanford Avenue shall be separated a minimum of 200-feet. This private street shall be maintained by the property owner..

It is proposed as a one way street. If the round-a-bout is constructed, the one way travel shall be in a counter-clockwise direction.

iii. Access

No lots shall have direct vehicle access to Stanford Avenue. A note shall be placed on the Final Plat that states this access restriction.

ii. Lighting and signing

All street lights and signing for public streets shall be installed to City of Medford specifications. The following street lighting and signing installations will be required:

1. Traffic Signs and Devices - City Installed
 - A. 2 – street name signs
 - B. 1 – stop sign
 - C. 1 – dead end sign

D. 3 – dead end barricades

The developer shall provide and install street name signs and stop signs at the intersections of the private street with the public street. These signs shall be maintained by the property owner..

2. Street Lighting - Developer Provided & Installed

A. 1 – 100W street light

B. 4 – 250W street lights with base mounted cabinets on Stanford Avenue.

Pedestrian street lights required in the S-E Overlay District shall be constructed at 160-foot intervals on both sides of the streets. Base mounted cabinets shall be installed to serve the pedestrian lights. The pedestrian lights shall be designed by an engineer per City of Medford Specifications and shall be submitted to the Engineering Division as part of the public improvement drawings.

The pedestrian street lights shall be maintained by the property owner..

All street lights shall be operating and turned on at the time of the final “walk through” inspection by the Public Works Department.

C. SANITARY SEWERS

This site lies within the City of Medford sewer service area. A sanitary sewer lateral shall be constructed to each building.. There is an 8" sanitary sewer main located in Harbrooke Road west of this site. The sanitary sewer main in Harbrooke Road shall be extended to the north end of Stanford Avenue thru this proposed development.

The developer shall also extend the public sanitary sewer main to the east property line, in a 15-foot easement, to serve the properties to the east of this site. All manholes shall have paved access.

The developer shall provide an access and maintenance easement to the City of Medford Public Works Department on the Final Plat, for maintenance of the 8" public sanitary sewer main which will be located in Rita Way.

The downstream sanitary sewer, on State Street, that was identified in the sewer study for the zone change will need to be upsized to a 12 diameter pipe in accordance with the Sanitary Sewer Master Plan.

D. STORM DRAINAGE

a. Hydrology

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

shall be submitted with the public improvement plans for approval by the Engineering Division.

A tributary of Larson Creek flows thru the southeast corner of this project. If this drainage remains open, the development shall maintain a 25-foot setback from the flow line of the drainage. If this section is enclosed in a pipe, the pipe shall be adequately sized to convey flows, to City Standards.

b. Detention

This site lies within the Larson Creek Drainage Basin. A drainage plan which shows a controlled storm water release of no more than 0.25 C.F.S. for the 10 year storm per acre of development shall be prepared by an engineer, registered in the State of Oregon, and submitted to the Engineering Division for approval. The drainage plan shall show the entire project site with sufficient spot elevations to determine direction of runoff to the proposed drainage system, as well as elevations on the drainage system. Requirements are per Comprehensive Medford Area Drainage Master Plan as adopted by the Medford City Council in 1995. Upon completion of the project, the Developer's Professional Engineer shall certify that the construction of the drainage system was in close conformance with his plan. The storm drainage detention for the private portion of this development shall be privately maintained. The storm drainage detention for Stanford Avenue and Harbrooke Road shall be separate and publicly maintained.

c. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed PUD will be submitted with the public improvement plans for approval. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

d. Mains and Laterals

All roof drains and foundation drains shall be connected directly to a storm drain system. A storm drain lateral shall be constructed to each Building.

All public storm drain mains shall be located in paved public streets, or in easements with 12-foot wide paved access. All manholes shall have paved access.

e. Easements

Easements shall be provided for public sanitary sewer and storm drain mains that are outside of the public right of way.

A 50-foot wide storm drainage easement, centered on the creek, shall be recorded prior to approval of the construction drawings.

f. Erosion Control

Subdivisions/P.U.D.'s of one acre and greater require a run-off and erosion control permit from DEQ. The permit must be submitted to the Engineering Division prior to construction plan approval. The erosion prevention and sediment control plan shall be included as part of the plan set.

E. SURVEY MONUMENTATION

All survey monumentation shall be in place, field-checked, and approved by the City Surveyor prior to the final "walk-through" inspection of the public improvements for each phase by City staff.

F. GENERAL

a. Construction Plans

Construction drawings for this project shall be prepared by an engineer registered in the State of Oregon and submitted to the Engineering Division for approval. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings will be accepted for review. This includes plans and profiles for all streets, minimum access drives, sanitary sewers, storm drains, and street lights as required by the Planning Commission's Final Order, together with all pertinent details and calculations.

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

b. Design Requirements

All public improvements including streets, street lights, sanitary sewers and storm drainage facilities shall be designed and constructed in accordance with the "Engineering Design Standards for Public Improvements", adopted by the Medford City Council in December, 2004. Copies of this document are available in the office of the City Engineer.

c. Phasing

The preliminary Plan does not show phasing.

e. Permits

Prior to issuance of the first building permit for vertical construction, the developer shall complete all the public improvements or provide security in the amount of 25% of the estimated cost for the public improvements .

Concrete or block walls built within a P.U.E., sanitary sewer, or storm drain easements require review and approval from the Engineering Department. Walls will require a separate permit from the

Building Department and may require a professional engineer's certification.

The developer shall contact the Division of State Lands for the approval or clearance of said development with regard to wetlands and/or waterways if they are present on subject land. The Developer shall address all floodway issues with the proper Agencies and acquire all necessary permits for work within the floodway.

f. System Development Charges

Buildings in this development are subject to a street, south interchange, sewer collection and sewer treatment system development charges. These will be paid at the time individual building permits are taken out. This development is also subject to a storm drain system development charge, but the developer will receive a credit of 25% of the estimated cost of storm drains, as established by Ordinance No. 4940, which are 24 inches in diameter or larger and are not used for storm drainage detention. The storm drain system development charge will be collected at the time the building permits are issued.. Developments in which Collector/Arterial streets are being constructed may be eligible for Street SDC credits for street construction and public right of way dedication as stated in City of Medford Code.

g. Pavement Moratoriums

The developer shall be responsible for notifying, by certified letter, all utility companies and existing property owners of parcels, which are adjacent to any public street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City's street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer prior to the final order of approval by the Planning Commission. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

h. Construction and Inspection

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

The City Public Works Maintenance Division requires that both public sanitary sewer and storm drain mains be inspected by T.V. prior to acceptance of these systems by the City.

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

CITY OF MEDFORD
INTER - OFFICE MEMORANDUM

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AUG 12 2008

PLANNING DEPT.

TO: Planning Commission
FROM: Public Works Department – Traffic Engineering
SUBJECT: Revised Recommendation based on the Generation PUD TIA
DATE: August 11, 2008

The Traffic Impact Analysis (TIA) for the proposed Generation PUD Application was prepared by Southern Oregon Transportation Engineering, LLC and submitted to Public Works for review.

Streets expected to be impacted by the proposed development were evaluated with Highway Capacity Manual (HCM) procedures. Intersection performance analysis concludes that the studied intersections will perform at acceptable Level of Service standards for the City of Medford for the year 2010 built scenario with the exception of the intersections of Barnett Road & North Phoenix Road, and Coal Mine Road & North Phoenix Road. The proposed PUD includes 82 units of apartments, daycare facility with a maximum 80 child capacity, 4,850 sq. ft. of general office and 1,390 sq. ft. of professional office. The traffic study concludes the following:

1. The studied area intersections are shown to operate acceptably under adjusted Year 2008, Year 2010 no build and Year 2010 build conditions with the exception of the intersections of Barnett Rd. & N. Phoenix Rd., and Coal Mine Rd & N. Phoenix Rd. In order to mitigate the level of service at the aforementioned intersections, a second eastbound left turn lane is proposed as the mitigation at the intersection of Barnett Rd and N. Phoenix Road. Further, the developer stipulates that the licensed daycare will not exceed 50 children which minimize impacts to the intersection of Coal Mine Road and North Phoenix Road. With the proposed mitigation and stipulation, all the intersections will operate at LOS D or better.
2. The traffic study also evaluated the intersection of Harbrook and Stanford to determine if a roundabout could be installed instead of stop signs. The engineer recommends the roundabout for traffic control to provide safety for pedestrians though no warrants are met to justify the installation.

Based on analysis of the traffic study, Traffic Engineering recommends approval of the PUD Application with the following code conditions:

1. The developer shall install a second eastbound left turn lane at the intersection of Barnett Road and N. Phoenix Road, or a suitable alternative that meets LOS D

CITY OF MEDFORD
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ZC-08-069

and is approved by the City Engineer, prior to the issuance of any building permits.

2. Due to the failing intersection at Coal Mine Road and N. Phoenix Road, the developer shall stipulate to have no more than 50 children in the daycare facility.
3. The roundabout does not meet any warrants (traffic signal or four-way stop) and therefore Public Works does not recommend the installation of a roundabout. Public Works recommends the intersection of Stanford and Harbrook be constructed as a standard intersection with Harbrook being stop controlled. Should pedestrian volumes warrant crosswalks in the future, the City will install crosswalks as necessary.



BOARD OF WATER COMMISSIONERS

Staff Memo

RECEIVED

JUL 09 2008

PLANNING DEPT.

TO: Planning Department, City of Medford
FROM: Rodney Grehn P.E., Water Commission Staff Engineer
SUBJECT: PUD-08-068 & ZC-08-069
PROJECT: Consideration of a request for Preliminary PUD Plan approval for a mixed-use development (including 82 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential – 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrook Street approximately 1,012-feet east of N. Phoenix Road, within an SFR-00 (Single-Family Residential – 1 existing dwelling per lot) zoning districts; On-Track, Inc., Applicant (Scott Sinner Consulting, Inc., Agent). Carly Meske, Planner

PARCEL ID: 371W34 TL 1000

DATE: July 7, 2008

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

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. This parcel is located in MWC Pressure Zone 1, with a minimum service pressure of 35 psi at an elevation of 1650 feet.
4. If a well is located on this parcel it is required to be abandoned per state regulations.
5. Off-Site Installation of a new 12" water is required in Harbrooke Street from the existing 12" water line located approximately 330' east of the west property line of this parcel.
6. Installation of a new 12" water line is required in Stanford Avenue between the north and south property line of this parcel. New water line shall be located in a paved travel lane, and not under proposed islands or medians in the roundabout as shown on Schematic Design Plan.
7. Installation of a new looped 8" water line is required in Ritas Way.

Continued to next page

CITY OF MEDFORD
EXHIBIT R
FILE # PUD-08-068
ZC-08-069



Continued from previous page

8. Dedication of a 10 foot wide access and maintenance easement to MWC over all water facilities located outside of public right-of-way is required. Easement to be submitted to MWC for review and recordation prior to construction.
9. MWC will reimburse developer for upsizing costs from 8" to 12" for materials only. Coordinate with MWC engineering department prior to site development to establish reimbursement amount. All costs to be submitted to MWC for review approval prior to plan approval.
10. A pre-design meeting between the applicants Civil Engineer and MWC Engineering staff is required prior to plan review submittal to MWC.

COMMENTS

1. The MWC system does have adequate capacity to serve this property.
2. Off-site water line installation is required. (See Condition 4)
3. On-site water facility construction is required. (See Conditions 6 and 7)
4. MWC-metered water service does not exist to this property.
5. Access to MWC water lines is available. A 12" water line is located in Harbrooke Street approximately 330' west of the westerly property line of this parcel.



City of Medford Fire/Rescue

200 S. Ivy Street, Room #257
Medford, OR 97501
Phone: 774-2300; Fax: 541-774-2514;
E-mail www.fire@ci.medford.or.us

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PLANNING DEPT.

LAND DEVELOPMENT REPORT - PLANNING

To: Carly Meske

LD Meeting Date: 07/09/2008

From: Kleinberg, Greg

Report Prepared: 07/03/2008

Applicant: On-Track, Inc., Applicant (Scott Sinner Consulting, Inc., Agent)

File #: PUD - 08 - 68

Associated File #'s: ZC - 08 - 69

Site Name/Description:

PUD-08-068/ Consideration of a request for Preliminary PUD Plan approval for a mixed-use development
ZC-08-069 (including 82 dwelling units and common open space), plus a zone change from SFR-00 to five acres of
MFR-15 (Multi-Family Residential - 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential -
20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrook Street
approximately 1,012-feet east of N. Phoenix Road, within an SFR-00 (Single-Family Residential - 1 existing dwelling per
lot) zoning districts; On-Track, Inc., Applicant (Scott Sinner Consulting, Inc., Agent). Carly Meske, Planner

DESCRIPTION OF CORRECTIONS	REFERENCE
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Required	AERIAL APPARATUS ACCESS REQUIREMENTS	OFC	D104-D105
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SECTION D104-COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.3 Remoteness. Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D105-AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

D105.2 Width. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

07/07/2008 16:45

CITY OF MEDFORD
EXHIBIT # S
File # PUD-08-068
ZC-08-069 Page 1



City of Medford Fire/Rescue

200 S. Ivy Street, Room #257
Medford, OR 97501
Phone: 774-2300; Fax: 541-774-2514;
E-mail www.fire@ci.medford.or.us

LAND DEVELOPMENT REPORT - PLANNING

To: Carly Meske

LD Meeting Date: 07/09/2008

From: Kleinberg, Greg

Report Prepared: 07/03/2008

Applicant: On-Track, Inc., Applicant (Scott Sinner Consulting, Inc., Agent)

File #: PUD - 08 - 68

Associated File #'s: ZC - 08 - 69

Site Name/Description:

Required **PARKING RESTRICT.-COMMERCIAL AREAS (PAINTED CURBS)** OFC D103.6

Where parking is prohibited for fire department vehicle access purposes, curbs shall be painted red along the entire distance of the fire department access. White letters stating "NO PARKING-FIRE LANE" shall be painted on the curb every 20'. NO PARKING signs shall be spaced at 100' intervals along the fire lane and at fire department designated turn-around's. The signs shall have red letters on a white background stating "NO PARKING FIRE LANE TOW AWAY ZONE ORS 98.810 to 98.812" (See handout).

This restriction shall appear on the final plat or be deeded with this property.

Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths (20' wide) and clearances (13' 6" vertical) shall be maintained at all times (OFC 503.4; ORS 98.810-12).

Development shall comply with access and water supply requirements in accordance with the Fire Code in affect at the time of development submittal.

Fire apparatus access roads are required to be installed and made servicable prior to the time of construction. Water supply for fire protection is required to be installed and made serviceable prior to the time of vertical combustible construction.

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

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

Design and installation shall meet the Oregon requirements of the IBC, IFC, IMC and NFPA standards.



CITY OF MEDFORD
Interoffice Memo

TO: Planning Department
FROM: Pete Young, Planner III
SUBJECT: STREET TREE REVIEW OF FILE PUD-08-068; On-track, Inc., Mixed-use development
DATE: July 11, 2008

I have reviewed the applicant's Street Tree plan and have the following comments:

The Plan is labeled a "Concept". Staff has no criteria for reviewing a concept plan, and so limits this review to a review of street trees only.

The *Ulnus rubra* is not on the city's street tree list, and the city arborist is concerned that this tree is not a suitable street tree.

The *Betula nigra* has been specified at the bottom of a storm drainage swale where saturated soils will occur frequently during the wet season. This tree is more drought tolerant than tolerant of prolonged periods of wet soils.

Staff recommends the applicant replace the *Ulnus rubra* and *Betula nigra* trees with trees well suited for "wet fee" such as:

- Acer rubrum (& cultivars)
- Nyssa
- Quercus bicolor, Swamp White Oak
- Several other varieties of Betula

This report addresses horticultural concerns only. Applicant shall comply with all aspects of Medford Code 10.780 Interpretation of the Medford Code will be per the Planning Department. Aesthetic considerations will be per the Site Plan and Architectural Review Commission or Planning Commission upon their review.

CITY OF MEDFORD
EXHIBIT # I
File # PUD-08-068
 ZC-08-069



JACKSON COUNTY

Roads

Roads

James Philp, PE
 Traffic & Development Engineer
 200 Antelope Road
 White City, OR 97503
 Phone: 541-774-6230
 Fax: 541-774-8285
 philp@jacksoncounty.org
 www.jacksoncounty.org

July 1, 2008

Carly Meske
 Planning Department
 City of Medford
 200 South Ivy Street, Lausmann Annex, Room 240
 Medford, OR 97501

RE: Development off Harbrooke Road - a county-maintained road.
 Planning File: PUD-08-068/ZC-08-069; Planned Unit Development.

Dear Carly:

Thank you for the opportunity to comment on the request for Preliminary PUD Plan approval for a mixed-use development (including 82 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential - 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012 feet east of North Phoenix Road, within an SFR-00 (Single-Family Residential - 1 existing dwelling per lot) zoning districts. Roads has the following comments:

1. Harbrooke Road (Local) is a county-maintained road with variable right-of-way. Any new or improved road approaches off Harbrooke Road shall be permitted and inspected by the City of Medford.
2. The applicant shall submit construction drawings to Jackson County Roads and obtain county permits if required.
3. If frontage improvements are required, they shall be permitted and inspected by the City of Medford.
4. Harbrooke Road is under County jurisdiction. The applicant needs to contact Jackson County Roads to vacate any road right-of-way.

If you have any questions or need further information feel free to call me at 774-6230.

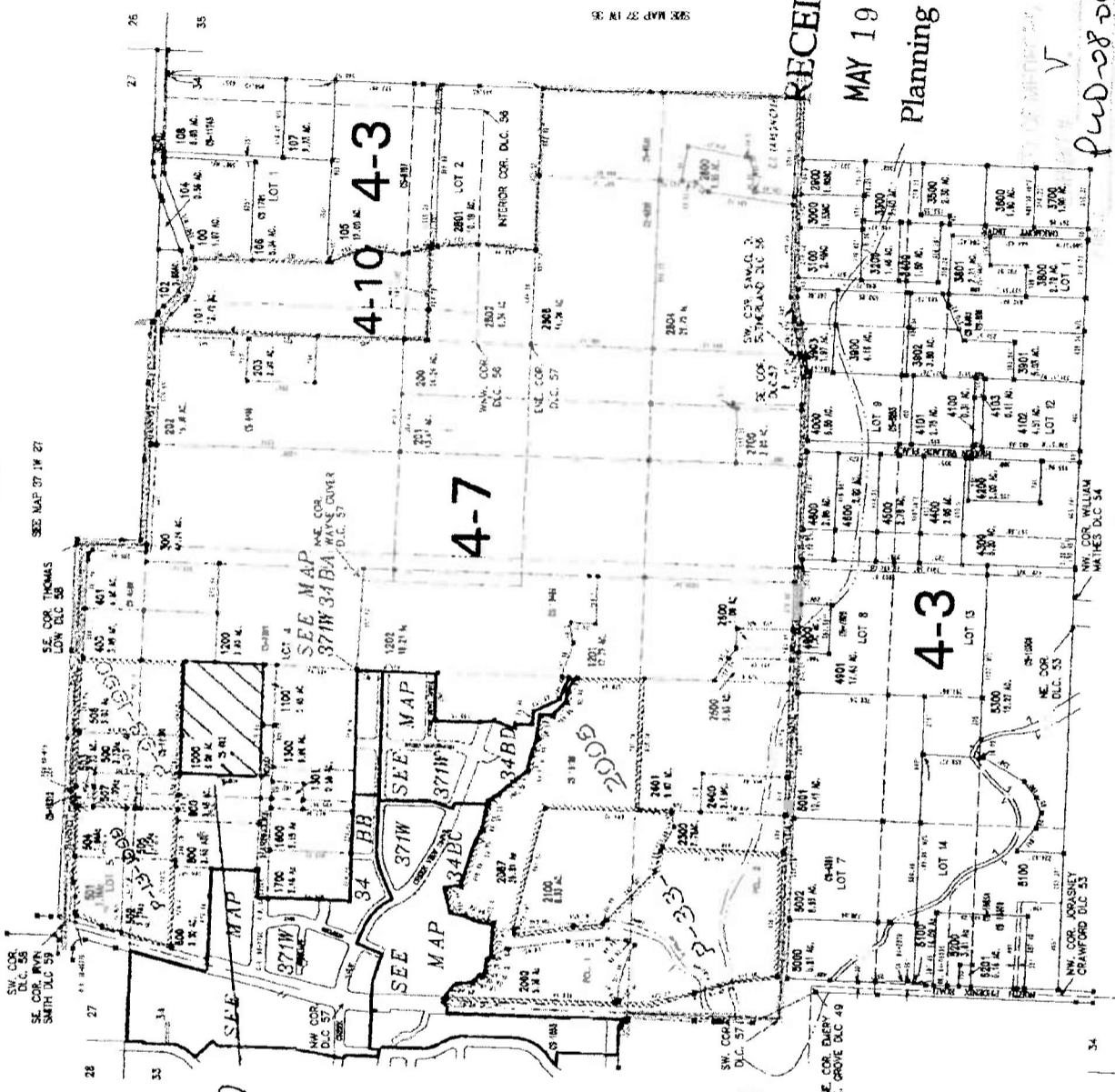
Sincerely,

James Philp, PE
 Traffic & Development Engineer

SEC. 34 T.37S R.1W W.M.
JACKSON COUNTY

37 1W 34
MEDFORD

THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSES ONLY



CANCELLED NO.
DATE
REASON
BY

RECEIVED
MAY 19 2008
Planning Dept.

2C-18-069
V
PUD-08-067

37 1W 34
MEDFORD

CREATED TUESDAY JULY 03, 2007 12:00 PM BY JOHNSONH
KETAFILE K/MAP/371W/34/00 PLATGRA

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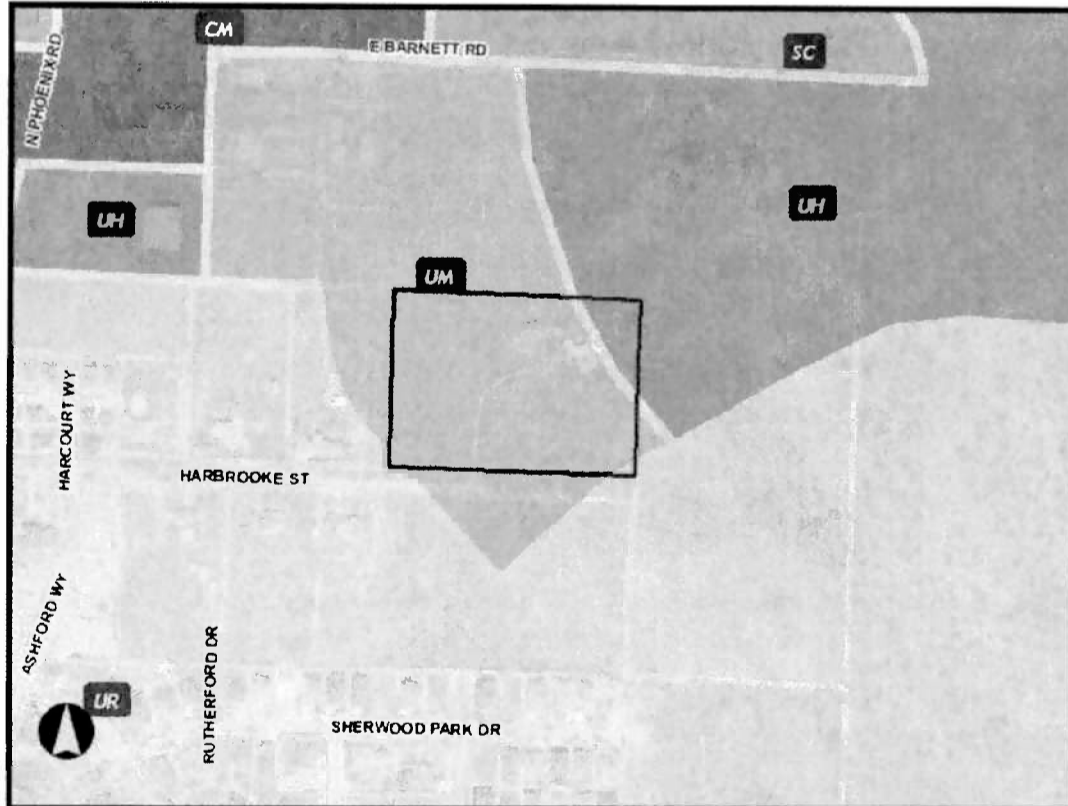


Aerial photograph with site indicated

CITY OF MEDFORD
EXHIBIT # W
File # PUD-08-068
20-08-069

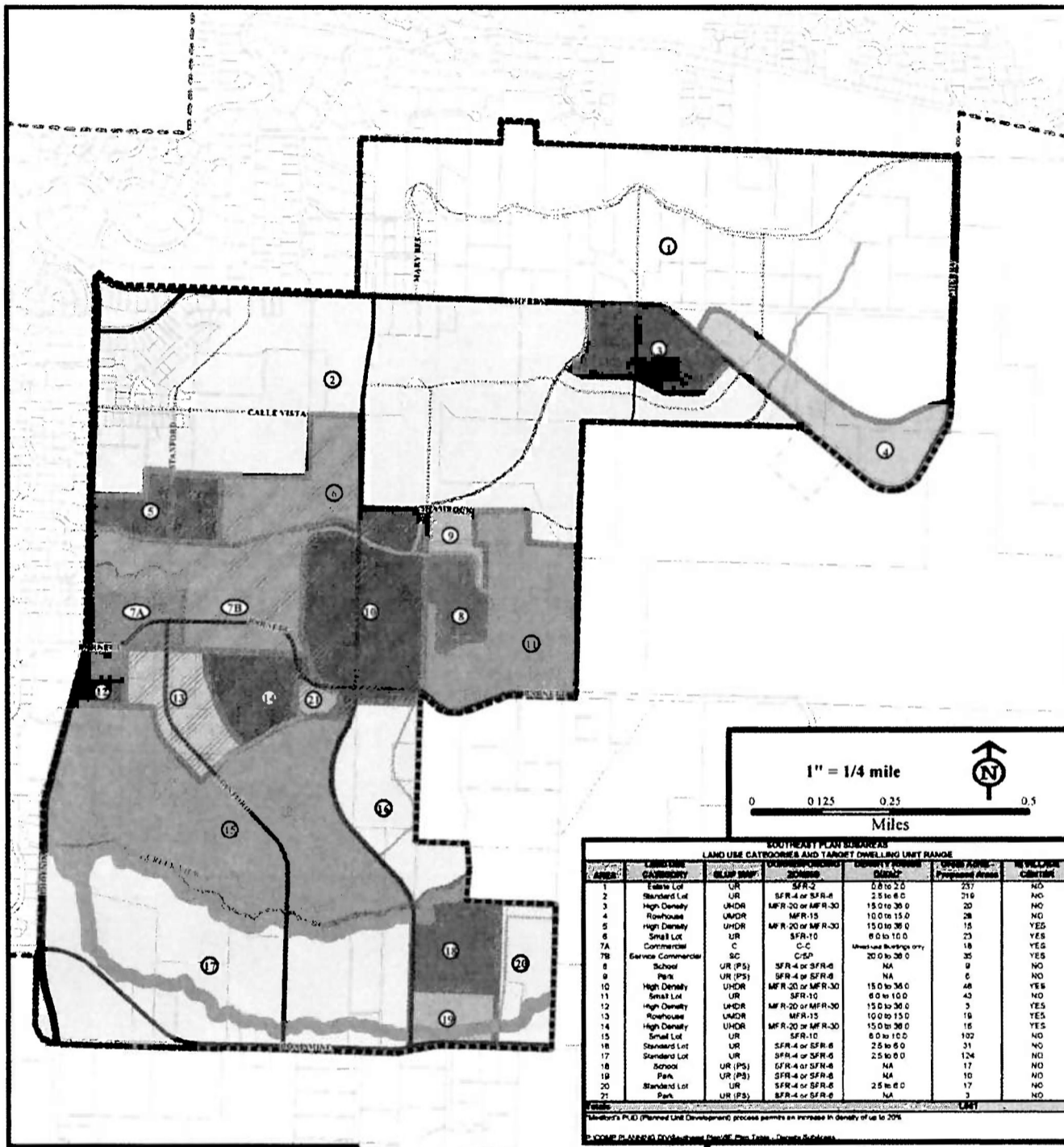


Zoning Map with site indicated



General Land Use Plan Map with site indicated

CITY OF MEDFORD
 EXHIBIT # X
 File # PUP-08-068
20-08-069



SOUTHEAST PLAN BOUNDARIES
LAND USE CATEGORIES AND TARGET DWELLING UNIT RANGE

Area	Land Use Category	Relay Code	Minimum Density	Maximum Density	Target Density	Greenhouse Gas Intensity	Water Conservation
1	Estate Lot	UR	SFR-2	0.0 to 2.0	2.0	217	NO
2	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6.0	2.5	219	NO
3	High Density	UHQR	MFR-20 or MFR-30	15.0 to 30.0	20	20	NO
4	Row House	UHQR	MFR-15	10.0 to 15.0	28	28	NO
5	High Density	UHQR	MFR-20 or MFR-30	15.0 to 30.0	15	15	YES
6	Small Lot	UR	SFR-10	6.0 to 10.0	23	23	YES
7A	Commercial	C	C-C	Urban Use Buildings only	18	18	YES
7B	Service Commercial	SC	C-CA	20.0 to 30.0	35	35	YES
8	Subsid	UR (PS)	SFR-4 or SFR-6	NA	9	9	NO
9	Park	UR (PS)	SFR-4 or SFR-6	NA	6	6	NO
10	High Density	UHQR	MFR-20 or MFR-30	15.0 to 30.0	48	48	YES
11	Small Lot	UR	SFR-10	6.0 to 10.0	43	43	NO
12	High Density	UHQR	MFR-20 or MFR-30	15.0 to 30.0	3	3	YES
13	Row House	UHQR	MFR-15	10.0 to 15.0	18	18	YES
14	High Density	UHQR	MFR-20 or MFR-30	15.0 to 30.0	16	16	YES
15	Small Lot	UR	SFR-10	6.0 to 10.0	102	102	NO
16	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6.0	31	31	NO
17	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6.0	124	124	NO
18	School	UR (PS)	SFR-4 or SFR-6	NA	17	17	NO
19	Park	UR (PS)	SFR-4 or SFR-6	NA	10	10	NO
20	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6.0	17	17	NO
21	Park	UR (PS)	SFR-4 or SFR-6	NA	7	7	NO

Member's PUD (Planned Unit Development) process permits an increase in density of up to 20%
 © 2004 PLANNING DEPARTMENT, CITY OF MEDFORD, OREGON

ADOPTED December 16, 2004
ORDINANCE #2004-258

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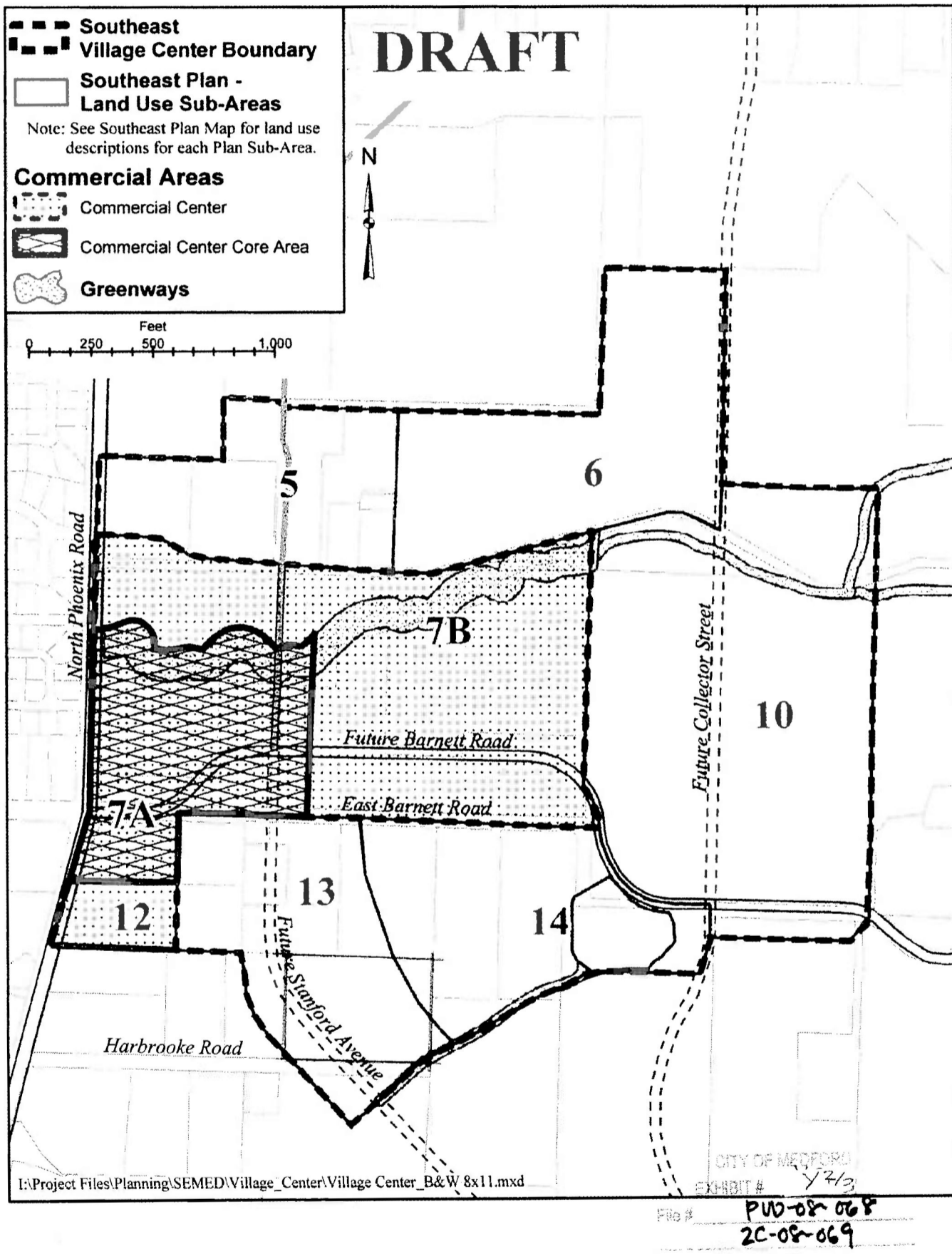
SOUTHEAST PLAN MAP

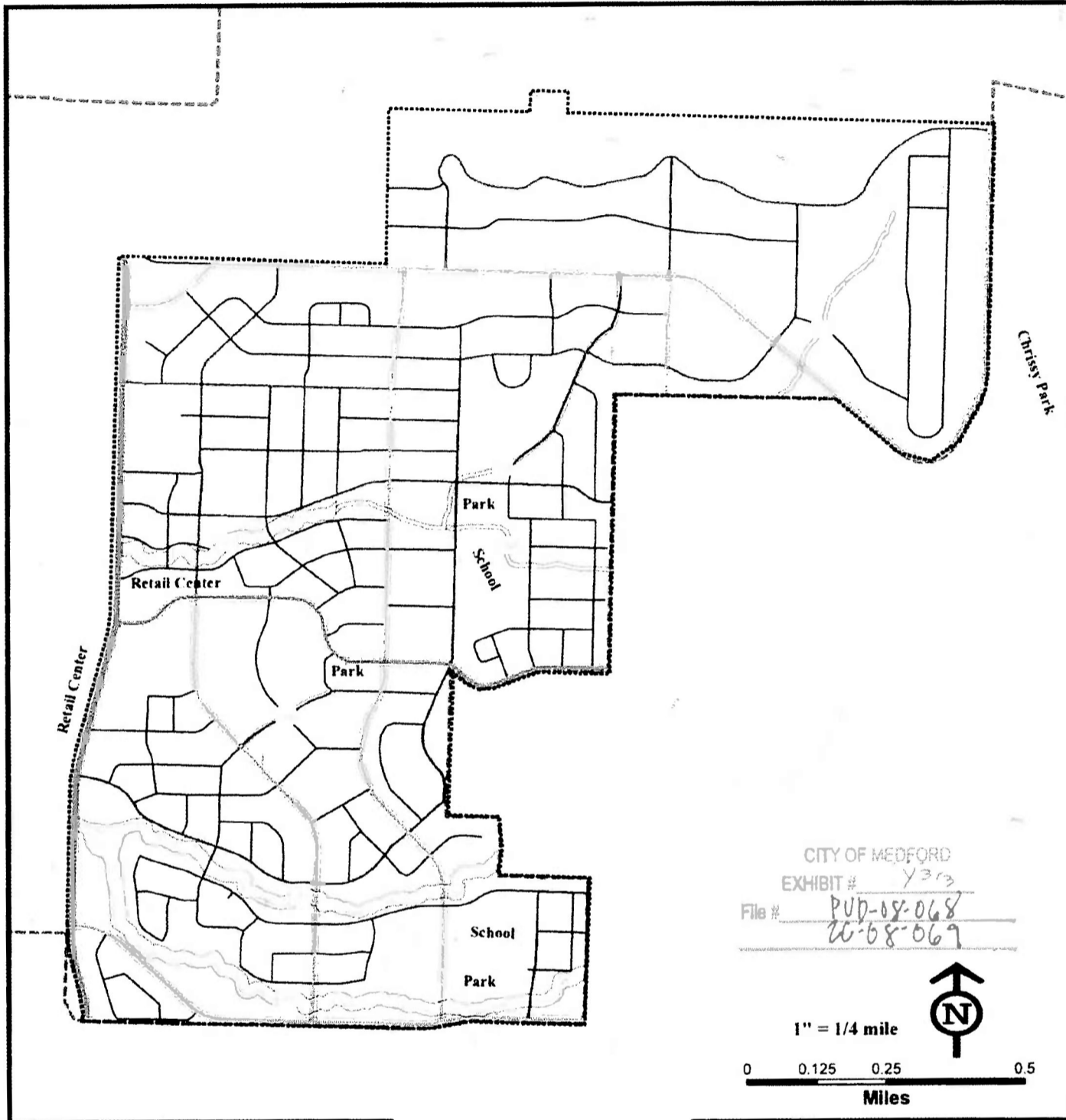
- UGB
- SE Plan Boundary
- /// Village Center TOD
- Existing Taxlots
- Greenway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Commercial Street
- Standard Residential
- Estate Lot
- Standard Lot
- Small Lot
- Row House
- High Density
- Commercial
- Service Commercial
- Schools
- Parks

CITY OF MEDFORD
 OREGON

File # **PUD-08-068**
ZC-08-067

FIG. 10.372 - SOUTHEAST VILLAGE CENTER





ADOPTED December 16, 2004
ORDINANCE #2004-257

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SOUTHEAST CIRCULATION PLAN MAP

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Commercial Street
- Standard Residential
- Local Street
- Multi-Use Paths
- Greenway
Greenway Design Standard
(See Circulation Plan Document)
- UGB
- SE Plan Boundary
- Contours**
100 Foot
20 Foot



50.8



Rogue Valley Transportation District

From the Desk of Paige Townsend, Senior Planner

3200 Crater Lake Avenue • Medford, Oregon 97504-9075

Phone (541) 608-2429 • Fax (541) 773-2877

Visit our website at: www.rvtd.org

TO: Carly Meske
FROM: Paige Townsend
DATE: August 8, 2008
RE: Generations PUD 08-068

Thank you for this opportunity to comment.

The applicant consulted with RVTD in the early stages of this development. After reviewing the plans for the Southeast TOD and RVTD's future transit routes serving the TOD, we were able to locate a bus stop in front of the proposed Generations development.

We are expecting to have high passenger demand in this area once the TOD is fully established. The applicant is being requested to provide an easement to accommodate a pad of 8x18' surface dimensions in the location depicted on the site plan and of at least 4" depth. A shelter will be installed by RVTD once service is provided to this area.

In addition, we would like to express the support for a roundabout intersection design at Stanford and Harbrooke which will provide a traffic calming effect, and the inclusion of a multi-modal path for pedestrian and bicycle connectivity.

It was a pleasure working with Mr. Sinner on this project.

Thank you,

Paige Townsend

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AUG 03 2008
PLANNING DEPT.

CITY OF MEDFORD
EXHIBIT # 2
File # PUD-08-068
ZC 08-069

50.8

April 15, 2008

ACTION MINUTES
CITY OF MEDFORD
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Monday, April 14, 2008
5:15 p.m. – 7:00 p.m.

Attending: Edgar Hee, Chair
Betsy Martin, Member
Jim Bauermeister, Member
Mathew Cable, Member
Pamela Kosacki, Member
Pamela Wooten, Member
Jim Kuntz, City Councilor
Dan Moore, Planning Department
Alex Georgevitch, Transportation Manager
Scott Sinner, Consultant

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AUG 08 2008
PLANNING DEPT.

The regular meeting of the Bicycle and Pedestrian Advisory Committee was called to order by Chair, Edgar Hee at 5:15 p.m. in Room 151, Medford City Hall Lausmann Annex.

Review of the On-Track Harbrooke Site Plan

Scott Sinner, consultant, gave an overview of the proposed Harbrooke residential / commercial project and talked about pedestrian safety on Stanford Street within the project area. A roundabout is proposed for the project which will enhance pedestrian safety and circulation. The proposed roundabout will serve as a gateway to the residential / commercial areas, slow down traffic and provide a pedestrian connection to the Larson Creek Greenway. A transit stop is proposed within the project area.

The following action was taken by the Committee:

Motion: *The Bicycle and Pedestrian Advisory Committee recommends to the Planning Commission that the roundabout include visual signalization in the crosswalk such as signage, flashing warning lights and textured pavement.*

Vote: The motion passed unanimously with six (6) votes in favor and zero (0) votes opposed.

CITY OF MEDFORD
EXHIBIT # AA
File # PUB-08-068
2C-08-069

City of Medford Planning Department

Attention: Carly Meske

Reference: Staff Report dated August 7, 2008: 50.8

PUD-08-068/ ZC-08-069

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AUG 13 2008

PLANNING DEPT.

Consideration of a request for Preliminary PUD Plan approval for a mixed-use development (including 82 dwelling units and common open space), plus a zone change from SFR-00 to five acres of MFR-15 (Multi-Family Residential – 15 dwelling units per gross acre) and one acre of MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre), on one parcel totaling six acres located at the terminus of Harbrooke Road approximately 1,012-feet east of N. Phoenix Road, within an SFR-00 (Single-Family Residential – 1 existing dwelling per lot) zoning districts. On-Track, Inc, Applicant (Scott Sinner Consulting, Inc., Agent

Ms. Meske and Planning Department:

We have received the agenda for the Planning Commission hearing scheduled for this Thursday, Aug. 14, 2008 at 5:30 p.m. We own land adjacent to the property owned by On Track and their Generations Planned Unit Development.

The applicant has stated in their proposal, on page 4, paragraph 4 of the staff report “will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area.....” Has there been an evaluation of this assertion, especially regarding value impact and an associated report? The following are some of our concerns , we are in opposition to this proposal until these issues have been resolved satisfactorily:

1. Exceeding building height standard.
2. The addition of commercial zoning and additional traffic impact.

Thompson Family

CITY OF MEDFORD
 EXHIBIT # BB
 File # PUD-08-068
ZC-08-069

3. Changes in setbacks.

Sincerely, The Thompsen Families

Cassandra Tuft 2207 NW Reserve Camp Ct.

Bend OR 97701 tel.# 541-815-8340

Patricia Wagner 6106 SW Woods Ct.

Portland OR 97221 tel. # 503-297-6345

Holly Thompsen 1335 NW 23rd St.

Portland OR 97201 tel.# 503-274-4007

Thompsen Family

Vicinity Map

- City Limits
- UGB

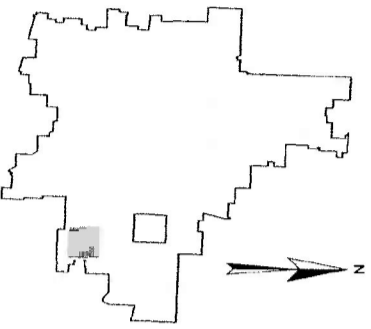
OVERLAY

- Airport Approach
- Airport Radar
- Central Business
- Exclusive Agricultural
- Freeway
- Historic Outline
- Limited Industrial
- Planned Development
- Southeast

FILE NUMBER:
 PUD-08-068 &
 ZC-08-069

APPLICANT:
 On Track, Inc.

MAP: 371W34
TL: 1000



DATE: 05/2/2008

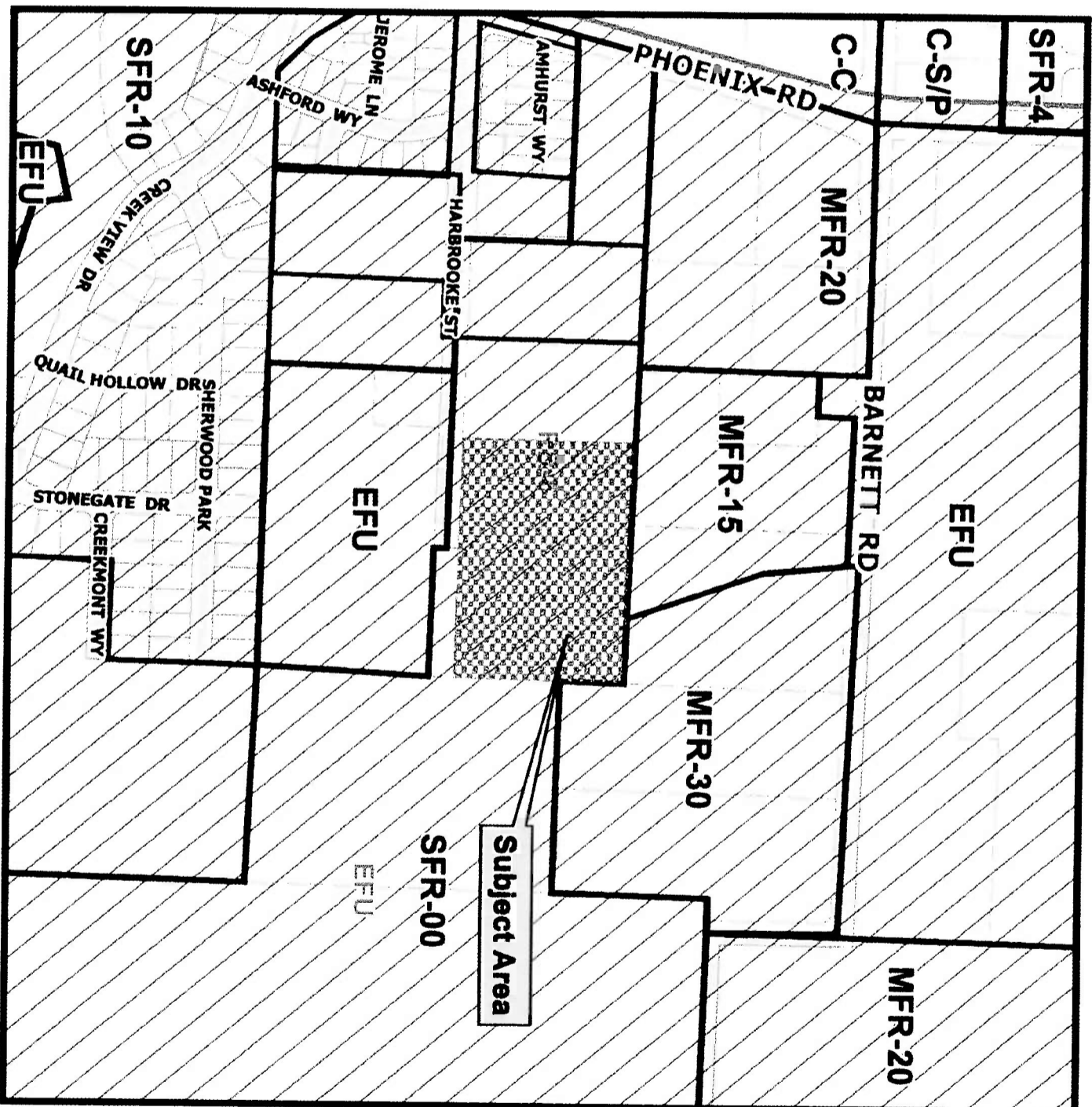


EXHIBIT A

LEGAL DESCRIPTION:

COMMENCING AT THE SOUTHWEST CORNER OF DONATION LAND CLAIM NO. 58 IN TOWNSHIP 37 SOUTH, RANGE 1 WEST OF THE WILLAMETTE MERIDIAN IN JACKSON COUNTY, OREGON; THENCE SOUTH 13° 29' 35" WEST 1039.43 FEET ALONG THE CENTER LINE OF THE PHOENIX-MEDFORD COUNTY ROAD; THENCE SOUTH 89° 39' 25" EAST ALONG THE NORTH LINE OF A 60-FOOT ROADWAY AS DESCRIBED IN VOLUME 442, PAGE 157, JACKSON COUNTY, OREGON, DEED RECORDS, 1052.77 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 0° 20' 35" EAST 428.91 FEET; THENCE SOUTH 89° 39' 25" EAST 609.36 FEET; THENCE SOUTH 0° 13' 55" WEST 428.91 FEET; THENCE NORTH 89° 39' 25" WEST 610.61 FEET TO THE TRUE POINT OF BEGINNING.

3

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MAY 19 2008

Planning Dept.

Pud-0806P
20-08-269

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