



Planning Department

(541) 535-2050 Fax (541) 535-5769
112 W 2nd Street/PO Box 330, Phoenix, OR 97535

148 - PUBLIC NOTICE
350 - ENG

Development Review/Site Design Review Application File No. SP23-05 Fee \$1000 - APP

NOTICE TO APPLICANT: Applicants are advised to review the list of submittal requirements indicated on each application form prior to submitting an application. Incomplete applications will not be acted upon or scheduled for a public hearing until the Planning Department receives all required submittal materials and fees. Failure to provide complete and/or accurate information may result in delay or denial of your request.

APPLICANT Amy Gunter, Rogue Planning & Development Services, LLC

Mailing address 1314-B Center Drive PMB #457

Phone 541-951-4020 Fax Email amygunter.planning@gmail.com

Applicant's interest in property Agent for property owner

Signature Date

PROPERTY OWNER Estevan "Steve" Arroyo

Mailing address 96 W Gregory, Medford OR 97501

Phone 541-973-9894 Fax Email steve@creativebld.com

Signature Amy Gunter Date 4.13.23

Property Owner's Consent: I do hereby certify that I am the legal owner of record of the property described above and as such, I am requesting that the City of Phoenix process this application in accord with state and local ordinances.

Signature Date 4.13.23

If same as applicant, mark SAME. If there is more than one property owner, please attach additional sheets as necessary.

SITE LOCATION AND DESCRIPTION

Address 3976 S Pacific Hwy Tax Map #(S) 38S1W09DA Tax Lot #(s) 3900

Address Tax Map #(S) 38S1W09DA Tax Lot #(s) 4000

Adjacent property under same ownership (list tax lot ID)

Frontage street or address 3976 South Pacific Hwy Nearest cross street W 6th

Site size (acres or square feet) .85 Dimensions 122' X 426.81'

BUSINESSES Are any businesses operating on the property? If yes, please describe. N/A

All businesses operating within the City of Phoenix must obtain a Business License.

SPECIFIC REQUEST New Use/Construction [X] Alteration [] Change of Use []

Describe Request for approval of a 26 unit, multi-story apartment complex with offstreet parking area. The units are proposed as two bedroom/two bath.

There are 46 parking spaces in the parking area, four dedicated to motorcycle and scooter. There is approximately 8500 SF of landscape areas.

The property is in the SFHA for Bear Creek.

ORIGINAL SUBMITTAL

OFFICE USE ONLY.

This institution is an equal opportunity provider and employer.

120 day time limit Accepted as complete Final decision by
DLCD 45-day notice required Y/N Date mailed Date of first hearing
Planning Commission hearing date Notice mailed
Notice to media Publication date Emailed
Notice of Decision Date mailed Appeal deadline
Associated applications

SUBMITTAL REQUIREMENT

The following items must be received in order to deem an application complete and schedule it for a hearing before the Planning Commission. If you need assistance completing the forms, please contact the Planning Department. If you do not have a copy of the deed to your property to verify ownership, contact the Jackson County Assessor at (541) 774-6059 or <https://jacksoncountyor.org/assessor>

1. Original, signed **Application form**. This information is public record and must be reproduced so please type or write clearly using dark ink.
2. All information required above and below, unless specifically waived by the Director.
3. The appropriate **fee**.
4. **7 copies** of all submittal materials for staff and Planning Commission distribution.

The following criteria must be satisfied in order to approve a request. See the specific language in Section 4.4.4.1 on page 3 of this form. Please tailor all responses to these criteria. All applications must also demonstrate compliance with applicable standards in Chapter 3 (Design Standards) of the LDC.

Is the proposed use listed as a Conditional Use in the underlying zone? Yes No

Describe in detail how the characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features.

The subject property is accessed via a private driveway. The zoning of the property is high density residential and the proposed use is consistent with the zoning. The property is located near S Pacific Hwy. The property is on a level pad with the Bear Creek floodplain to the northeast. There is a piped drainage and a recent wetlands delineation was conducted but a wetland was not located onsite.

Describe in detail how the site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use.

The proposed development provides for high density, multi-family residential housing along a frequent transit route. There is an RVTD stop near the intersection of the driveway and the highway. The site is accessed via a paved driveway. There are adequate public utilities, water, sanitary sewer, stormdrainage and electric utilities available to service the property.

Describe in detail how the proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district.

The proposed development is of a .85 acre, multi-family zoned property. The character of the area includes vacant and partially vacant commercially zoned properties, a high density, multi-family development and the Bear Creek Greenway. Nothing in the proposed development will impair or preclude the use of the surrounding properties to be developed to their intended use.

Describe in detail how the proposal satisfies the goals and policies of the City Comprehensive Plan that apply to the proposed use.

The property is zoned High Density, Multi-Family Residential. The proposal complies with density standards, provides adequate access and parking for the Comprehensive Plan goal for urbanization of residential lands near transit corridors.

Use this space to provide any additional information.

See attached findings addressing the Phoenix Land Development Code.

The Phoenix Land Development Code (LDC) accepts that certain uses, while not permitted outright, can be compatible uses in certain zones. The applicant bears the burden of proof to show that the proposed use is compatible or can be made compatible with the surrounding neighborhood and/or zone through appropriate mitigation.

Electronic submittals to accompany this application form are encouraged. All text submittals should be provided in a Microsoft Word document; plans and other images should be formatted as a PDF.

The application will not be scheduled for a hearing until deemed complete.

Use additional sheets if necessary.

Chapter 4.2 – Development Review and Site Design Review

4.2.1 – Purpose

The purpose of this Chapter is to:

- Provide rules, regulations, and standards for efficient and effective administration of site development review.
- Carry out the development pattern and plan of the City and its comprehensive plan policies;
- Promote the public health, safety, and general welfare;
- Lessen or avoid congestion in the streets, and secure safety from fire, flood, pollution and other dangers;
- Facilitate adequate transportation, water supply, sewage, and drainage;
- Encourage the conservation of energy resources;
- Encourage efficient use of land resources, full utilization of urban services, mixed uses, transportation options, and detailed, human-scaled design.

4.2.2 – Applicability

Development Review or Site Design Review shall be required for all new developments and modifications of existing developments, except that regular maintenance, repair, and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing, and similar maintenance and repair shall be exempt. Development Review or Site Design Review applications shall be processed as a Type I, II or III application pursuant to Table 4.2.2, below.

Type of Use	DR	SDR	SDR
	Type I	Type II	Type III
Single Family Detached	X*		
Duplex	X		
Triplex	X		
Multifamily 4+ and Single Family Attached 5+ units		X	
Additions >50% of existing structure footprint		X	
Minor Modifications	X		
Site approval for CUPs	X		
Temporary Use (see 4.9.1)	X		
Home Occupation (see 4.9.2)	X		
Accessory Structure >50% of existing structure area			X
Mobile Food Vendors	X		
Commercial up to 14 off-street parking spaces	X		
Commercial 15 or more off-street parking spaces		X	
Clearing >2 acres			X
Change of access for Commercial or Industrial		X	

*only if required as a condition of approval

4.2.3 - Development Review.

Development Review is a non-discretionary or ministerial review conducted by the Planning Director without a public hearing. (See Chapter 4.1 – Types of Applications and Review Procedures for review procedure.) It is for less complex developments and land uses that do not require Site Design Review approval. Development Review is based on clear and objective standards and ensures compliance with the basic development standards of the land use district, such as building setbacks, lot coverage, maximum building height, and similar provisions of Chapter 2. Development Review is required for all of the types of development listed in Table 4.2.2.

A. Approval Criteria. Development Review shall be conducted only for the developments listed in Table 4.2.2 and shall be conducted as a Type I procedure, as described in Chapter 4.1.3 – Type I Procedure (Ministerial). Prior to issuance of building permits, the following standards shall be met:

1. The proposed land use is permitted by the underlying land use district (See Chapter 2);
2. The land use, building/yard setback, lot area, lot dimension, density, lot coverage, building height and other applicable standards of the underlying land use district and any sub-districts are met (See Chapter 2);
3. All provisions of Chapter 3 – Design Standards are met;
4. All applicable building and fire code standards are met; and
5. The approval shall lapse, and a new application shall be required, if a building permit has not been issued within one year of Site Review approval, or if development of the site is in violation of the approved plan or other applicable codes.

4.2.4 – Site Design Review.

Site Design Review is a discretionary review conducted by the Planning Director and/or the Planning Commission with or without a public hearing. (See Chapter 4.1 – Types of Applications and Review Procedures for review procedure.) It applies to all developments in the City, except those specifically listed under “A” (Development Review). Site Design Review ensures compliance with the basic development standards of the land use district (e.g., building setbacks, lot coverage, maximum building height), as well as the more detailed design standards and public improvement requirements in Chapters 2 and 3. Site Design Review requires a pre-application conference in accordance with Chapter 4.1.7 – General Provisions, Section C.

Site Design Review shall be conducted as a Type II or Type III procedure as specified in Table 4.2.2, using the procedures in Chapter 4.1 – Types of Applications and Review Procedures, and using the approval criteria contained in Chapter 4.2.6 – Site Design Approval Criteria.

4.2.5 – Site Design Review Application Submission Requirements

All of the following information is required for Site Design Review application submittal:

A. General Submission Requirements. The applicant shall submit an application containing all of the general information required by Chapter 4.1.4 – Type II Procedure (Administrative) or Chapter 4.1.5 – Type III Procedure (Quasi-Judicial), as applicable. The type of application shall be determined in accordance with subsection A of 4.2.4 – Site Design Review Application Review Procedure. Site Design Review requires a pre-application conference in accordance with Chapter 4.1.7 – General Provisions, Section C.



Planning Department
 (541) 535-2050 Fax (541) 535-5769
 112 W 2nd Street/PO Box 330, Phoenix, OR 97535

RECEIVED
 PLANNING DEPT

OCT 10 2023

0223-01

VARIANCE APPLICATION

File No. VAR _____ CITY OF PHOENIX Fee \$ _____

NOTICE TO APPLICANT: Applicants are advised to review the list of submittal requirements indicated on each application form prior to submitting an application. **Incomplete applications will not be acted upon or scheduled for a public hearing until the Planning Department receives all required submittal materials and fees. Failure to provide complete and/or accurate information may result in delay or denial of your request.**

APPLICANT Amy Gunter from Rogue Planning & Development Services, LLC
Mailing address 1314-B Center Drive PMB #457
Phone 541-951-4020 **Fax** _____ **Email** amygunter.planning@gmail.com
Applicant's interest in property Agent for property owner

Signature _____ **Date** _____
PROPERTY OWNER Estevan Arroyo

Mailing address 96 W Gregory Road, Central Point, OR 97502
Phone 541-973-9894 **Fax** _____ **Email** steve@creativebld.com

Property Owner's Consent: I do hereby certify that I am the legal owner of record of the property described above and as such, I am requesting that the City of Phoenix process this application in accord with state and local ordinances.

Signature _____ **Date** 09-14-2023
If same as applicant, mark SAME. If there is more than one property owner, please attach additional sheets as necessary.

SITE LOCATION AND DESCRIPTION

Address 3976 South Pacific Hwy **Tax Map #(s)** 38S 1W 09 DA **Tax Lot #(s)** 3900
Address _____ **Tax Map #(s)** 38S1W09DA **Tax Lot #(s)** 4000

Adjacent property under same ownership (*list tax lot ID*) _____

Frontage street or address 3976 South Pacific Hwy (Adj. property N Main address) **Nearest cross street** 6th Street

Site size (acres or square feet) _____ **Dimensions** _____

BUSINESSES Are any businesses operating on the property? If yes, please describe. None
All businesses operating within the City of Phoenix must obtain a Business License.

SPECIFIC REQUEST Land Division New Use/Construction Alteration Change of Use

Describe Request for variance to _____

SUBMITTAL REQUIREMENTS

The following items must be received in order to deem an application complete and schedule it for a hearing before the Planning Commission. If you need assistance completing the forms, please contact the Planning Department. If you do not have a copy of the deed to your property to verify ownership, contact the Jackson County Assessor at (541) 774-6059 or <https://jacksoncountyor.org/assessor>

1. Original, signed **Application form**. This information is public record and must be reproduced so please type or write clearly using dark ink.
2. All information required above and below, unless specifically waived by the Planning Director.
3. The appropriate **fee**.
4. **7 copies** of all submittal materials for staff and Planning Commission distribution.

OFFICE USE ONLY.

This institution is an equal opportunity provider and employer.

120 day time limit	Accepted as complete _____	Final decision by _____
DLCD 45-day notice required	Y/N Date mailed _____	Date of first hearing _____
Planning Commission hearing date	_____	Notice mailed _____
Notice to media	Publication date _____	Emailed _____
Notice of Decision	Date mailed _____	Appeal deadline _____
Associated applications	_____	

The following criteria must be satisfied in order to approve a request. Please tailor all responses to these criteria. All applications must also demonstrate compliance with applicable standards in Chapter 3 (Design Standards) of the LDC.

Describe in detail how the proposed variance will not be materially detrimental to the purposes of this Code, to any other applicable policies and standards, and to other properties in the same land use district or vicinity:

Describe in detail how a hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same land use district):

The property has no street frontage upon a public right-of-way. The property is located below the grade of the public street. The property is below the grade of the driveway accessing the site.

Describe in detail how the use proposed will be the same as permitted under this title and City standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land:

Describe in detail how existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks will not be adversely affected any more than would occur if the development occurred as specified by the subject Code standard:

Describe in detail how the hardship is not self-imposed.

Describe in detail how the variance requested is the minimum variance that would alleviate the hardship.

Use this space to provide any additional information.

Electronic submittals to accompany this application form are encouraged. All text submittals should be provided in a Microsoft Word document; plans and other images should be formatted as a PDF.

The application will not be scheduled for a hearing until deemed complete.

Use additional sheets if necessary.

City of Phoenix Land Development Code Chapter 5.2 – Variances

5.2.1 – Purpose

- A. Purpose.** The Planning Director, through an administrative review or the Planning Commission with a Public Hearing may grant a variance from strict compliance with standards contained in this Code in cases where documented evidence proves that it is impossible or impractical to comply with the standard for one or more of the reasons set forth in the following Subsections.
- B. Applicability.** The facts and conclusions relied upon to grant a variance from a particular standard shall clearly be set forth in the FINAL ORDER of the Administrative Review or the review by the Planning Commission.
1. The variance standards are intended to apply to individual platted and recorded lots only, and in the case of signs, the applicant may be the business agent with a written letter of consent from the property owner.
 2. An applicant who proposes to vary a specification standard for lots yet to be created through a subdivision process may only utilize the Type II or Type III variance procedure.
 3. A variance shall not be approved which would vary the permitted uses of a land use district (Chapter 2).
 4. Exceptional or extraordinary conditions applying to the subject property which do not apply generally to other properties in the same zone or vicinity, which conditions are a result of lot size or shape, topography, or other circumstances over which the applicant has no control make strict compliance impossible or impractical; or,
 5. A Variance from the design standard for reasons set forth, will result in equal or greater compatibility with the architectural and/or site planning style and features that exist in adjacent and nearby buildings; or the proposed design is a functional requirement of the proposed use.

5.2.2 – Type II Variances

- A. Type II variances.** Due to their discretionary nature, the following types of variances shall be reviewed using a Type II administrative procedure, in accordance with Chapter 4.1.4 – Type II Procedure (Administrative):
1. Variance to Lot Setbacks, Landscaping, or Sign Standards, including up to a 10 percent change to the setback standard required in the base land use district, up to 10 percent reduction in landscape area (overall area or interior parking lot landscape area), or up to a 10 percent difference in size (wall or cabinet, and height requirements). The Planning Director may grant a variance to the requirements after finding the following:
 - a. The variance is required due to the lot configuration or other conditions of the site;
 - b. The variance does not result in the removal of trees, or it is proposed in order to preserve trees.
 2. Variance to minimum housing density standard (Chapter 2). The Planning Director may approve a variance after finding that the minimum housing density provided in Chapter 2 cannot be achieved due to physical constraint that limits the division of land or site development. “Physical constraint” means steep topography, unusual parcel configuration, or a similar constraint. The variances approved shall be the minimum variance necessary to address the specific physical constraint on the development and division of the site.
 3. Variance to Chapter 3.2 – Access and Circulation. Where vehicular access and circulation cannot be reasonably designed to conform to Code standards within a particular parcel, shared access with an adjoining property shall be considered. If shared access in conjunction with another parcel is not feasible, the Planning Director may grant a variance to the access requirements after finding the following:
 - a. There is not adequate physical space for shared access, or the owners of abutting properties do not agree to execute a joint access easement;
 - b. There are no other alternative access points on the street in question or from another street;
 - c. The access separation requirements cannot be met;
 - d. The request is the minimum adjustment required to provide adequate access;
 - e. The approved access or access approved with conditions will result in a safe access; and
 - f. The visual clearance requirements of Chapter 3.2 will be met.
 4. Variances to Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls. The Planning Director may approve, approve with conditions, or deny a request for a variance to the street tree requirements in Chapter 3.3, after finding the following:
 - a. Installation of the tree would interfere with existing utility lines;
 - b. The tree would cause visual clearance problems; or
 - c. There is not adequate space in which to plant a street tree; and
 - d. Replacement landscaping is provided elsewhere on the site (e.g., parking lot area trees).
 5. Variance to Chapter 3.4 – Vehicle and Bicycle Parking
 - a. The Planning Director may approve variances to the minimum or maximum standards for off-street parking in Chapter 3.4.3 – Vehicle Parking Standards upon finding the following:
 - i. The individual characteristics of the use at that location require more or less parking than is generally required for a use of this type and intensity;

- ii. The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and
- iii. All other parking design and building orientation standards are met, in conformance with the standards in Chapter 2 and Chapter 3.
- b. The Planning Director may approve a reduction of required bicycle parking per Chapter 3.4.4 – Bicycle Parking Requirements, if the applicant can demonstrate that the proposed use by its nature would be reasonably anticipated to generate a lesser need for bicycle parking.
- c. The Planning Director may allow a reduction in the amount of vehicle stacking area required in for drive-through facilities if such a reduction is deemed appropriate after analysis of the size and location of the development, limited services available and other pertinent factors.
- 6. Variance to Maximum or Minimum Yard Setbacks to Reduce Tree Removal or Impacts to Wetlands (Chapter 2 and Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls). The Planning Director may grant a variance to the applicable setback requirements of this Code for the purpose of preserving a tree or trees on the site of proposed development or avoiding wetland impacts. Modification shall not be more than is necessary for the preservation of trees on the site.
- 7. Variance to the required design standards for the proposed structure will result in a better function for the building, i.e. relief from the balcony standard in a multi-unit Alzheimer's facility.

5.2.3 – Type III Variance

A. Purpose. The purpose of this Section is to provide standards for variances that exceed the Types II variance review procedure.

B. Approvals Process and Criteria

- 1. Type III variances shall be processed using a Planning Commission review procedure, as governed by Chapter 4.1.5 – Type III Procedure (Quasi-Judicial), using the approval criteria in subsection 2, below. In addition to the application requirements contained in Chapter 4.1.5, the applicant shall provide a written narrative or letter describing the proposed variance, from which standards the variance is requested, why it is required, alternatives considered, and findings showing compliance with the criteria in subsection 2.
- 2. The Planning Commission shall approve, approve with conditions, or deny an application for a variance based on finding that all of the following criteria are satisfied:
 - a. The proposed variance will not be materially detrimental to the purposes of this Code, to any other applicable policies and standards, and to other properties in the same land use district or vicinity;
 - b. A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same land use district);
 - c. The use proposed will be the same as permitted under this title and City standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;
 - d. Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks will not be adversely affected any more than would occur if the development occurred as specified by the subject Code standard;
 - e. The hardship is not self-imposed;
 - f. The variance requested is the minimum variance that would alleviate the hardship.

5.2.4 – Variance Application and Appeals

The variance application shall conform to the requirements for Type II or III applications (Chapters 4.1.4 – Type II Procedure (Administrative) and 4.1.5 – Type III Procedure (Quasi-Judicial)), as applicable. In addition, the applicant shall include findings that provide a narrative or letter explaining the reason for his/her request, alternatives considered, and why the subject standard cannot be met without the variance. Appeals to variance decisions shall be processed in accordance with the provisions of Chapter 4.1 – Types of Applications and Review Procedures.

RECEIVED 10/10/2023

SITE PLAN AND ARCHITECTURAL REVIEW

18 UNIT MULTI-FAMILY RESIDENTIAL DEVELOPMENT

3976 South Pacific Highway 38S IW 09DA; TAX LOT 3900 & 4000



PROPOSAL:

Request for Site Plan and Architectural Review for an 18-unit, multi-family residential apartment development. There are two, two story structures proposed. Building A has ten units and Building B is proposed to have eight units.

Variances to site design review standards for length of building, access standards for pedestrian access separated from the vehicular access within the existing limited access easement and to vehicular parking in the “front yard” where there is not a public right-of-way to orient the buildings towards.

The request includes a Floodplain Development Review due to the location of the property within the Bear Creek Floodplain.

SUBJECT PROPERTY:

Property Address: 3976 South Pacific Hwy
Map & Tax Lot: 38S 1W 09DA; 3900 & 4000
Zoning: High Density Residential
Adjacent Zones: High Density Residential and Commercial

Overlay Zones: FEMA Floodplain Overlay

**PROPERTY OWNER/
APPLICANT:** Estevan B. Arroyo
96 W Gregory Road
Central Point, OR 97502

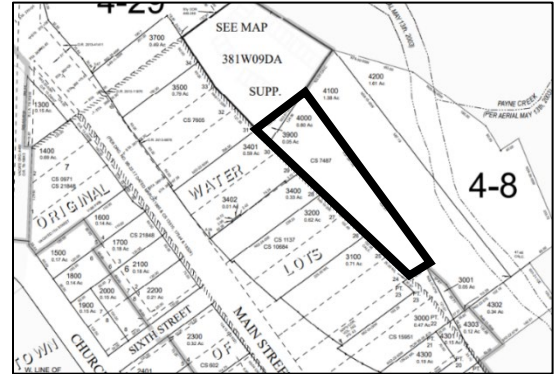
ARCHITECT: Ron Grimes Architecture
14 N Central Avenue
Medford, OR 97501

ENGINEERING: CEC Engineering
PO BOX 1724
Medford, OR 97501

APPLICANT’S AGENT: Rogue Planning & Development Services
1314-B Center Dr., PMB#457
Medford, OR 97501

PROPERTY DESCRIPTION:

The subject property consists of two parcels (3900 and 4000) they total .85 acres (37,026 SF). The property is to the east of South Pacific Hwy (Main Street). A separate boundary line adjustment application to relocate the shared property line to provide each building within the development with a separate parcel of record.

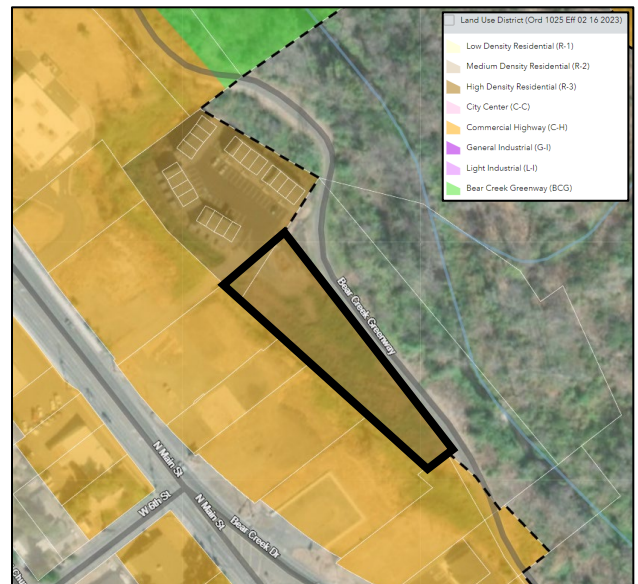


The subject property was legally created via a deed in 1958 and recorded on Jackson County Survey #7487. Access to the subject properties is via an access easement (OR 78-27288) from South Pacific Hwy, a publicly maintained street. The paved driveway serves the properties to the north and the two lots to the west that abut the highway.

The subject property is zoned High-Density Residential (R-3).

The adjacent property to the north is also R-3 and it was recently redeveloped with a townhouse development complex.

The properties to the west are zoned Commercial and are vacant or occupied by commercial businesses. The city limits are adjacent to the east property boundary. The property to the east is owned by the Oregon Department of Transportation and is occupied by Bear Creek, the Bear Creek Greenway and a large natural stormwater treatment area and wetland area.



The site is accessed via a shared driveway that provides access through the Commercial zoned properties that abut the Highway/North Main Street. The paved driveway provides access to the subject properties and the adjacent residential development to the north. The property is downhill from the highway and not visible from the public right of ways.

The site is relatively flat with a gentle slope generally from southwest to northeast. The property is within the Federal Emergency Management Area (FEMA), Flood Insurance Rate Map (FIRM) AE zone floodplain

and a portion of the floodway touches the eastern property line. There are base flood elevations for Bear Creek.

Potential wetlands on the property have been studied. It has been found that the area of the potential wetlands is not a regulated area. Following the wetlands study and site visit by the state of Oregon Department of State Lands, the state of Oregon biologist confirms that there is not adequate hydrology, soil types or vegetation to support delineation and preservation of the potential wetlands. Further, the study area and to fill or disturb the wetlands is less than 50 cu yards of material which is the wetlands threshold for regulated development.

There are no existing trees or significant vegetation or topography to maintain as part of the site development. The site is vacant of structures. There were foundations for some sort of structure present on the site that were removed following the Almeda Fire. There are various ground coverage plants on the property post fire.



PROPOSAL:

Request for Site Plan and Architectural Review for an 18-unit, multi-family residential apartment development. There are two, two story structures proposed. One structure with ten-units and an eight-unit structure.

Variances to site design review for length of building exceeding standards, access standards for pedestrian access outside of the vehicle access within the existing limited access easement, and parking in the “front yard”.

The request requires a Floodplain Development Review due to the location of the property and the development area within the Bear Creek floodplain.

The proposed units are all two-bedroom, two bath apartment units. There is a ground floor, accessible unit within each building. A private patio area or private deck area that exceeds 40 square feet is proposed for each unit.

The proposed multi-family residential structures are in the southwest portion of the property in the areas of the shallowest potential flooding. The structures are setback as far from the potential flood source to the maximum extent possible.

The proposed apartment development provides a needed housing type. The proposed development to the intended zoning and density addresses the city of Phoenix Comprehensive Plan designation of the property as high-density multi-family residential and provides adequate access, parking, open spaces, accessible dwellings adjacent to existing high-density residential dwellings.

Density:

The total lot area is .85 acres in area. The minimum density in the R-3 zone is 12 dwelling units per acre. There is no maximum density. The proposed 18 units comply with the minimum density for .85 acres (.85 X 12 = 10.2).

Building Design:

The proposed two-story buildings are architecturally interesting, visually pleasing multi-family apartment units.

The proposed exterior elevations are traditional with board & batten style vertical siding on the ground floor, a wide belly band and horizontal lap siding on the upper story. The structure has a gabled roof

form with architectural grade composition roofing. Eyebrow roofs are included on the front of the building to provide break up the massing of the linear roof line. Each unit has a sense of entry, with front doors and a down shrouded yard light and unit number, large windows with divided light uppers break up the façade of the ground floor. The exterior building material choices are reflective of the adjacent residential units.

The front façade of both structures is broken into smaller elements using reveals, recesses, trim, window sizes, and door locations. The end units are single level. This allows for an accessible unit on the ground floor in each structure. The unit on the second floor is accessed via a stairway on south end of the structure that leads to a deck walkway leading to the entrance. This decking reduces the overall mass of the building and further varies the front façade of the structures.

Proposed Building A (10-units) has a footprint of 4,630 square feet. The two-story building is proposed to be 9,260 square feet in area. Building B (8 units) has a footprint of 3,697 square feet in area. This two-story building is 7,394 square feet. The building area is similar in residential development pattern as the adjacent property to the north. The proposed buildings are similar in height, massing, scale, area, and are in the style of attached townhouse development found in the multifamily zone. The proposed building is of a similar scale consistent with the commercial structures that are possible on the adjacent properties. The buildings are not overwhelming adjacent to the residential development to the north across the driveway.

Landscape:

The proposal includes a conceptual landscape plan that complies with the standards of Chapter 3.3. The proposed landscape plan provides screening and other visual buffers for residential use and addresses compatibility with the commercial properties and adjacent uses. With site plan modifications the landscape plan will be amended to provide a plan for the increased landscape areas.

A solid masonry block enclosure area will screen the trash receptacles. There is a trash enclosure area for each building proposed that will contain adequate area for a recycling bin and a rubbish bin. The areas are in accordance with accepted locations to meet the needs of the service provider.

Parking:

The site plan demonstrates parking in accordance with the previously required standards and exceeds the recommended standards. The parking area provides for 37 vehicle parking spaces, two of which are van accessible, ADA parking spaces. There are also three motorcycle/scooter parking spaces. The parking area is proposed on a paved surface lot with a 26-foot drive aisle.

Newly adopted parking regulations pertaining to climate energy action planning will be met through the imposition of conditions of approval. The building permit plan sets will provide the measures recently adopted as part of the Climate Friendly and Equitable Communities Code amendments.

Shade trees providing parking lot shade protection will be identified on the final landscape plan submitted with the building permit plan set.

Utilities:

The public utility service necessary to the property and extend through the property in various easements is available. The proposal includes relocation of some of the utility service lines. The conceptual civil engineering plans from Construction Engineering Consultants, Inc., detail the extensions of the proposed utilities. There are no service constraints or moratoriums in place that affect this proposed development.

The proposed stormwater detention facilities will capture and retain in small retention ponds before being metered back into the stormwater system through overflow pipes. The proposed facility has been designed by Construction Engineering Consultants (CEC) Inc., to the standards of the Rogue Valley Storm Water Quality Drainage Manual.

Transportation:

The proposed building is not adjacent to a public street and no public streets are proposed for the development of an apartment complex. The property is accessed via a shared access easement. This easement is limited in width to 30-feet and provides adequate width for the Fire Department required 26-foot travel lane.

There is not adequate width within the easement to now include a separate pedestrian walkway from the driveway surface. The pavement is on the subject property side of said easement. All the paved driving surface is on the south side of the easement leaving no room for additional pavement or cement surfacing to provide a separate pedestrian walkway.

This is a pre-existing condition that cannot be remedied without taking property from the adjacent property owners, which is not feasible for the allowed use. The existing multifamily residentially zoned properties that are accessed via the same shared driveway cannot add pedestrian amenities excepting signage to watch for pedestrians and bicycles.

The subject property is located conveniently close to commercial uses, grocery, restaurants, medical services, convenience stores, fuel and food services, transportation services and schools. The property is in the high-density zone and the proposed 18 apartment units are a needed housing type proposed to address the housing needs addressed in the city of Phoenix Comprehensive Plan, Housing Element. The proposed apartments will enhance the livability of the small residentially zoned neighborhood that is found just east of the commercial corridor and nearly surrounded by commercial uses.

There are connected pedestrian walkways leading from the shared driveway access to and through the area of site development. The shared driveway serves as the pedestrian walkway through the adjacent commercial development properties to the public sidewalks abutting South Pacific Highway for the 20+ residents of the adjacent residential development, the additional pedestrian and bicycle presence will improve the ability of residents to feel more comfortable leaving their cars parked and using the transportation amenities in the immediate area.

South Pacific Highway is part of the Rogue Valley Transit District (RVT) Route 10 frequent transit route. There is a public transportation stop located 885-feet to the northwest and another north bound stop approximately 975-feet to the south. There is a south bound bus stop to the northwest approximately 1100 to the northwest and another stop 975-feet to the south. RVT provides frequent service Monday – Saturday. RVT also provides the Valley Lift Service for individuals needing additional transportation services.

The Bear Creek Greenway is upon the adjacent abutting property allowing direct access is optional and not proposed at this time due to the ODOT Permitting process. This will be pursued but is not part of this application.

Floodplain Development:

The property is subject to the standards from Section 3.7.3 – Flood Damage Prevention Regulations. The property is within the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps (FIRM) Area of Special Flood Hazard (SFHA) AE Zone. (Map Panel #41029C1989F). There are Base Flood Elevations (BFE) identified and the BFE is 1475’.

The proposed development will comply with the floodplain development permit standards from FEMA, the state of Oregon Building Codes and the city of Phoenix standards for development. Including that the finished floors of the structures will be elevated a minimum of one foot above the BFE as required. Additionally, foundation venting in the structures that relieves the hydrostatic pressures of the floodwaters that may flow through the site, will be provided. Evidence of compliance with the Floodplain

Development Permit requirements will be provided on the building permit construction plan sets. No development proposed within the FEMA Floodway.

Conclusion:

In conclusion, the city of Phoenix Planning Commission can be find that the proposed multi-family residential development to two parcels of record in the High-Density Multi-Family Residential zone immediately adjacent to commercial businesses, other residential uses, and multi-modal transportation with the limited exceptions requested due to the unique location, shape, size, and areas of the property meets or can meet the criteria from the Phoenix Land Development Ordinance.

Most importantly, the proposed housing provided needed housing as required by both the state legislature and the Comprehensive Plan Goals of the city of Phoenix.

The proposed residential units provide needed housing. The proposed residential development can be found to meet identified needed housing as described in ORS 197.303, "needed housing" which means all housing on land zoned for residential use...that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes... "Needed housing" includes the following housing types: Attached and detached single-family housing and multiple-family housing for both owner and renter occupancy.

Findings of fact addressing the city of Phoenix Land Development Ordinance Site Plan and Architectural Review for the development of multiple family residential dwellings, the requested exceptions or variances, and the requested floodplain development standards are found on the following pages.

Thank you for your consideration.



Amy Gunter

Rogue Planning & Development Services, LLC

Attachments:

Architectural Site Plan – Revised

Architectural Floor Plans – Revised

Easement record for utilities and access

Stormwater Quality Management Letter from Engineer

Fire District 5, Engineer Dave Meads Comment

AMENDED FINDINGS

38 S 1W 09DA; 3900 & 4000

10.10.2023

Criteria from the Phoenix Land Development Ordinance

4.2.6 – Site Design Approval Criteria

The Planning Director shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:

A. The application is complete, as determined in accordance with Chapter 4.1 – Types of Applications and Review Procedures and Chapter 4.2.5 – Site Design Review Application Submission Requirements, above.

Finding:

It can be found that the proposed apartment housing development application provides adequate information in accordance with the standards from Chapter 4.2.5 – Site Design Review Application Submission Requirements for the Planning Director to make written findings recommending approval of the proposed development.

The site development area is shared between the two legal lots of record which are accessed via a mutual access easement through the adjacent properties. The proposed layout includes development of two apartment buildings. There is a ten-unit building (Building A) and an eight unit building (Building B) of much needed housing proposed.

The proposed conceptual development plan demonstrates the Planning Director can recommend approval of the site layout including the proposed vehicle and bicycle parking areas, open spaces, landscape layout and planting, utilities, lighting, etc. comply or can made to be comply with the imposition of conditions of approval. The findings address the entire site development excepting building setbacks from the adjusted property lines and density. Both standards are met with the pending Boundary Line Adjustment and demonstrated as such on the site plans. The entire site area complies with the standards for development of R-3 zoned property.

Adequate easement for utility, access, maintenance, of any shared facilities will be provided upon the final property line adjustment plat map.

B. The application complies with the all of the applicable provisions of the underlying Land Use District (Chapter 2), including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses;

Finding:

The proposed development complies, albeit necessary variances or exceptions, or can comply through the imposition of conditions with the standards from the High-Density Multi-Family Residential zoning district standards from Chapter 2 including building and yard setbacks, lot area and dimensions, density, floor area, site coverage, building height, orientation, architecture and other standards that apply to multi-family housing development.

Chapter 2.2 - Residential Districts

The subject properties are zoned High Density Residential (R-3) Zone which mandates a minimum density of 12 dwelling units per acre with no maximum density. The zone allows for townhouse type and multi-family residential projects.

The proposed apartment complex development is a permitted use in the R-3 Zone.

2.2.4 – Building Setbacks

A. Front Yard Setbacks 1. Residential Uses (single-family, duplex, triplex, and multi-family housing types).

a. All setbacks shall be as shown in Table 2.2.2.

c. multi-family housing shall also comply with the building orientation standards in Chapter 2.2.7 – Building Orientation

Finding:

According to the PLDO definition of the front yard is the yard extending the full width of the front of a lot between the front (street) right of way and the side building line. The purpose of the front yard is to provide a building setback from the street, provide sunlight, air circulation, and promote a human scale design and traffic calming by reducing the presence of garages and parking between the building and the street.

This property has no street frontage. The property is setback more than 100-feet from the street and is completely below the grade of the street.

Due to these factors, the “front yard” is best suited adjacent to the Bear Creek Greenway/ODOT property along the East property line. This is due to the floodplain and the need to have the structures in the area of least impact from the source of the flood.

Increasing the setback from the natural features and the bike/pedestrian pathway and decreasing the setback from the hillside to the Commercially zoned properties above.

Building A: Front setback = 52' 7" from the east property line which exceeds the minimum front yard setback of 20-feet.

Building B: 33' – 4" from the east property line which exceeds the minimum front yard setback of 20-feet.

B. Rear Yard Setbacks. All setbacks shall be as shown in Table 2.2.2.

Finding:

The property does not have street frontage and the Bear Creek Greenway will be considered the 'front' for setback purposes.

The rear yard abuts the rear yard of the commercial property adjacent, opposite of the "front" setback.

The rear yard building setbacks exceed the minimum of five feet from the rear property line in compliance with Table 2.2.2.

C. Side Yard Setbacks. All setbacks shall be as shown in Table 2.2.2.

Finding:

Side yard setbacks are met with substantially more than four feet from the side property lines from each building on each parcel, in compliance with Table 2.2.2.

2.2.6 – Building Height

Finding:

No maximum building height in the R-3 zone.

2.2.5 – Maximum Lot Coverage

A. Maximum Lot Coverage shall be as set forth in Table 2.2.2, except Neighborhood Commercial and Public/Institutional Uses shall have a maximum coverage of 80 percent.

B. Maximum lot coverage includes all primary and accessory structures.

C. For attached/common wall/cottage/multifamily projects with shared open space, Lot Coverage may be calculated based on the total project area rather than by individual lots.

Finding:

The maximum lot coverage in the R-3 Zone is 75 percent. Lot coverage is defined as the area of a lot covered by a building or buildings, expressed as a percentage of the total lot area.

The lot coverage of the structures is 22.6 percent. The site landscape plan provides for 8,654 square feet of landscape areas, 23.5 percent of the site as landscaped with vegetation, stormwater facility landscaping, and bark mulched or rock mulch surfaces.

2.2.7 – Building and Site Orientation

A. Purpose. The following standards are intended to orient buildings close to streets to promote human-scale development, slow traffic down, and encourage walking in neighborhoods. Placing residences and other buildings close to the street also encourages security and safety by having more “eyes on the street.”

B. Applicability. This Section applies to single-family attached townhouses that are subject to Site Design Review (3 or more attached units); multi-family housing;

Finding:

The property is unique in that it does not have frontage upon a public street. The property is not visible from the public street due to the topography. Future commercial development will further prevent view of the structures with only the roofline of the two-story structures visible from the public street.

The are no public streets adjacent to the property.

The orientation standards cannot be applied because there is not a street to place the building close too, no street to orient towards to create a human scale neighborhood, with the intent of slowing traffic and encourage walkability of the neighborhood street.

The Bear Creek Greenway is a public pedestrian and bicycle right of way. It is for this reason that the property has been oriented with the “front” facing the Greenway. The design provides a wide walkway accessing the units on the east side of the structure for residents to have “eyes” on the parking area and the Greenway providing additional safety.

C. Building orientation standards. All developments subject to this subsection shall be oriented toward a street when the lot is of sufficient size to allow for this. The building orientation standard is met when all of the following criteria are met:

1. Compliance with the setback standards in Table 2.2.2

Finding:

The lot is not of a sufficient enough size to allow for the orientation standards to be met.

The setbacks comply with the setback standards in the from Table 2.2.2 when ODOT property that contains the Bear Creek Greenway is declared the ‘frontage’.

The property does not have typical frontages upon a public street which determine the frontage and the resulting property setbacks for ‘yards’ based on the front property line abutting the public street.

The property has ‘frontage’ upon the ODOT property where the Bear Creek Greenway is located, but not a public street.

The proposed development setbacks provide the largest building setback along east side of the property adjacent to the Greenway. The west property boundary becomes the rear property line. This abuts the rear property lines of the commercial property adjacent. The north and south property lines are the side property lines.

The proposed setbacks comply with the proposed ‘orientation’ and lot layout.

2. The primary façade of the primary structure shall be built parallel to the principal frontage line to the maximum extent possible.

Finding:

The primary façade is parallel to the 'principal' frontage line to the maximum extent possible considering the physical location preventing compliance with the standard.

The structures are oriented towards the parking area and the 'front'. This layout is necessitated by the location and shape of the site, the adjacent property topography, zoning and uses.

The buildings are not oriented towards the street because the property is not adjacent to a public street.

The parking area is adjacent to the building in the area that would be considered the front yard. Due to the unique lot shape, its location and lack of frontage, the floodplain and floodway, shared access, topography of the adjacent properties, etc. this multi-family zoned property is physically constrained in manners that are beyond the control of the property owner.

3. All buildings shall have their primary entrances oriented toward the street. Multi-family and neighborhood commercial building entrances may include entrances to individual units, lobby entrances, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its entrance oriented to a side yard when a direct pedestrian walkway is provided between the building entrance and the street in accordance with the standards in Chapter 3.2 – Access and Circulation. In this case, at least one entrance shall be provided not more than 20 feet from the closest sidewalk or street.

Finding:

This standard does not apply. The standard is discussing orientation towards streets, front or sides. The buildings cannot be oriented towards the street as one does not exist.

4. Parking shall be located in the rear of the building unless lot configuration makes this impracticable. If parking is not located in the rear, it shall be located on the side of the building. Side parking shall be set back 20 feet from the street right-of-way and screened from view with landscaping.

Finding:

The lot configuration prevents the parking from being located in the rear. Due to the lot configuration, the parking cannot be located to the side of the building. There is not a public street from which the parking should be screened from.

The parking area is adjacent to the building in the area that would be considered the “front” yard. Due to the unique lot shape, its location and lack of street frontage, the floodplain and floodway, shared access easements, topography of the adjacent properties, etc. this multi-family zoned property is physically constrained in manners that are beyond the control of the property owner.

D. Off-street parking

1. Off-street vehicular parking shall be provided as required in Chapter 3.4.

3.4.3 – Vehicle Parking Standards

A. Number of Spaces Recommended can be determined by the table.

Finding:

The proposal provides for 37 parking spaces in a surface parking area. There are three motorcycle/scooter parking spaces.

The number of disabled access parking spaces complies with the Americans with Disabilities Act and the Oregon Building Codes.

The parking area will have tree canopy covering at least 50 percent of the parking lot at maturity. There are deciduous trees shown on the conceptual landscape plan and canopy coverage areas of the trees can be provided on the final landscape plan.

A curb and sidewalk are present adjacent to the parking area to provide pedestrian access outside of the drive aisle.

There are more than five units proposed. The provisions of electrical service capacity as defined in ORS 455.417 (E.g., EV charging station conduit, EV chargers, etc. as determined by the final code provisions) to accommodate the required number of EV compatible parking spaces will be provided with the building permit submittals.

3.4.4 – Bicycle Parking Requirements

Finding:

Bicycle parking, one space per unit in a long-term covered space on the back patio of each unit is proposed.

A U-rack for short-term bicycle parking is proposed in the parking area adjacent to the motorcycle/scooter parking spaces.

The bike parking rack will provide for six feet long, with five-foot maneuvering aisle, hard surfaced, U-rack that will allow for the locking of the frame to the structure.

The bike rack will be provided in accordance with 3.4.4.B.2.

2.2.8 – Architectural Standards

All buildings subject to this section shall comply with all of the following standards. The graphics provided with each standard are intended to show examples of how to comply. Other building styles and designs can be used to comply so long as they are consistent with the text of this section. An architectural feature (i.e., as shown in the graphics) may be used to comply with more than one standard.

1. Building Form. The continuous horizontal distance of individual buildings, as measured from end-wall to end-wall, shall not exceed 80 feet. All buildings shall incorporate design features such as offsets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces, as shown in the above figure. Along the vertical face of a structure, such features shall occur at a minimum of every 40 feet, and on each floor shall contain at least two of the following features:

- a. Recess (e.g., deck, patio, courtyard, entrance or similar feature) that has a minimum depth of four feet;
- b. Extension (e.g., floor area, deck, patio, entrance, or similar feature) that projects a minimum of two feet and runs horizontally for a minimum length of four feet; and/or
- c. Offsets or breaks in roof elevation of two feet or greater in height.

Finding:

This standard is superseded by the standards from 2.2.9.E.1.

2. Eyes on the Street. All exterior walls visible from a street right of way shall provide doors, porches, balconies, windows, and/or other architectural features. A minimum of 60 percent of front (i.e., street-facing) elevations, and a minimum of 30 percent of side and rear building elevations, as applicable, shall meet this standard. Percent of elevation is measured as the horizontal plane (linear feet) containing doors, porches, balconies, terraces, and/or windows. The standard applies to each full and partial building story.

Finding:

Though not on a street, the exterior walls that are visible from the parking area provide doors, front porches, windows and other architectural features. There is a front entrance for each of the ground floor units spanning the façade of the structure that faces the front entry and the parking area. There are extensive windows, entry doors and openings along the front façade of the structures that exceed 60 percent of the front wall area.

The rear of the buildings includes a covered patio for the ground floor of each unit and the units have a door and windows on the rear wall of the building. This provides access and views into the rear private yard areas and common spaces.

3. Detailed Design. All buildings shall provide consistency in architectural design treatment along all exterior walls (i.e., front, rear and sides). Detailed design shall be provided by using at least three of the following architectural features on all elevations, as appropriate for the proposed building type and style (may vary features on rear/side/front elevations):

Finding:

Both structures are consistent in the architectural design treatment. The front and the rears of the buildings use consistent materials on the front and rear. Excepting that the front ground floor siding has a vertical, board and batten treatment to vary the materials on the visually prominent façade. Additionally, the trim treatment and wide posts on the front façade provide visual relief.

Both buildings include dormers, varying size and spacing of dormers, split shingle treatment in the gable ends, covered porch entries, posts, wide eaves, wide window trim, balconies, and covered patios, horizontal and vertical siding use and belly bands to provide a visual relief to the horizontal siding.

The rear of the structure will not be visible to most adjacent properties.

All exterior lighting will be dusk to dawn with automatic shut off. All exterior light fixtures will be directed downwards to prevent direct illumination of adjacent properties. The parking lot light will provide safety, security and provide a utility function. The building permit submittals will provide lighting specs that demonstrate direct compliance with the standard from Phoenix LDO 3.12.

4. Repetition of Residential Façades. Variability in design is encouraged. A detached single-family dwelling that has the same appearance or a mirrored reverse appearance as another detached single-family dwelling facing the same street may not be constructed adjacent to or across the street from that single-family dwelling. A different appearance for purposes of this section involves a different roof line and/or footprint.

Finding:

The façade varies on the front of the buildings. There are three different gables along the primary roofline, there are entry doors with double hung style, windows on the ground floor and slider windows on the second floor. The south end of the buildings includes a ground floor unit and a unit above. The unit on the second floor includes a deck entry that provides a material variation in the façade. There are various gable dimensions, material treatments in the gable ends, eyebrow gables on the roof.

The eyebrow gables provide for a substantially varied roof line.

There are also siding material changes to the façade on the ground floor with a belly band and different materials on the second story.

These are not single-family detached dwellings.

2.2.9 – Special Standards for Certain Uses

This Section supplements the standards contained Sections 2.2.1 through 2.2. 8. It provides standards for the following land uses in order to control the scale and compatibility of those uses within the Residential District:

E. Multi-family housing. Multi-family housing means housing that provides more than three dwellings on an individual lot (e.g., multiplexes, apartments, condominiums, etc.). New multi-family developments shall comply with all of the following standards:

1. Building Mass Supplemental Standard. The maximum width or length of a multiple family building shall not exceed 150 feet (from end-wall to end-wall).

Finding:

Building A is proposed to be 154' – 4" in length. Building B building has a 102' – 6" façade length. An exception to this design standard is requested. The development provides for a high density, needed housing development in a multi-family zone. The property is in the Floodplain and the area of physical development is limited by the long, linear shape of the property. The linear shape of the property limits the buildable dimensions of the site when considering setbacks, functional floorplans for a two-bedroom unit, adequate parking, drive aisles, and open spaces. The shape of the property and the extenuating circumstances to the site development, an exception to extend the building four foot, four inches, a 2.9 percent increase in the overall building length. The mass and scale of the building is addressed in the design standards and the additional length will be negligible in the overall design of the multi-unit building and provides a needed housing unit that is still of modest floor area.

2. Common open space standard. Inclusive of required setback yards, a minimum of 20 percent of the site area shall be designated and permanently reserved as common open space in all multiple family developments. The site area is defined as the lot or parcel on which the development is planned, after subtracting any required public land dedication and public and private streets. Sensitive lands and historic buildings or landmarks open to the public and

designated by the Comprehensive Plan may be counted toward meeting the common open space requirements.

Finding:

There is a common area on the north side of the ten-unit building, between the two buildings, along the west side of each building and at the northeastern side of the driveway and parking area. There are no public land dedications.

The surface areas within the common open space area include lawn area, crushed rock areas beyond the patios of the units, and the landscape screen along the west property boundary.

The 36,891 square foot lot requires 7,378 SF of common area. The site plan provides for 8,654 square feet of landscape areas, 23.5 percent of the site will be landscaped with vegetation, stormwater facility landscaping, and bark mulched or rock mulch surfaces.

3. Private open space standard. Private open space areas shall be required for ground-floor and upper-floor housing units based on all of the following standards:
 - a. All ground-floor housing units shall have front or rear patios or decks measuring at least 48 square feet. Ground-floor housing means the housing unit entrance (front or rear) is within 5 feet of the finished ground elevation (i.e., after grading and landscaping);

Finding:

The ground level rear patios are 48 square feet in area.

- b. All upper-floor housing units shall have balconies or porches measuring at least 48 square feet.

Finding:

The upper floor units will have a minimum deck area of 48 square feet, each unit also has a small area near their stairs as open space area.

- c. Private open space areas shall be oriented toward common open space areas and away from adjacent single-family residences, trash receptacles, parking and drives to the greatest extent practicable; and

Finding:

The private patios are at the rear of the structure and oriented towards the west side of the property common area, there is one patio on the north side of the structure. To the maximum extent feasible most private outdoor patio and deck area are not oriented towards the parking areas.

The vacant property adjacent is commercially zoned and it is required to be buffered from the subject property because of its residential zoning. This increases the future setbacks of the commercial structure from the private and common open space provided along the west property line.

4. Exemptions. Exemptions may be granted when these developments are within a quarter mile (measured walking distance) of a public park and there is a direct, accessible (i.e., Americans With Disabilities Act-compliant), and maintained pedestrian trail or sidewalk between the site and the park. An exemption shall be granted only when the nearby park provides an active recreation area such as a ball field, children's play area, sports court, track, or similar facility.

Finding:

No exemptions requested.

5. Trash receptacles. Trash receptacles and recycling areas shall be oriented away from adjacent residences and shall be screened with a solid masonry wall not less than 6 feet in height.

Finding:

There are two separate trash receptacle areas. One is adjacent to the east property line and one on the south end of the project site in an area that is most convenient for the Sanitary Service provider. The Trash receptacle will be screened with a six-foot-tall solid masonry wall and fencing.

4.2.6.

C. The applicant shall be required to upgrade any existing development that does not comply with the applicable land-use district standards, in conformance with Chapter 5.3 – Non-Conforming Uses and Developments;

Finding:

The site is vacant of structures.

The site is accessed from the public right-of-way (S Pacific Hwy/North Main Street) via a shared access easement. This access easement is limited in width, preventing upgrading of the driveway development beyond additional paved width with sidewalk or pedestrian walkway outside of the shared driveway surface. An exception to the standards is requested because the non-conforming nature of the driveway accessing the site cannot be upgraded to the applicable land use standards.

D. The application complies with the Design Standards contained in Chapter 3. All of the following standards shall be met:

Chapter 3.1 – Design Standards Administration

Finding:

It can be found that the proposal complies with the development standards of Chapter 3. Where direct compliance cannot be achieved due to the location of the property without street frontage and access only via a shared easement, shape of the parcel (long and narrow) and the physical constraints of the parcel location (floodplain, floodway, a access easement, slope adjacent to existing improved access easement, exception/variance to the standards are warranted.

Chapter 3.2 – Access and Circulation

3.2.2 – Vehicular Access and Circulation

Finding:

The property has direct access to a public street and access is provided via an existing, 30-foot wide, paved to 26-foot, reciprocal access easement. The paved driveway within the existing access easement area is developed to the maximum extent. The pavement of the driveway is shifted to the west property line of the subject property and is abutting a driveway slope. The easement language states that a portion of the easement includes parallel parking. These are preexisting, non-conforming situations that cannot be remedied through providing access in an alternative manner due to lack of public street frontage. There are no changes to the existing street system or to the right-of-way of OR Hwy 99/South Pacific Hwy., /N Main Street.

A Traffic Study was conducted for a 26-unit apartment complex. The Traffic Engineers have found that there are no circulation issues created by a 26-unit apartment complex. Therefore, it can be reasonably deduced that an 18 unit development will also have not impact on the level of service, the driveway functions or create other transportation access issues that would require modifications or mitigation to the transportation system.

Adequate fire apparatus access is provided and all vehicles, including emergency services will enter and exit the site in a forward manner. The Jackson County Fire District 5 comments noted they require a 26-foot clear width, driveway will be declared a fire apparatus access road and signed as such as required by the Oregon Fire Codes and by the Building Official. The proposed driveway does provide for a 26-foot, clear width, 14-foot of vertical clearance, rolled curbs and hydrant. As required by fire and building codes fire suppression systems will be provided with the building permit submittals.

3.2.3 – Pedestrian Access and Circulation

Finding:

A continuous, accessible sidewalk is provided within the development. This walkway connects all primary entry doors, connects to the common areas and leads to the parking areas.

The building styles have front stoops. The which provides a covered entry with direct connection to the walkway that provides access to the front entries from the pathways and the parking area.

The continuous pathway provides a safe, direct and convenient connection to the buildings and to the paved access easement which then leads to the public street.

There is a no future connection to the Bear Creek Greenway path shown because approval of access across the property boundary and on to the pathway is through the Oregon Department of Transportation (ODOT), access is not guaranteed and a separate application to that agency will be necessary. It is not part of this application, and gate access cannot be conditioned as the city is not the approval authority on access to the greenway on the ODOT property.

Per 3.2.3.A. 1. Pedestrian Access and Circulation, Continuous Pathway requirements, the developer “may” be required to connect or stub pathways to adjacent streets in accordance with Chapter 3.2.2.

It can be found that due to the dedicated 30-feet of width and the paved width of the private access easement, a continuous walkway cannot be provided from the property through adjacent properties, connecting the public sidewalk along the street. The physical constraint of the existing improvements within the access easement prevents development of a pedestrian pathway. The pavement within the easement is shifted to the subject property side of the easement leaving no room behind the paved width for a raised, curbed pathway with a barrier of vegetation, berm or other physical barrier adjacent to the driving surface. The opposite side of the easement has vegetation associated with the redevelopment within the 'unimproved' portion of their side of the easement.

Along the property frontage of the paved driveway, there is a grade change adjacent to the driveway surface in the setback area of the structure from the property line that prevents widening the improvements to add a pedestrian pathway on the south side of the easement.

The limited width of the easement, the location of the paved access within the easement, the slope adjacent to the existing improvements on the subject property side of the easement and the lack of public street frontage are due to physical constraints that cannot be remedied with this application.

Exception to this standard is requested herein.

Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls

Finding:

There are no areas of significant vegetation to preserve. There were potential wetlands areas identified. The potential wetlands did not meet the State of Oregon DSL criteria for wetlands preservation. Additionally, the area of the potential wetland study area was below the threshold for development.

The Wetland Delineation report found that the soil type and lack of hydrology prevents the small areas that were considered potential wetlands to declared protected wetlands that require permitting or protections. See attached report.

A conceptual landscape plan has been provided that generally complies with the standards from PLDO 4.2.5. The conceptual landscape plan provides for 8,654 square feet of landscape

areas, 23.5 percent of the site as landscaped with vegetation, stormwater facility landscaping, and bark mulched or rock mulch surfaces. The plant materials include trees, parking lot shade trees, shrubs, ground cover plants, bark mulches and gravel mulch.

A stormwater detention pond area is proposed between the parking area and the Bear Creek Greenway. The stormwater detention facilities have been designed by an Oregon Licensed Civil Engineer and will demonstrate compliance with the Rogue Valley Stormwater Quality Design Manual and Best Management Practices for construction at the time of the building permit submittal. A letter from the project engineer was provided that assures compliance with the current standards.

A boundary fence near the property line adjacent to the Bear Creek Greenway and parallel with the FEMA floodplain and not encroaching into the FEMA Floodway, matching the adjacent property in material, is proposed to provide delineation of the project boundary.

Similarly, to the adjacent property, direct access from the property is not outright permitted without approval of the Oregon Department of Transportation. This can be sought if required as a condition of approval, but a gate is not part of this proposal as it cannot be guaranteed approval.

There is not a front yard setback adjacent to a public street. A fence of up to six feet tall measured at the highest grade at the base of the fence is proposed along the property boundaries and without intrusion into the mapped FEMA floodway. Any chain link fence will match that of the existing property, provide site security from the greenway, and provide property delineation. The fence will be constructed parallel to the floodplain. Where perpendicular to the floodplain, barbless wire or similar openings will be constructed to the BFE.

Chapter 3.4 – Vehicle and Bicycle Parking

Finding:

The proposal provides for 37 parking spaces in a surface parking area. The proposed parking area does not exceed the recommended parking ratio of 1.75 spaces per two bedrooms.

The number of disabled access parking spaces will comply with the Americans with Disabilities Act and the Oregon Building Codes for Accessible Parking at the time of building permit submittal.

The parking area will have tree canopy covering at least 50 percent of the parking lot at maturity. There are deciduous trees shown on the conceptual landscape plan and canopy coverage areas of the trees can be provided on the final landscape plan submitted with the building permits.

The parking space sizes, dimensions, backup area, access aisles, etc., comply with the standards from 3.4.

A curb and sidewalk are present adjacent to the parking area to provide pedestrian access outside of the drive aisle.

There are more than five units proposed. The provisions of electrical service capacity as defined in ORS 455.417 (E.g., EV charging station conduit, EV chargers, etc. as determined by the final code provisions) to accommodate the required number of EV compatible spaces will be provided at building permit submittal.

3.4.4 – Bicycle Parking Requirements

Finding:

Bicycle parking, one space per unit in at the back of each unit is proposed and shown on the site plans.

A bike rack for short-term bicycle parking will be provided outside of the building at the grade of the main floor of the 10-unit building. It is within the parking area adjacent to the motorcycle parking spaces just north of the 10-unit building.

The bike parking rack will provide for six feet long, with five-foot maneuvering aisle, hard surfaced, U-rack that will allow for the locking of the frame to the structure. The U Rack provides for the required two short-term bike parking spaces required.

Chapter 3.5 – Street and Public Facilities Standards

Finding:

The proposed development has access to the street via a private access easement. A Traffic Assessment was conducted and found that there are no modifications or mitigations to the public right-of-way triggered by the increase in vehicular traffic from the proposed development.

New access or connection to the public street is proposed as it is an existing driveway apron.

There are no public use areas proposed.

The Conceptual Civil Engineering documents provide preliminary connections to the sanitary sewer and water service. Easements to the existing public utilities are not impacted. The other utilities such as power will be provided underground.

Chapter 3.6 – Signs

Finding:

None proposed.

Chapter 3.7 – Environmental Constraints

Finding:

The subject property is adjacent to the Bear Creek Greenway and as the name suggests, Bear Creek. Bear Creek is a Goal 5 Resource and is considered a Class 1 stream. The property is more than 50-feet from the highwater line, and no riparian vegetation is present on the subject property.

The site development is approximately 98-feet from the highwater line and is separated from the creek by the physical improvements of the Bear Creek Greenway bicycle and pedestrian right-of-way.

The site is not subject to the Riparian Preservation Standards due to the substantial physical distance to Bear Creek.

The property is subject to the standards from Section 3.7.3 – Flood Damage Prevention Regulations. The property is within the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps (FIRM) Area of Special Flood Hazard (SFHA) AE Zone. (Map Panel #41029C1989F). There are Base Flood Elevations (BFE) identified and the BFE is 1475’.

The proposed structures are located in the area of shallowest potential flooding. All finished floors will be elevated to at least one foot above the BFE. Foundation venting to reduce the hydro static pressure of the water with Smart Vents that provide one-square inch of venting per 100 square feet of crawlspace or building footprint.

An Oregon Licensed Surveyor will provide the data necessary to provide a visual reference to the required BFE and the one foot above for the finished floor framing and utility installation that requires above ground infrastructure pre and post construction. Smart Vents and floodproofing as allowed in the State of Oregon Building Codes Division standards for construction in the regulatory floodplain will be provided on the building permit plan sets.

The project is designed in a manner that minimizes the flood damage by providing the parking area nearest the flood source and the structures in the area furthest from the source. All site improvements and utilities including sewer, gas, electrical, and water will be constructed to minimize or eliminate damage and infiltration of floodwaters. All structures and improvements will be anchored to prevent floatation collapse or lateral movement.

The proposed chain-link fencing at the perimeter of the property will allow the passage of water by having openings in the areas at or below the BFE to allow flood water and debris to flow freely.

There are no alterations to any water course and there are no improvements within the regulatory floodway that encroaches slightly onto the property.

Chapter 3.8 – Storm and Surface Water Management Standards

Finding:

Stormwater detention facilities to collect detain and treat the drainage from the impervious surfaces is proposed. The proposed stormwater detention facilities are to the east of the parking area. There are plant materials to increase the infiltration and evapotranspiration of the

captured stormwater. The site has 20.5 percent of the site as landscape area which reduces impervious areas in reduces stormwater runoff.

The building permit submittals will demonstrate compliance with the standards from the most current Stormwater Management Plan and the RVSS Stormwater Quality Design Manual for design, construction, and maintenance of the stormwater facility.

Chapter 3.9 – Erosion Prevention and Sediment Control

Finding:

A Conceptual Erosion Prevention and Sediment Control Plan has been prepared by an Oregon Licensed Civil Engineer. Erosion control fabric will be provided along the entire eastern boundary to provide a barrier to the deposition of soil or sediment from the construction project across the property line. A stabilized pad of gravel will be constructed and maintained at the entrance / exit to the construction site to prevent soil deposits on the roadway or in the drainage ways.

The project site area is less than one acre. The project site has been designed to minimize disturbance to the site topography. There is no native vegetation, and the soil has been manipulated.

It can be found that the plan complies or can comply with the applicable technical guidelines, as determined by the Public Works Director.

Chapter 3.10 – Other Design Standards

Finding:

This chapter does not appear to apply to the proposal.

Chapter 3.11 – Agricultural Buffering and Mitigation

Finding:

This chapter does not appear to apply to the proposal.

Chapter 3.12 – Outdoor Lighting

Finding:

Lighting that complies with the Lighting Area Classification of LZ-2 for the R-3 zone will comply with the standards required in this chapter. The photometric plan as required will be designed by a lighting specialist and provided with the building permit plan sets.

E. Conditions required as part of a Land Division (Chapter 4.3 – Land Divisions and Lot Line Adjustments), Conditional Use Permit (Chapter 4.4 – Conditional Use Permits), Planned Unit Developments (Chapter 4.5 – Planned Unit Developments), or other approval shall be met.

Finding:

There are no existing conditions of approval from previous development approvals on the subject property affecting the development said property.

F. Exceptions to criteria D.1-6, above, may be granted only when approved as a Variance (Chapter 5.2 – Variances).

Finding:

An Exception to criteria 4.2.6.D. 1 (Chapter 3.2.3 – Pedestrian Access and Circulation) is requested.

Chapter 5.2 - Variances

B. Applicability. The facts and conclusions relied upon to grant a variance from a particular standard shall clearly be set forth in the FINAL ORDER of the Administrative Review or the review by the Planning Commission.

Finding:

Variance to 2.2.9.E.6 – Special Standards for Certain Uses, Multi-Family

Variance to 2.2.7 – Building and Site Orientation, 4. Parking location

And an Exception to criteria 4.2.6.D. 1 (Chapter 3.2.3 – Pedestrian Access and Circulation) is requested which is also processed as a Variance.

1. The variance standards are intended to apply to individual platted and recorded lots only, and in the case of signs, the applicant may be the business agent with a written letter of consent from the property owner.

Finding:

The requested variances are property and development specific and apply only to an individual platted lot.

2. An applicant who proposes to vary a specification standard for lots yet to be created through a subdivision process may only utilize the Type II or Type III variance procedure.

Finding:

The proposed variances are Type II procedures per 5.2.2.A.3 – Variance to Chapter 3.2 Access and Circulation the Planning Director may grant the variance.

3. A variance shall not be approved which would vary the permitted uses of a land use district (Chapter 2).

Finding:

The variances requested does not vary the permitted use of the land use district.

4. Exceptional or extraordinary conditions applying to the subject property which do not apply generally to other properties in the same zone or vicinity, which conditions are a result of lot size or shape, topography, or other circumstances over which the applicant has no control make strict compliance impossible or impractical; or,

Finding:

There are exceptional conditions applicable to this property which do not apply generally to the other properties in the same zone or vicinity. The shape of the site is long and narrow, constrained by the hillside to the west, and by the FEMA floodplain and Bear Creek on the east.

The property does not have public street frontage which typically defines resulting setbacks, orientation and access location.

The property is below the grade of the street and is below the grade of the paved surface of the existing access easement.

There are only two multi-family zoned parcels in the immediate vicinity, the subject property and that to the north accessed via the same shared access easement. The properties between the subject property and the public street are zoned for commercial development with large

scale building potential. The adjacent property where the Bear Creek Greenway is located is a private parcel owned by the Oregon Department of Transportation and access to that property though required by the city of Phoenix is not guaranteed by the property owner responsible for the greenway.

These circumstances are not under the control of the applicant which makes strict compliance impracticable or impossible.

5. A Variance from the design standard for reasons set forth, will result in equal or greater compatibility with the architectural and/or site planning style and features that exist in adjacent and nearby buildings; or the proposed design is a functional requirement of the proposed use.

Finding:

The variance from the design standards will result in compatibility with multi-family architecture. The proposed design standard variance allows for a structure that will be more functional. The variance allows for a multi-family structure to be similar in scale and mass as the predominate zoning of adjacent properties which is commercial with only a minor exception in the total allowed building length. The proposed wall length is less than a three percent increase in the standard.

The variance to the location of the parking in the “front” yard area and between the building and the street is unavoidable. The lot dimensions, location without street frontage and accessed via only a shared access easement prevent orientation to a public street.

5.2.2 – Type II Variances

A. Type II variances. Due to their discretionary nature, the following types of variances shall be reviewed using a Type II administrative procedure, in accordance with Chapter 4.1.4 – Type II Procedure (Administrative):

1. Variance to Lot Setbacks, Landscaping, or Sign Standards, including up to a 10 percent change to the setback standard required in the base land use district, up to 10 percent reduction in landscape area (overall area or interior parking lot landscape area), or up to a 10 percent difference in size (wall or cabinet, and height requirements). The Planning Director may grant a variance to the requirements after finding the following:

Finding:

A variance to increase the maximum length of a multi-family building by less than 10 percent. PDC 2.2.9.E.6 Building Mass Supplemental Standard limits the maximum length of a multiple family building to 150 feet (from end-wall to end-wall).

- a. The variance is required due to the lot configuration or other conditions of the site;

Finding:

The eight-unit building is 154' – 4" in length. The property is in the Floodplain and the area of physical development area is limited by the long, linear shape of the property. The linear shape of the property limits the buildable dimensions of the site when considering setbacks, functional floorplans for a two-bedroom unit, adequate parking, drive aisles, and open spaces. The shape of the property and the extenuating circumstances to the site development, warrant an exception to extend the building 4'-11", or a 2.9 percent increase in the overall building length.

This is a minimal request. The mass and scale of the building is addressed in the design standards and the additional length feet will be negligible in the overall design but will provide a much-needed dwelling unit that is of modest floor area.

Adjacent commercial development will be of similar scale, massing and will eventually block the view of this structure from the public street.

- b. The variance does not result in the removal of trees, or it is proposed in order to preserve trees.

Finding:

There are no trees to remove or preserve.

3. Variance to Chapter 3.2 – Access and Circulation. Where vehicular access and circulation cannot be reasonably designed to conform to Code standards within a particular parcel, shared access with an adjoining property shall be considered. If shared access in conjunction with another parcel is not feasible, the Planning Director may grant a variance to the access requirements after finding the following:

- a. There is not adequate physical space for shared access, or the owners of abutting properties do not agree to execute a joint access easement;

Finding:

A request to not provide a separated, pedestrian pathway from the public street to the subject property within the existing access easement is requested (3.2.3.) and should be granted under the standards of 3.2.3.A.1., which finds that this standard may be applied and the standard is not a “shall” be applied standard. Furthermore, according to 3.2.3.A.5.e., that the Planning Commission may make a determination that based on the record that a pathway is impractical due to physical or topographic constraints.

It can be found that due to the dedicated 30-feet of width and the paved width of the private access easement, a continuous walkway cannot be provided from the property through adjacent properties, connecting the public sidewalk along the street. There is not adequate physical space to widen the improvements within the easement.

The physical constraint of the existing improvements within the access easement prevents development of a separate pedestrian pathway. The pavement within the easement is shifted to the subject property side (south) of the easement leaving no room behind the paved width for a raised, curbed pathway with a barrier of vegetation, berming or other physical barrier adjacent to the driving surface. The north side of the easement has vegetation associated with the redevelopment within the ‘unimproved’ portion of their side of the easement.

Along the property frontage of the paved driveway, there is a grade change adjacent to the driveway surface. This grade changes in the setback area of the structure from the property line. The grade change prevents widening the improvements to add a pedestrian pathway on the south side of the easement.

The text of the easement and paint indicators on the ground state that a portion of the easement is for parking for the property at 600 N Main (north side of shared easement). Though not allowed per Phoenix LDO codes today, the easement existed prior to the pedestrian access standards and conditions of approval cannot be made that violate existing legal agreements between property owners that pre-date development ordinances.

The limited width of the easement, the location of the paved access within the easement, the slope adjacent to the existing improvements on the subject property side of the easement and the lack of public street frontage are due to physical constraints that cannot be remedied with this application.

b. There are no other alternative access points on the street in question or from another street;

Finding:

There are no other alternative access points on the street or from another street.

Any private connection to the adjacent Greenway trail would require approval of the t Oregon Department of Transportation (ODOT), and access is not guaranteed and a separate application to that agency will be necessary. It is not part of this application, and a gate access cannot be conditioned as the city is not the approval authority on access to the greenway on the ODOT property.

c. The access separation requirements cannot be met;

Finding:

Access separation requirements are met with the existing driveway location from the public street.

d. The request is the minimum adjustment required to provide adequate access;

Finding:

The request is the minimum adjustment required to provide adequate access when the improvements within the easement prevent a raised, curbed, separated pedestrian pathway within the access easement.

Pedestrian access is within the existing paved surface as it presently exists and serves an adjacent multi-family residential development that was not required to install pedestrian access when the development plans of 600 N Main changed between direct rebuild to the approved post fire rebuild.

e. The approved access or access approved with conditions will result in a safe access; and

Finding:

A condition of approval requiring a sign to “watch for pedestrians and bicyclists” is a reasonable condition of approval that will result in safe access within the existing access easement.

f. The visual clearance requirements of Chapter 3.2 will be met.

Finding:

The driveway intersection with the highway complies with vision clearance requirements of Chapter 3.2.

5. Variance to Chapter 3.4 – Vehicle Parking

a. The Planning Director may approve variances to the minimum or maximum standards for off-street parking in Chapter 3.4.3 – Vehicle Parking Standards upon finding the following:

i. The individual characteristics of the use at that location require more or less parking than is generally required for a use of this type and intensity;

Finding:

A variance to 2.2.7.4 – Building and Site Orientation, 4. Parking location to the rear unless the lot configuration makes this impracticable is requested.

The subject property lacks street frontage and determination of the property setbacks for purposes of spacing between structures and property lines is addressed through determination of the Bear Creek Greenway as the “frontage” which is the direction the residential entries are oriented.

The long and narrow property dimensions with access predetermined by a paved driveway within an access easement force the vehicles to enter the property near the “front” property line. This access pushes the structure to the “rear” property line and the parking within the front yard area necessitating this exception to Orientation standards because the lot configuration and vehicle access makes this impractical.

ii. The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and

Finding:

The proposed number of parking spaces complies with the standards.

iii. All other parking design and building orientation standards are met, in conformance with the standards in Chapter 2 and Chapter 3.

Finding:

All other parking design and building orientation standards are met in conformance with Chapter 2 and Chapter 3.

It can be found that the lot size, shape, topography of the subject site and the adjacent properties are circumstances beyond the applicant's control.

The lack of public street frontage creates unclear and unobjective development standards when it comes to the development of the property for multi-family housing which is the intended use in the zone. The development is within allowed density, provides adequate access, includes off-site parking due to lack of publicly available on-street parking, bicycle parking, and provides adequate open spaces.

The unclear standards for orientation to the "front", declaration of the "front" as the only logical boundary line when there is no public street frontage. This then requires a variance to parking between the front of the building and the "front property line". This unclear and objective standard on the development of multi-family housing in the zone creates an undue burden to development by requiring a variance to a development standard that can never be met due to a lack of street frontage and topography.

The proposed layout is due to the physical constraints of the floodplain, floodway and Bear Creek Greenway along one side of the property, a steep slope on the opposite side of the property, access from an easement on one side of the property and a very narrow dimension on the opposite side of the property.

There are very few instances where there is a multi-family zoned property accessed via a driveway easement that is beyond the property owners control that has legal constraints (parking within the driveway to the benefit of adjacent property), physical constraints (existing pavement on south side of easement), and topographical constraints (slope of applicant's property directly adjacent to pavement of driveway easement) that prevent direct adherence to the access standards for the separate pedestrian pathway that may be required, not shall be required.

MEMORANDUM

To: City of Phoenix
Planning Division
112 W. 2nd Street
Phoenix, OR 97535

Date: 10/04/2022

Project: 26-Unit Apartment Complex – 3976 S. Pacific Highway (Main Street)

Subject: Trip Generation and Parking Assessment

Southern Oregon Transportation Engineering was retained to provide a trip generation and parking assessment for a proposed 26-unit apartment complex on 0.85 acres located at Township 38S Range 1 West Section 9DA, tax lots 3900 and 4000 in Phoenix, Oregon. Our assessment is provided below.

BACKGROUND

A 26-unit apartment complex is proposed for development along the east side of S. Pacific Highway (Main Street), northeast of 6th Street in Phoenix, Oregon. The subject property is currently zoned R-3 High Density Residential. Multifamily housing is permitted within R-3. Access is provided through an existing driveway on Main Street (see below).



TRIP GENERATION

The proposed development occupies two tax lots (3900 and 4000) at 381W09DA. The subject property is not within the Exit 24 IAMP Trip Budget Overlay Area. It's currently vacant and shares access with an apartment complex to the north.

Trip generation calculations for proposed development were prepared using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. An ITE rate was used for land use code 220 – Multifamily Housing. All trips were considered new trips on the transportation system. A summary is provided in Table 1. ITE graphs and descriptions are provided in the attachments.

Land Use	Unit	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	(In)	(Out)	Total	(In)	(Out)
220 – Multifamily Housing	DU	26	175	10	2	8	13	8	5
Total Trips			175	10			13		

DU = dwelling unit

As shown in Table 1, the proposed 26-unit apartment complex is estimated to generate 175 average daily trips (ADT) with 10 occurring during the a.m. peak hour and 13 during the p.m. peak hour.

AGENCY REQUIREMENTS

City of Phoenix

The City of Phoenix requires a traffic analysis to address Land Development Code Sections 2.4.3(E), 3.5.2(A)(5)(a-h), and 4.2.5(a)(9).

Section 2.4.3 - Development Standards

E. Traffic. The proposed use shall not impose an undue burden on the public transportation system. For developments that are likely to generate more than 200 average daily motor vehicle trips (ADTs), the applicant shall provide a traffic impact study to demonstrate that level of impact to the street system will not exceed a V/C ratio of 0.85.

The proposed development is estimated to generate 175 ADT on S. Pacific Highway (Main Street). This is less than the 200 ADT used to determine whether a development could impose an undue burden.

Section 3.5.2 – Transportation Standards

A. Development Standards

5. When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:

- a. A change in zoning or a plan amendment designation;

The proposed use does not require a change in zoning or GLUP map.

- b. The road authority indicates in writing that the proposal may have operational or safety concerns along its facility(ies);

No road authority has indicated that S. Pacific Highway (Main Street) in the project vicinity has operational or safety concerns.

- c. An increase in site traffic volume generation by 200 Average Daily Trips (ADT) or more;

The proposed development is estimated to generate 175 ADT on the transportation system, which is below the 200 ADT threshold.

d. An increase in peak hour volume of a particular movement to and from a street or highway by 10 percent or more; or

The proposed development is estimated to generate 10 a.m. trips and 13 p.m. trips on S. Pacific Highway (Main Street). Main Street is classified as a District Highway and Arterial Street. Under existing conditions, it carries approximately 1140 trips during the a.m. peak hour and 1430 trips during the p.m. peak hour. The projected number of development trips represents approximately 1% of the existing a.m. and p.m. peak hour trips on Main Street. A manual count is attached.

e. An increase in use of adjacent streets by vehicles exceeding the 20,000 pounds gross vehicle weight by 10 vehicles or more per day;

Proposed development is not estimated to generate 10 or more vehicles per day of vehicles over 20,000 pounds gross vehicle weight.

f. The location of an existing or proposed approach or access connection does not meet minimum spacing or sight distance requirements or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;

No new access is proposed for this development. There is an existing access that serves apartments to the north of the site.

The existing site driveway on S. Pacific Highway (Main Street) has an unobstructed view to the northwest well over 500 feet through the Bolz Road / Main Street signalized intersection as long as a driver pulls forward to the sidewalk. There are some tree saplings with low limbs at the back of sidewalk on the northeast corner of the intersection that have grown since the Alameda Fire in 2020 burned down buildings on the site. The saplings will likely be removed when the property re-develops. To the southeast, a horizontal curve and signage limits sight distance to a little over 350 feet. The minimum stopping sight distance recommended by the American Association of State Highway and Transportation Officials (AASHTO) is 200 feet for a roadway with a posted speed of 30 miles per hour (mph). Sight distance is, therefore, shown to be adequate.

g. A change in internal traffic patterns may cause safety concerns; or

No change in internal traffic patterns is anticipated.

h. A TIA is required by ODOT pursuant with OAR 734-051.

A TIA is not required by ODOT to address OAR 734-051. The only requirement from ODOT is to determine whether a Change of Use (COU) is occurring, which will be addressed under the ODOT Agency section.

Section 4.2.5 (A)(9) – Site Design Review

Uses that are likely to generate significant levels of vehicle traffic (e.g., due to shipping, receiving, and/or customer traffic) shall require a Conditional Use Permit, in accordance with Chapter 4.4 – Conditional Use Permits. “Significant traffic” means that the average number of daily trips, or the average number of peak hour trips, on any existing street would increase by 15 percent or greater as a result of the development. The City may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete and determining whether the proposed use requires conditional use approval. Applicants may be required to provide a traffic analysis for review by Oregon Department of Transportation (ODOT) for developments that increase traffic on state highways. The Conditional Use Permit shall include appropriate transportation improvement requirements, as identified by the traffic analysis and/or ODOT, in conformance with Chapter 3.5.2 – Transportation Standards.

The proposed development is not estimated to generate a significant amount of traffic on any of the surrounding local streets. The development is estimated to generate 175 ADT with 10 a.m. peak and

13 p.m. peak hour trips. Main Street is estimated to carry approximately 14,280 ADT based on manual count data. Traffic from the proposed 26-unit apartment complex represents approximately 1% of Main Street traffic.

Oregon Department of Transportation (ODOT)

ODOT's Change of Use (COU) criteria determines whether a change of use on a private highway connection triggers a TIA as a result of proposed new development. The thresholds for whether a COU is occurring (that would trigger the need for a traffic analysis) is an increase of 50 peak hour trips and a 20% increase in peak hour trips, or 500 ADT and a 20% increase in ADT. As shown in Table 1, the proposed apartment complex is estimated to generate 175 ADT (+1% in ADT) with 10 a.m. peak hour trips (+1% in a.m. trips) and 13 p.m. peak hour trips (+1% in p.m. trips). COU criteria is, therefore, not met and a traffic analysis is not shown to be required.

PARKING GENERATION

The City of Phoenix requires 46 parking spaces for the proposed 26-unit apartment complex based on 1.75 spaces per unit. The Phoenix code allows a 20% reduction (or 9 spaces) if it's supported by a parking analysis and additional bicycle parking (beyond what is required by Table 3.4.4) is provided in an amount equal to the number of vehicle parking spaces being reduced.

The ITE *Parking Generation Manual*, 5th Edition provides recommended parking ratios for proposed land uses, which can be used as supplemental information to the Phoenix code. The number of required parking spaces recommended by ITE using Land Use 220 - Multifamily Housing ranges from 29-31 spaces for 26 apartment units within a general urban/suburban area (no rail within ½ mile), which works out to be less than the 1.75 parking space per dwelling unit requirement in the Phoenix code. In determining whether the lower number of spaces is reasonable for the site, we considered location and proximity to services. This site is close to, if not considered part of, the downtown core of Phoenix and within walking distance of shopping, eating facilities, schools, and a transit stop. Based on this, it is our conclusion that a 20% reduction in vehicular parking spaces is justified and can adequately support proposed development.

This completes our trip generation and parking assessment. Please feel free to contact us with any questions.

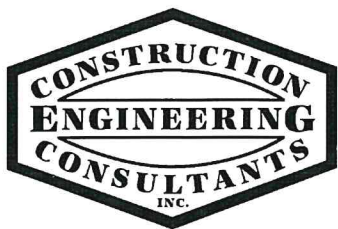
Respectfully,



Kimberly Parducci, PE PTOE
Firm Principal
Southern Oregon Transportation Engineering, LLC

Attachments: Site Plan
ITE Graphs
Count Data
Sight Distance Visuals





RECEIVED 5/23/2023

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

May 18, 2023

Rogue Planning and Development Services

Attn: Amy Gunter

RE: 38-1W-09D TL 3900 & 4000; File # SP23-05 - Stormwater Quality Management

Dear Mrs. Gunter,

The Civil site construction plans will include a stormwater facility as required by the Rogue Valley Stormwater Design Manual. Site specific details and calculations will be provided at the time of construction plan submittal. RVSS review and approval of the stormwater facility design will be obtained and submitted to the City of Phoenix for record.

Sincerely,

Tony Bakke, P.E.

Construction Engineering Consultants, Inc.

RECEIVED 5/23/2023

From: [David Meads](#)
To: zac.moody@phoenixoregon.gov
Subject: Re: Pre-Application Meeting PA21-04 - 3976 S. Pacific Hwy
Date: Monday, June 21, 2021 10:02:40 AM

Zac,

I did have some conversations with the developer on this project. Unfortunately, the lot is odd shaped and limits the space for a turn around at the south end, so we will not require one. We also feel that having a T shaped access that covers 610 N main and the proposed development will improve access and the ability to turn at both property entrances. However, we did talk about COAs

In my communications I explained the need for a 26 foot access. The plan shows 24 feet, so that will need to be addressed. Rolling the curbs at the entrance and non-parking areas is also needed. I see some of that in the notes.

The Fire District also required a hydrant (shown on the plan) in the parking lot. The hydrant that served 610 N. Main (to the north) last tested at 850 gpm. So, I would suspect that's about what we would get out of the parking lot hydrant. If additional flow was needed, a second supply line could be established from Main Street. I don't see an FDC on the plan, but I would be happy to work with the developer on location and design.

Engineer Dave Meads
Jackson County Fire District 5
5811 S. Pacific Highway
Phoenix, Oregon 97535
541 535 4222



From: zac.moody@phoenixoregon.gov <zac.moody@phoenixoregon.gov>
Sent: Friday, June 18, 2021 8:38 AM
To: David Meads <Meads@JCFD5.com>
Subject: Pre-Application Meeting PA21-04 - 3976 S. Pacific Hwy

Dave,

Applicant is proposing a twenty-six (26) unit multiple story apartment complex with off-street parking between the proposed units and the eastern property line. Units include twenty-six (26) two-bedroom/one bath units. As proposed, the development will include 8,481 square feet of landscaping and a total of 46 parking spaces, four (4) dedicated to motorcycle/scooter parking.

Jeff Ballard (City Engineer) had some concerns about water flow to any needed fire hydrants and we need to verify that his access meets any applicable fire code requirements.

Look forward to hearing back and getting any comments you may have.

Thanks,

Zac

Zac Moody
Planning Manager
City of Phoenix
112 W. 2nd St. (P.O. Box 330)
Phoenix, OR 97535
541-535-1955

zac.moody@phoenixoregon.gov



12.42 210

78-27288

AGREEMENT OF EASEMENT

THIS AGREEMENT, made and entered into this 29th day of November, 1978, by and between James E. Holt, herein after called "Grantor", and James L. Bennett, Louis Mahar, Michael T. Mahar, and David M. Alex, herein after called "Grantees".

W I T N E S S E T H

Whereas the parties hereto are owners of certain adjacent properties and whereas Grantor desires that certain quantities of soil be removed from his property and further desires that certain water facilities be made available to his property and certain paying improvements be made to his property, and

Whereas the Grantees desire an easement across the Grantors property to construct a water pipeline and electrical services and further desire an easement of way across Grantors property, and

Whereas

- (1) Grantor is the owner of Lots 31, 32, and 33 of the Water Subdivision of the City of Phoenix, Jackson County, Oregon,
- (2) Grantees are the owners of Tax Lots 3900 and 4000 in the City of Phoenix, Jackson County, Oregon, which property abuts and is adjacent to Grantors property.

78-27288

NOW THEREFORE in consideration of the mutual covenants and conditions contained herein:

Grantor conveys to Grantees, their heirs, successors and assignments, a perpetual non-exclusive easement to use a strip of land seven and one-half ($7\frac{1}{2}$) feet in width along the West boundary of Tax Lot 3900 for the purpose of ingress, egress, and access to the adjacent property.

Grantees convey to Grantor, his heirs, successors and assignments, a perpetual non-exclusive easement to use a strip of land seven and one-half ($7\frac{1}{2}$) feet in width along the Eastern boundary of Lots 31, 32 and 33, which is adjacent to the above easement conveyed by Grantor, and is for the purpose of providing a driveway fifteen (15) feet in width, the center line of which is the property line of the Grantors and Grantees property.

Grantees agree to construct the above driveway and to finish said driveway with asphaltic concrete.

Grantor conveys to Grantee a perpetual non-exclusive easement to a strip of land five (5) feet in width for the purpose of a water pipeline six inches in diameter, and electrical services along the North five (5) feet of Lot 33 as close to the property line between Grantor and Grantee as possible, according to the engineering requirements of the City of Phoenix.

In constructing said water and electric lines, Grantees will work within a fifteen(15) foot wide area along the above

Agreement of Easement - 2

78-27288

easement. The above water line and electrical service will be conveyed to the City of Phoenix by Grantees.

Grantees hereby convey to Grantor a connection to said water line and agree to install a saddle, or other connector, approximately 125 feet East of the Northwest corner of Lot 33, to enable Grantor to connect a two (2) inch water meter to serve his property.

It is understood and agreed that Grantees will:

(a) Construct a driveway along the Southern thirty (30) feet of Lot 31 upon an existing easement for the purpose of ingress and egress, in accordance with the requirements of the State of Oregon, and the City of Phoenix. The finished grade of Grantors driveway will be constructed to an elevation that does not interfere with the development of the most Easterly part of Grantors property. The driveway finished service will be asphaltic concrete.

(b) Grantee further agrees to remove certain quantities of soil and earth from Grantors property prior to finishing construction of the above driveway.

(c) Grantees expressly agree that all costs and expenses in connection with all the above item. is to be born solely by Grantees. Grantees expressly agree to hold Grantor harmless therefrom and to keep Grantors property free from all liens arising out of the above transaction, and further agree to reimburse Grantor for all judgments, costs and attorneys fees incurred in defense against any such liens.

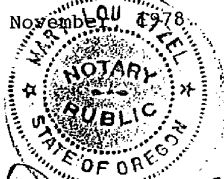
Exhibits A,B,and C are attached hereto as a part hereof.

Agreement of Easement - 3

78-27288

James E. Holt
JAMES E. HOLT
"Grantor"

SUBSCRIBED AND SWORN to before me this 29th day of



Mary Lou Stal
Notary Public for Oregon
My commission expires 2/16/1982

James L. Bennett
JAMES L. BENNETT

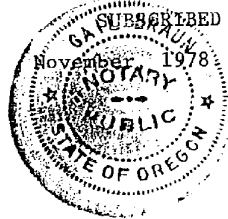
Louis Mahar
LOUIS MAHAR

Michael T. Mahar
MICHAEL T. MAHAR

David M. Alex
DAVID M. ALEX

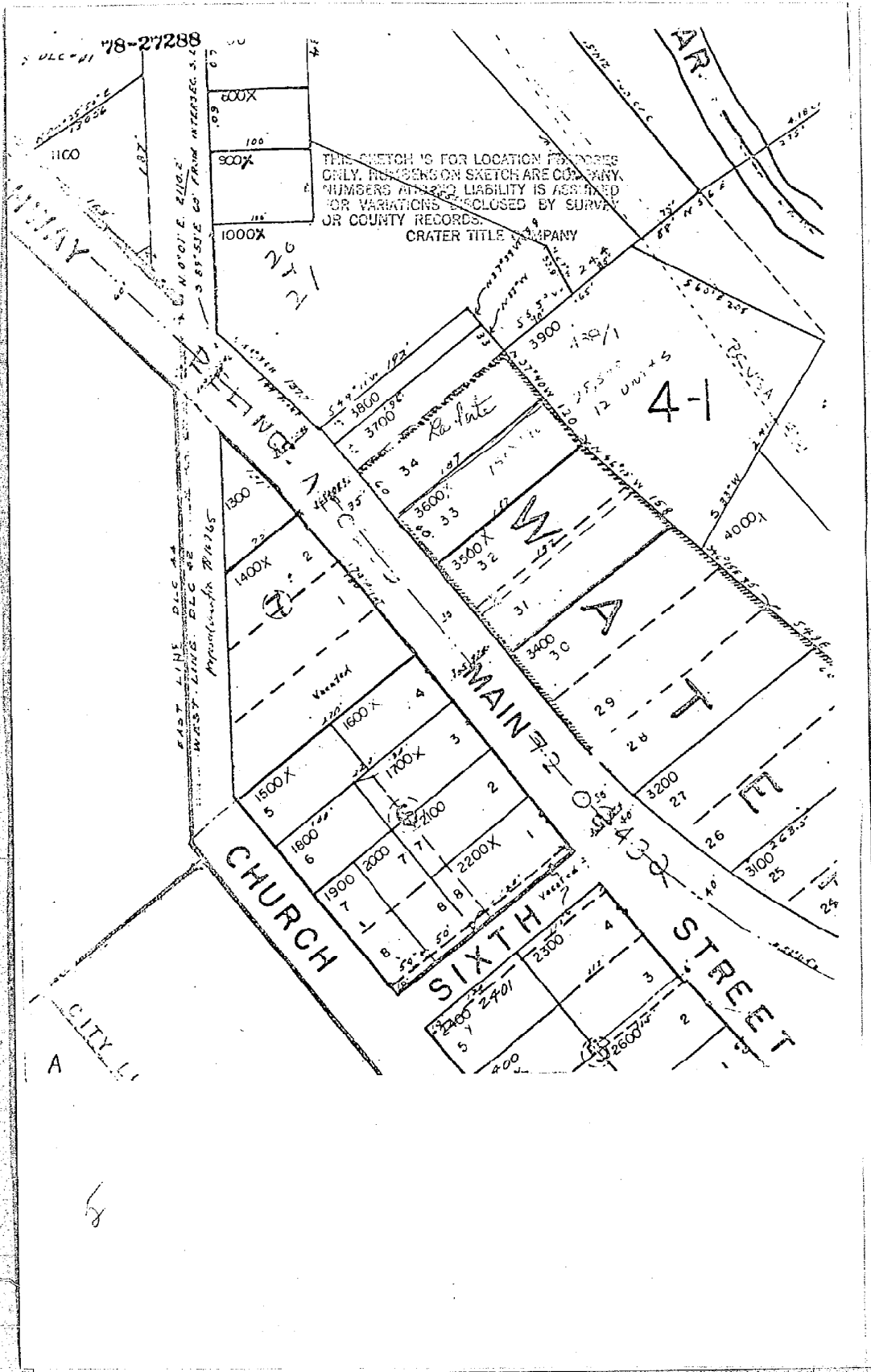
"Grantees"

SUBSCRIBED AND SWORN to before me this 30th day of



David M. Alex
Notary Public for Oregon
My commission expires 8/16/82

Agreement of Easement - 4

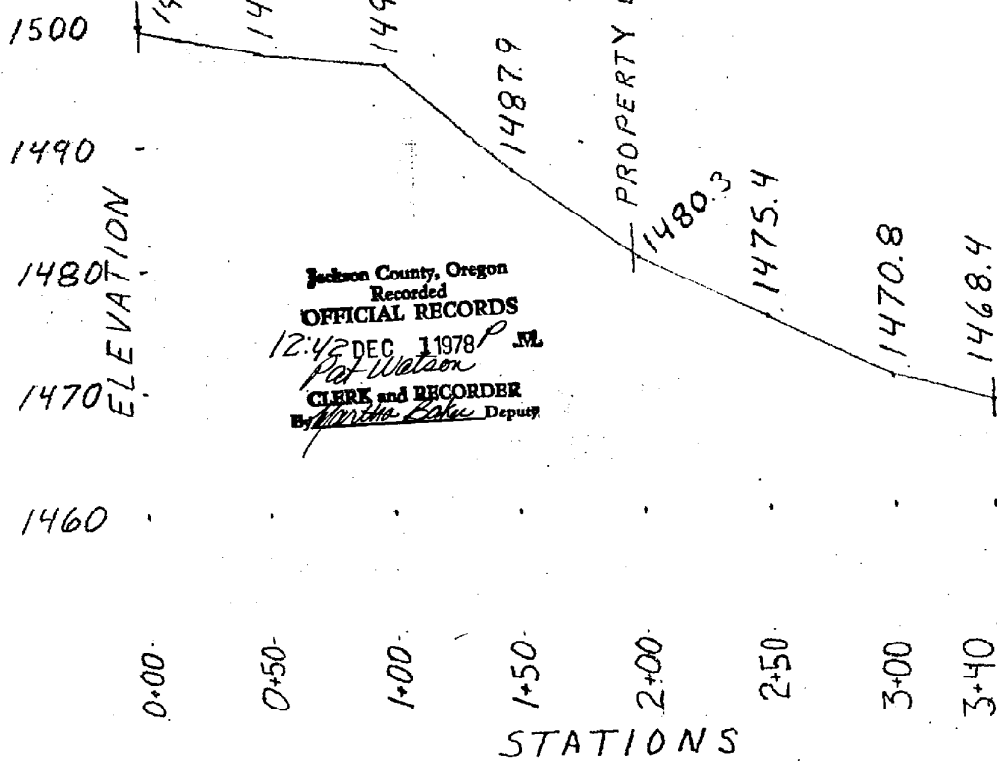


78-27288

ACCESS ROAD PROFILE
PHOENIX CONDOMINIUMS
HOR SCALE 1" = 50'
VER SCALE 1" = 10'
OCT. 29, 1978

EAST RIGHT OF WAY LINE

PROPERTY LINE



Jackson County, Oregon
Recorded
OFFICIAL RECORDS
12:42 DEC 11 1978 P.M.
Pat Watson
CLERK and RECORDER
By *Martha Lake* Deputy

C

1

15
20

95-15350

AGREEMENT FOR EASEMENT

RECORDED AT THE REQUEST OF
KEY TITLE COMPANY
03-27652

THIS AGREEMENT, Made and entered into this 27th day of April, 1995, by and between ASSOCIATION OF UNIT OWNERS OF BEAR CREEK TOWNHOUSES hereinafter called the first party, and WALTER R. SOKOLOWSKI hereinafter called the second party;

WITNESSETH:

WHEREAS: The first party is the record owner of the following described real estate in JACKSON County, State of Oregon, to-wit:

The common elements as defined in Declaration submitting Phase I of BEAR CREEK TOWNHOUSES to Oregon Ownership Law, recorded January 25, 1979, as Instrument No. 79-01818, Official Records of Jackson County, Oregon.

(38-1W-9DAA, TL 90000CA)

and has the unrestricted right to grant the easement hereinafter described relative to the real estate; NOW, THEREFORE, in view of the premises and in consideration of One Dollar (\$) by the second party to the first party paid and other valuable considerations, the receipt of all of which hereby is acknowledged by the first party, they agree as follows:
The first party does hereby grant, assign and set over to the second party

AN EASEMENT FOR INGRESS AND EGRESS OVER AND ACROSS THE FOLLOWING DESCRIBED TRACT:

SEE ATTACHED EXHIBIT "A"

(Insert here a full description of the nature and type of the easement granted to the second party.)

— OVER —

AGREEMENT FOR EASEMENT
BETWEEN
UNIT OWNERS OF BEAR CREEK TOWNHOUSES
AND
Walter R. Sokolowski
After recording return to (Name, Address, Zip):
Key Title Co.
1459 E. McAndrews Rd.
Medford, OR 97504

SPACE RESERVED
FOR
RECORDER'S USE

STATE OF OREGON,
County of } ss.
I certify that the within instrument was received for record on the day of 19..... at o'clock M., and recorded in book/leaf/volume No. on page of as fee/file/instrument/microfilm/reception No. Record of of said county.
Witness my hand and seal of County affixed.
NAME TITLE
By Deputy

95-15350

The second party shall have all rights of ingress and egress to and from the real estate (including the right from time to time, except as hereinafter provided, to cut, trim and remove trees, brush, overhanging branches and other obstructions) necessary for the second party's use, enjoyment, operation and maintenance of the easement hereby granted and all rights and privileges incident thereto.

Except as to the rights herein granted, the first party shall have the full use and control of the above described real estate.

The second party hereby agrees to hold and save the first party harmless from any and all claims of third parties arising from second party's use of the rights herein granted.

The easement described above shall continue for a period of in perpetuity always subject, however, to the following specific conditions, restrictions and considerations: (1) Area subject to easement, if damaged by heavy equipment, would be repaired by Second Party; (2) In event driveway eliminates visitor parking, an equal number of parking spaces will be provided by Second Party; (3) At such time that construction is completed by Second Party, cost of pool maintenance will be split on a percentage basis of number of units owned by Second Party in relationship to total units owned by both First Party and Second Party; (4) Prior to putting in water line on Phase II, Second Party will discuss with First Party the possibility of sharing expenses of common water line.

If this easement is for a right-of-way over or across the real estate, the center line of the easement is described as follows:

and second party's right-of-way shall be parallel with the center line and not more than feet distant from either side thereof.
During the existence of this easement, maintenance of the easement and costs of repair of the easement damaged by natural disasters or other events for which all holders of an interest in the easement are blameless shall be the responsibility of (check one): the first party; the second party; both parties, share and share alike; both parties, with the first party being responsible for % and the second party being responsible for %. (If the last alternative is selected, the percentages allocated to each party should total 100.)

During the existence of this easement, those holders of an interest in the easement that are responsible for damage to the easement because of negligence or abnormal use shall repair the damage at their sole expense.

This agreement shall bind and inure to the benefit of, as the circumstances may require, not only the immediate parties hereto but also their respective heirs, executors, administrators and successors in interest.

In construing this agreement, where the context so requires, the singular includes the plural and all grammatical changes shall be made so that this agreement shall apply equally to individuals and corporations. If the undersigned is a corporation, it has caused its name to be signed and its seal (if any) affixed by an officer or other person duly authorized to do so by its board of directors.

IN WITNESS WHEREOF, the parties have hereunto set their hands in duplicate on this, the day and year first hereinabove written.

Edith A. Eggers President
Edith Eggers, President of Association of Unit Owners of Bear Creek Townhouses
First Party

Walter P. Sokolowski
Walter P. Sokolowski
Second Party

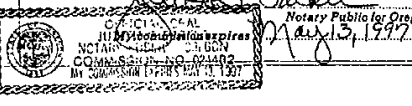
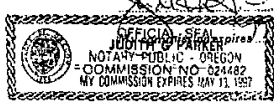
STATE OF OREGON, } ss.
County of JACKSON, }

STATE OF OREGON, } ss.
County of JACKSON, }

This instrument was acknowledged before me on April 27th, 1995, by Edith Eggers, as President

This instrument was acknowledged before me on April 27th, 1995, by Walter P. Sokolowski as individual

of Association of Unit Owners of Bear Creek Townhouses



95-15350

EXHIBIT "A"
INGRESS/EGRESS EASEMENT

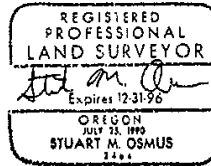
Commencing at a 5/8 inch iron pin, being North 46° 17' 10" West, (Record North 46° 15' West) 85.00 feet from the Southeast corner of Water Lot 29 of the Town of Phoenix, Oregon, said 5/8 inch iron pin also being South 51.39 feet and East 2009.34 feet from a brass cap monumenting the South-Southeast corner of Donation Land Claim No. 41 in Township 38 South, Range 1 West, Willamette Meridian, Jackson County, Oregon; thence North 46° 17' 10" West (Record North 46° 15' West) 36.38 feet to the Initial Point of Bear Creek Townhouse Condominiums, Phase I, being the Point of Beginning of said easement; thence along the southwesterly line of said Bear Creek Townhouse Condominiums, Phase I, North 46° 17' 10" West, 30.17 feet; thence North 49° 47' 38" East, 82.00 feet; thence South 46° 17' 10" East, 30.17 feet to the southeasterly line of said Bear Creek Townhouse Condominiums, Phase I; thence along said southeasterly line, South 49° 47' 38" West, 82.00 feet to the Point of Beginning.

Jackson County, Oregon
Recorded
OFFICIAL RECORDS

8:50 JUN 09 1995 AM

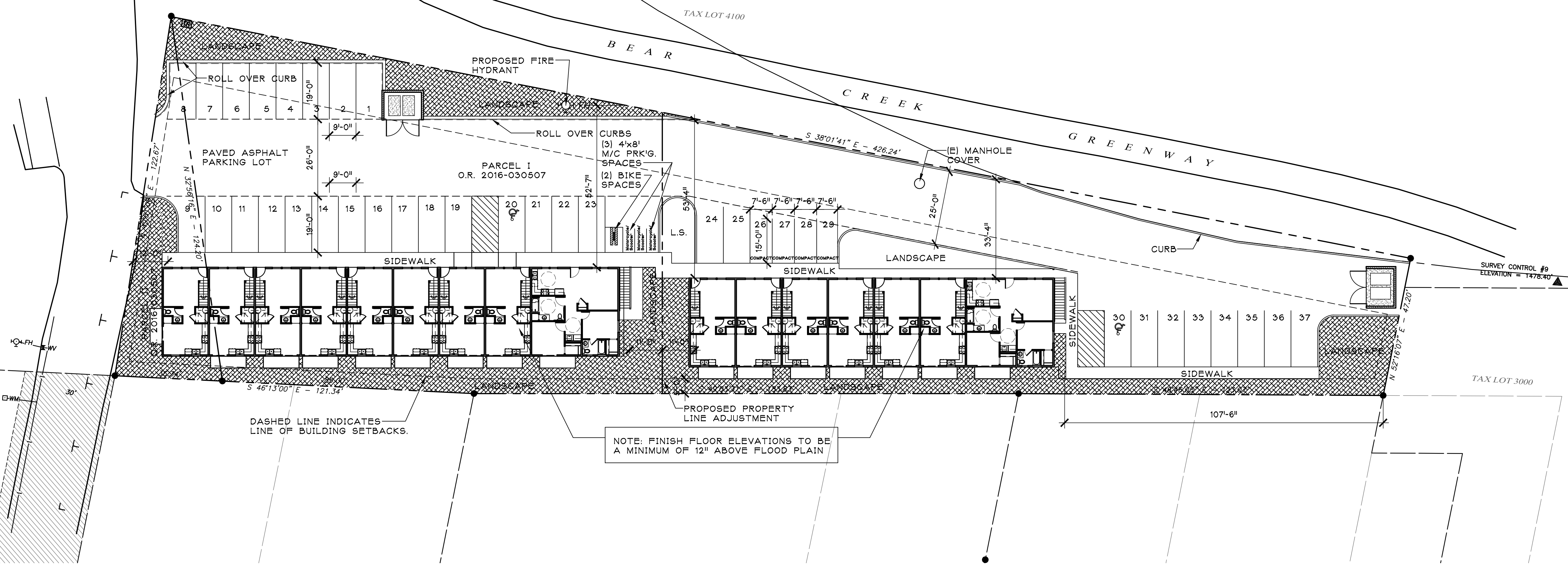
KATHLEEN S. BECKETT
CLERK and RECORDER

By Deputy



RECEIVED 5/23/2023

TAX LOT 90000



1 SITE PLAN
SCALE: 1"=20'-0"

MULTI-FAMILY BUILDING AREAS:

- UNITS:
- 18 MULTI-FAMILY UNITS
- (18) 2 BEDROOM/1.5 BATH UNITS

BUILDING FOOTPRINT COVERAGE:

(10) UNIT BUILDING:	
MAIN FLOOR FOOTPRINT-	4,630 S.F.
(8) UNIT BUILDING:	
MAIN FLOOR FOOTPRINT-	3,697 S.F.
TOTAL MULTI-FAMILY FOOTPRINT AREA:	8,327 SQ. FT.

BUILDING AREA:

(10) UNIT BUILDING:	
MAIN FLOOR-	4,630 S.F.
4,630 S.F. X 2 STORIES =	9,260 S.F. TOTAL 10-UNIT
(8) UNIT BUILDING:	
MAIN FLOOR-	3,697 S.F.
3,697 S.F. X 2 STORIES =	7,394 S.F. TOTAL 4-PLEX
TOTAL MULTI-FAMILY SQUARE FOOTAGE AREA:	16,654 SQ. FT.

SITE & BUILDING COVERAGE:

ZONING:	-
LEGAL DESCRIPTION:	-
SITE AREA:	0.85 AC/36,891 SQ. FT.
TOTAL BUILDING FOOTPRINT:	8,327 SQ. FT.
TOTAL BUILDING COVERAGE:	22%

PARKING REQUIREMENTS:

THREE BDRM. UNITS:	(0) @ 2/UNIT	=0 SPACES
TWO BDRM. UNITS:	(18) @ 1.75/UNIT	=31.5 SPACES
ONE BDRM. UNITS:	(0) @ 2/UNIT	=0 SPACES
TOTAL PARKING REQUIRED:		32 SPACES
TOTAL PARKING PROVIDED:		37 SPACES
PLUS (5) MOTORCYCLE/SCOOTER PARKING SPACES		

THEREFORE, OK

PERVIOUS/IMPERVIOUS SURFACES:

SITE AREA:	0.85 AC/36,891 SQ. FT.
IMPERVIOUS AREA:	
BUILDING COVERAGE:	8,327 S.F.
CONCRETE SIDEWALKS/PATIO AREA:	1,859 S.F.
ASPHALT PAVING AREA:	18,051 S.F.
TOTAL IMPERVIOUS AREA:	28,237 S.F.
PERCENTAGE OF IMPERVIOUS AREA:	76%
PERVIOUS AREA:	
TOTAL LANDSCAPE AREA:	8,654 S.F.
TOTAL PERVIOUS AREA:	8,654 S.F.
PERCENTAGE PERVIOUS AREA:	24%

BUILDING HEIGHT:

(10) UNIT BUILDING:	22'-8" A.F.G.
(8) UNIT BUILDING:	22'-8" A.F.G.

BICYCLE PARKING:

Section 3.4.4
Multi-Family Residences: Every residential use of four or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other readily accessible storage unit, the bicycle parking spaces shall be sheltered from sun and precipitation under an independent structure.

DWELLING UNITS:		
1 SPACE/UNIT	=18 BIKE SPACES	
(EACH UNIT HAS STORAGE SHED FOR BICYCLE)	INSIDE STORAGE SHEDS	
TOTAL BICYCLE PARKING REQUIRED:	=18 BIKE SPACES	
TOTAL BICYCLE PARKING PROVIDED:	=20 BIKE SPACES	

CONSTRUCTION TYPE:

TYPE VB
FULLY SPRINKLERED

THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN, AS INSTRUMENTS OF A PROFESSIONAL SERVICE, ARE THE PROPERTY OF RON GRIMES ARCHITECTS, PC AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF RON GRIMES ARCHITECTS, PC.

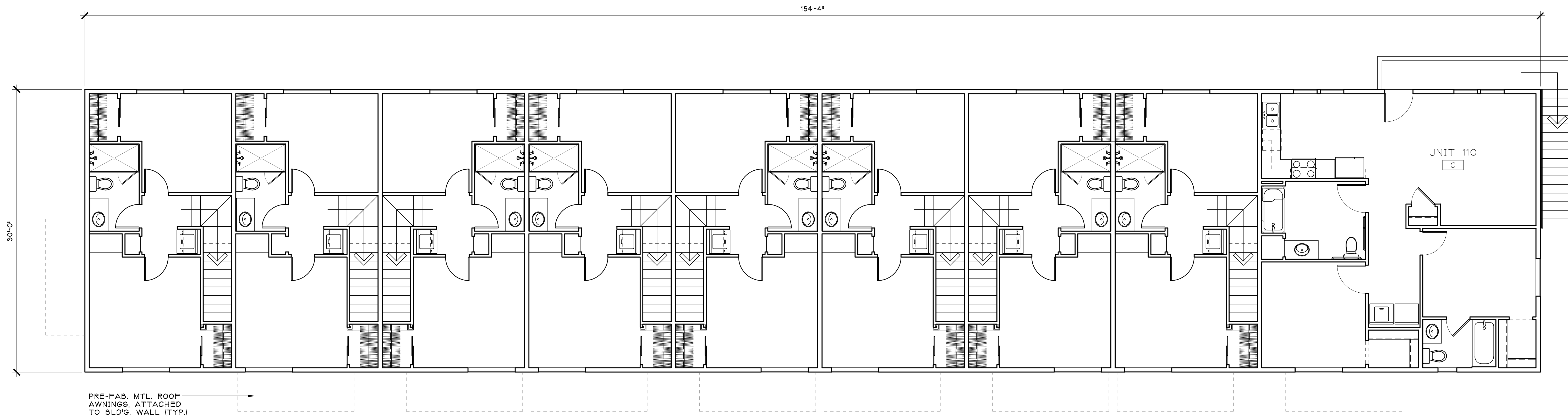


PROJECT NAME
A NEW MULTI-FAMILY PROJECT FOR:
STEVE ARROYO
PHOENIX, OR.

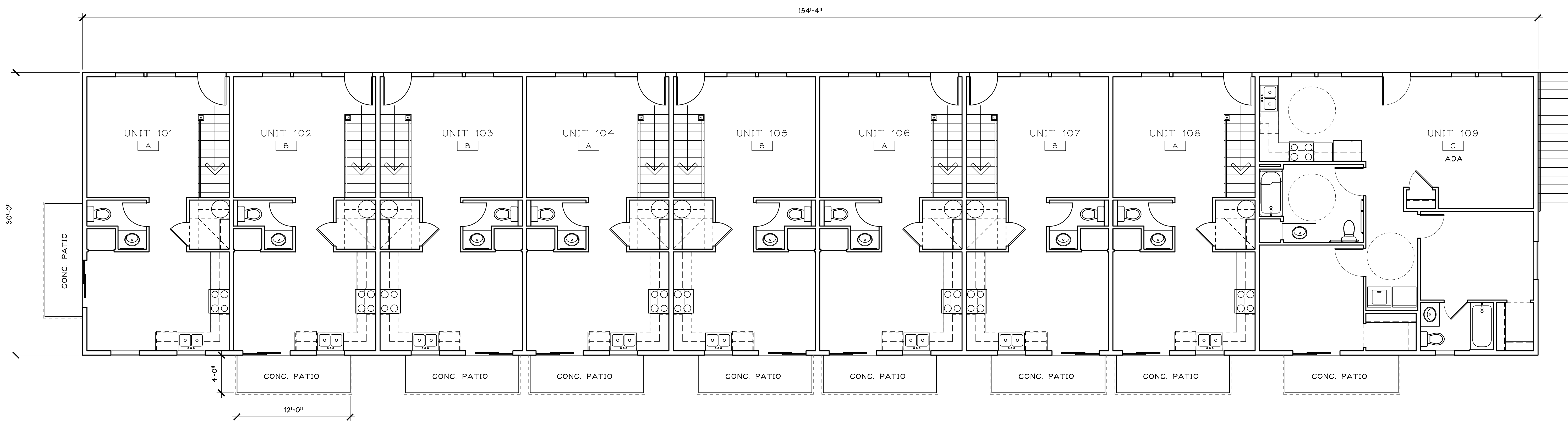
REVISIONS	BY

FILE: 2049-A11 SITEPLN
DATE: 09-14-23
SCALE: AS SHWN
DRAWN: DLE
JOB #: 2049
SHEET A1.0
OF 9

**-PRELIMINARY PLANS-
NOT FOR CONSTRUCTION**



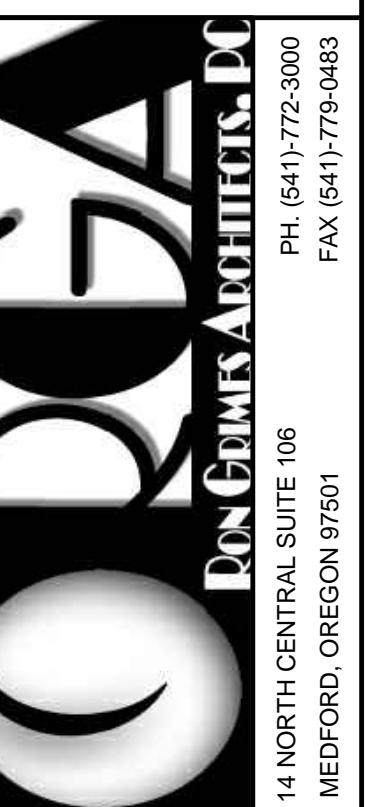
2 SECOND FLOOR PLAN - (Building 'A')
SCALE: 3/16"=1'-0"



1 FIRST FLOOR PLAN - (Building 'A')
SCALE: 3/16"=1'-0"

-PRELIMINARY PLANS-
NOT FOR CONSTRUCTION

THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN, AS INSTRUMENTS OF A PROFESSIONAL SERVICE, ARE THE PROPERTY OF RON GRIMES ARCHITECTS, PC AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF RON GRIMES ARCHITECTS, PC.



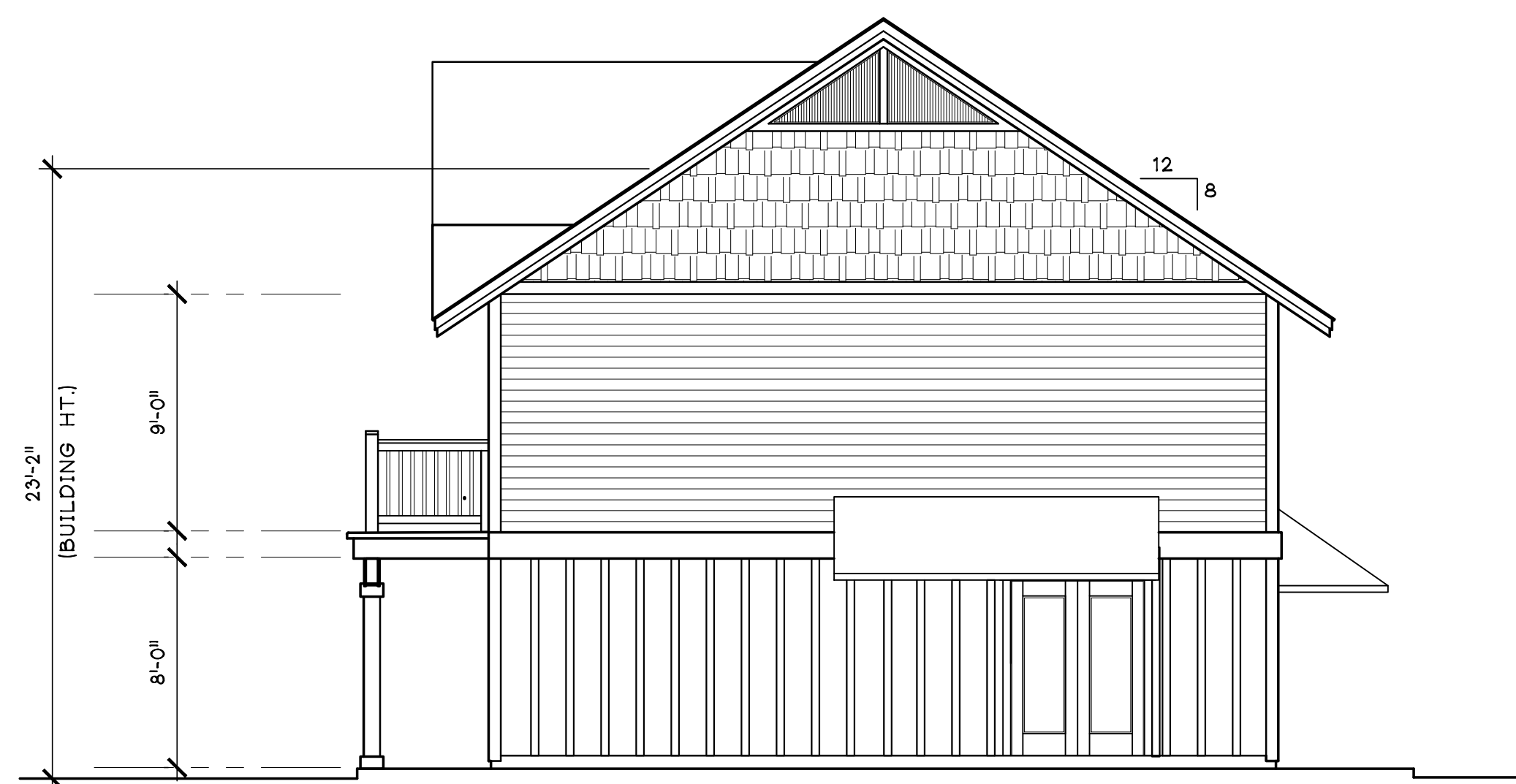
PROJECT NAME
A NEW MULTI-FAMILY PROJECT FOR:
STEVE ARROYO
PHOENIX, OR.

REVISIONS	BY

FILE: 2049-A11 SITEPLN
DATE: 09-14-23
SCALE: AS SHWN
DRAWN: DLE
JOB #: 2049
SHEET OF 9
A2.1



1 FRONT (NORTH) ELEVATION - (Building 'A')
SCALE: 3/16"=1'-0"



2 SIDE (WEST) ELEVATION - (Building 'A')
SCALE: 3/16"=1'-0"



3 SIDE (EAST) ELEVATION - (Building 'A')
SCALE: 3/16"=1'-0"



4 REAR (SOUTH) ELEVATION - (Building 'A')
SCALE: 3/16"=1'-0"

**-PRELIMINARY PLANS-
NOT FOR CONSTRUCTION**



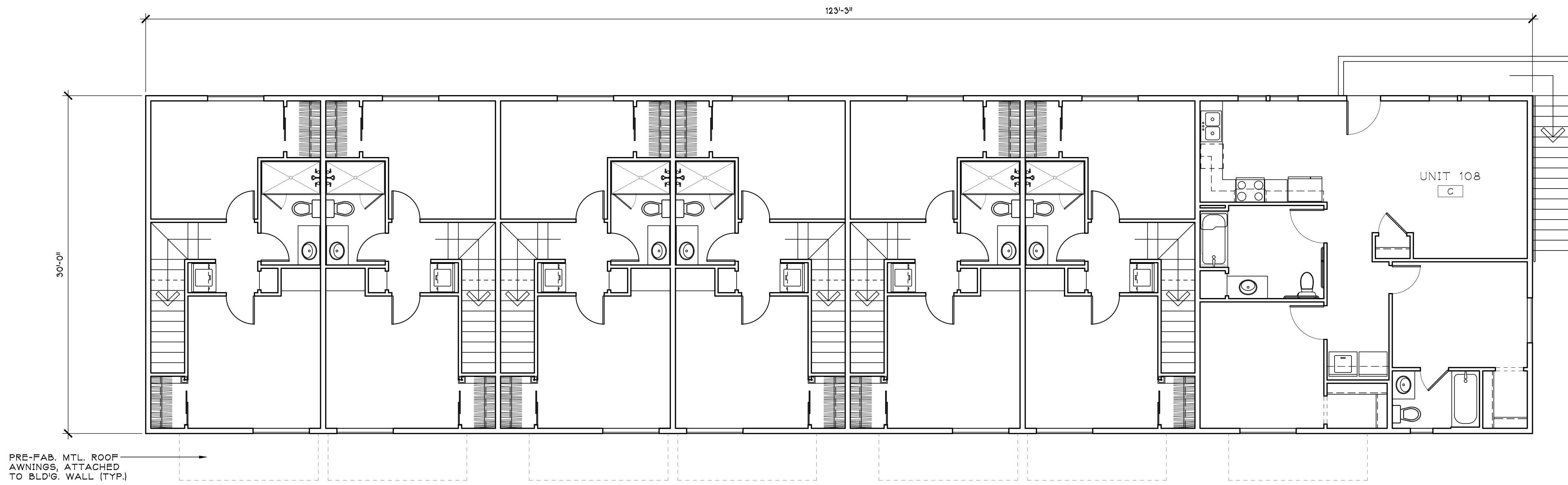
THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN, AS INSTRUMENTS OF A PROFESSIONAL SERVICE, ARE THE PROPERTY OF RON GRIMES ARCHITECTS, PC AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF RON GRIMES ARCHITECTS, PC.

PROJECT NAME
 A NEW MULTI-FAMILY PROJECT FOR:
 STEVE ARROYO
 PHOENIX, OR.

Plans only to be used at:
 -
 -

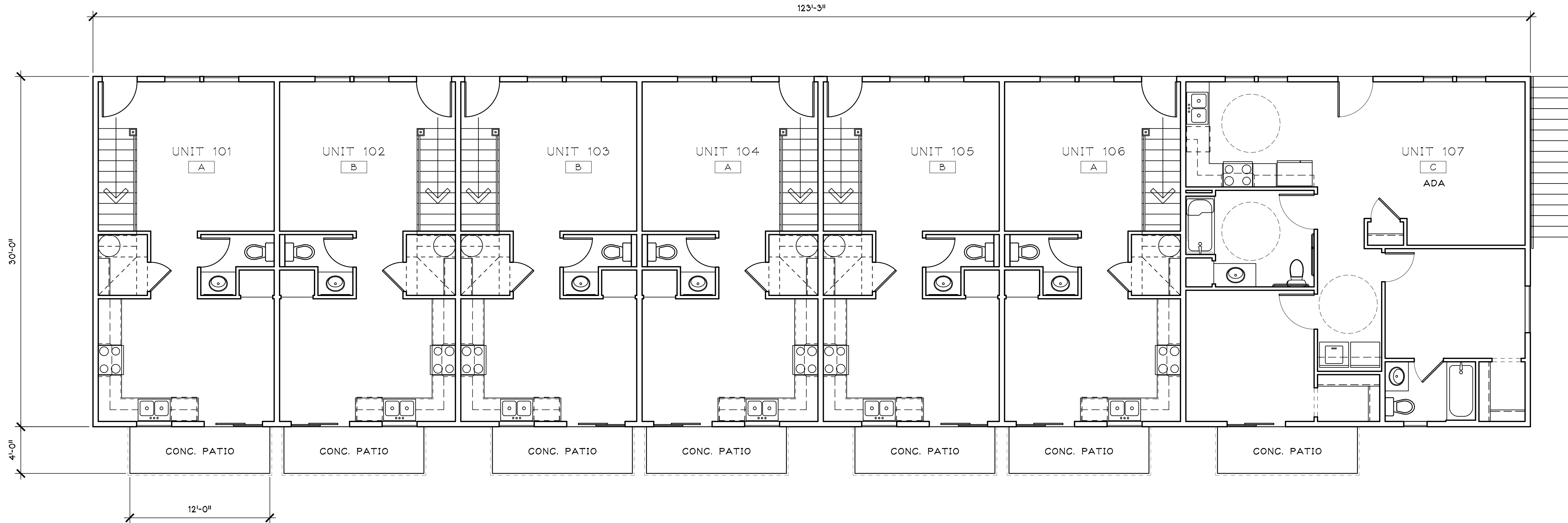
REVISIONS	BY

FILE: 2049-A11 SITEPLN
 DATE: 09-25-23
 SCALE: AS SHWN
 DRAWN: DLE
 JOB #: 2049
 SHEET OF 9
A6.1



2 SECOND FLOOR PLAN - (Building 'B')
SCALE: 3/16"=1'-0"

PRE-FAB. MTL. ROOF
AWNINGS, ATTACHED
TO BLD'G. WALL (TYP.)



1 FIRST FLOOR PLAN - (Building 'B')
SCALE: 3/16"=1'-0"

**-PRELIMINARY PLANS-
NOT FOR CONSTRUCTION**

THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN, AS INSTRUMENTS OF A PROFESSIONAL SERVICE, ARE THE PROPERTY OF RON GRIMES ARCHITECTS, PC AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF RON GRIMES ARCHITECTS, PC.



14 NORTH CENTRAL SUITE 106
MEDFORD, OREGON 97501
PH: (541) 772-3000
FAX: (541) 779-0483

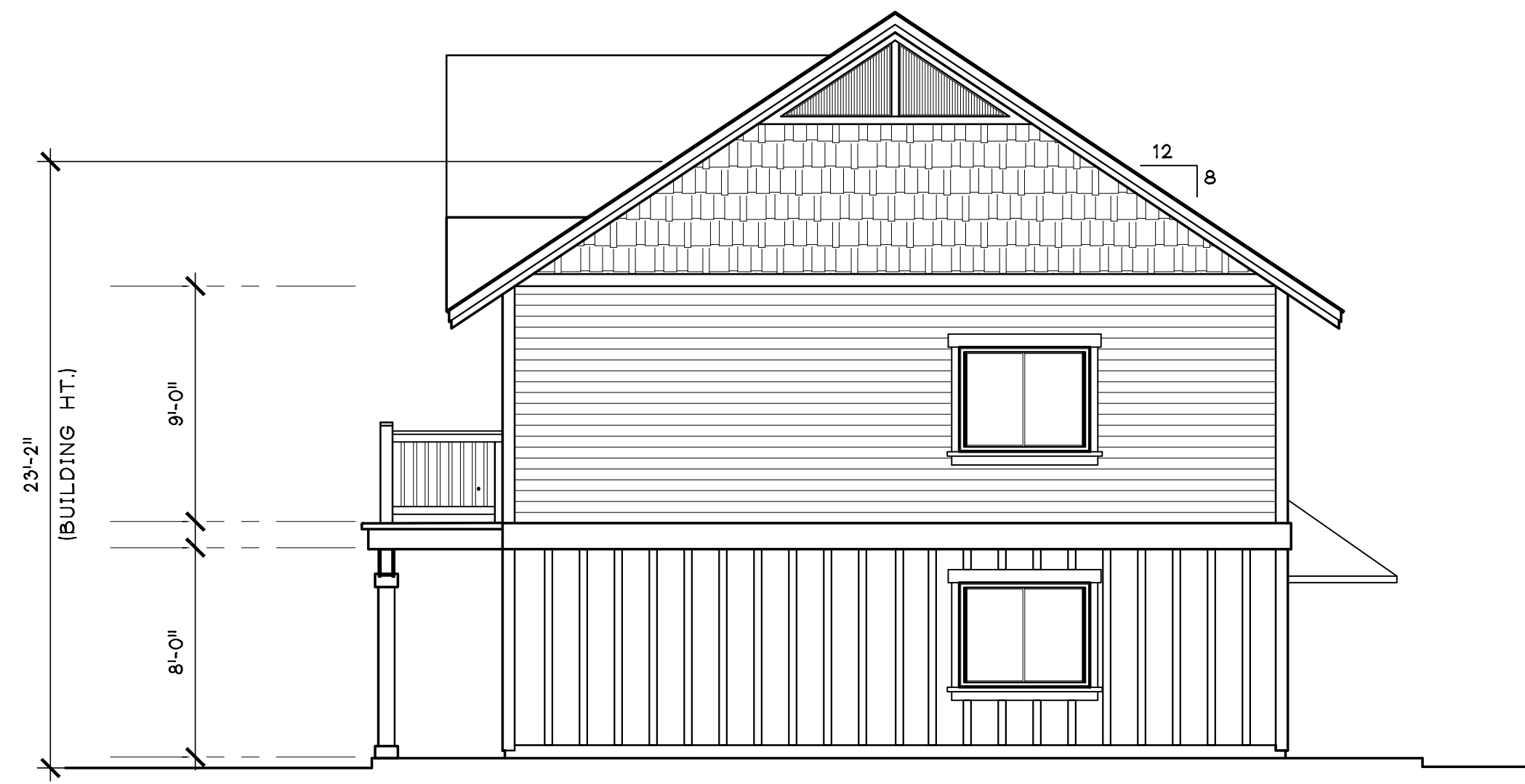
PROJECT NAME
A NEW MULTI-FAMILY PROJECT FOR:
STEVE ARROYO
PHOENIX, OR.

REVISIONS	BY

FILE: 2049-A11 SITEPLN
DATE: 09-14-23
SCALE: AS SHWN
DRAWN: DLE
JOB #: 2049
SHEET OF 9
A2.2



1 FRONT (NORTH) ELEVATION - (Building 'A')
SCALE: 3/16"=1'-0"



2 SIDE (WEST) ELEVATION - (Building 'A')
SCALE: 3/16"=1'-0"



3 SIDE (EAST) ELEVATION - (Building 'A')
SCALE: 3/16"=1'-0"



4 REAR (SOUTH) ELEVATION - (Building 'A')
SCALE: 3/16"=1'-0"



14 NORTH CENTRAL SUITE 106
MEDFORD, OREGON 97501
PH: (541) 772-3000
FX: (541) 779-0483

THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN, AS INSTRUMENTS OF A PROFESSIONAL SERVICE, ARE THE PROPERTY OF RON GEMES ARCHITECTS, PC AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF RON GEMES ARCHITECTS, PC.

PROJECT NAME: A NEW MULTI-FAMILY PROJECT FOR:
STEVE ARROYO
PHOENIX, OR.

REVISIONS	BY

FILE: 2049-A11 SITEPLN
DATE: 09-25-23
SCALE: AS SHWN
DRAWN: DLE
JOB #: 2049

SHEET A6.2
OF 9

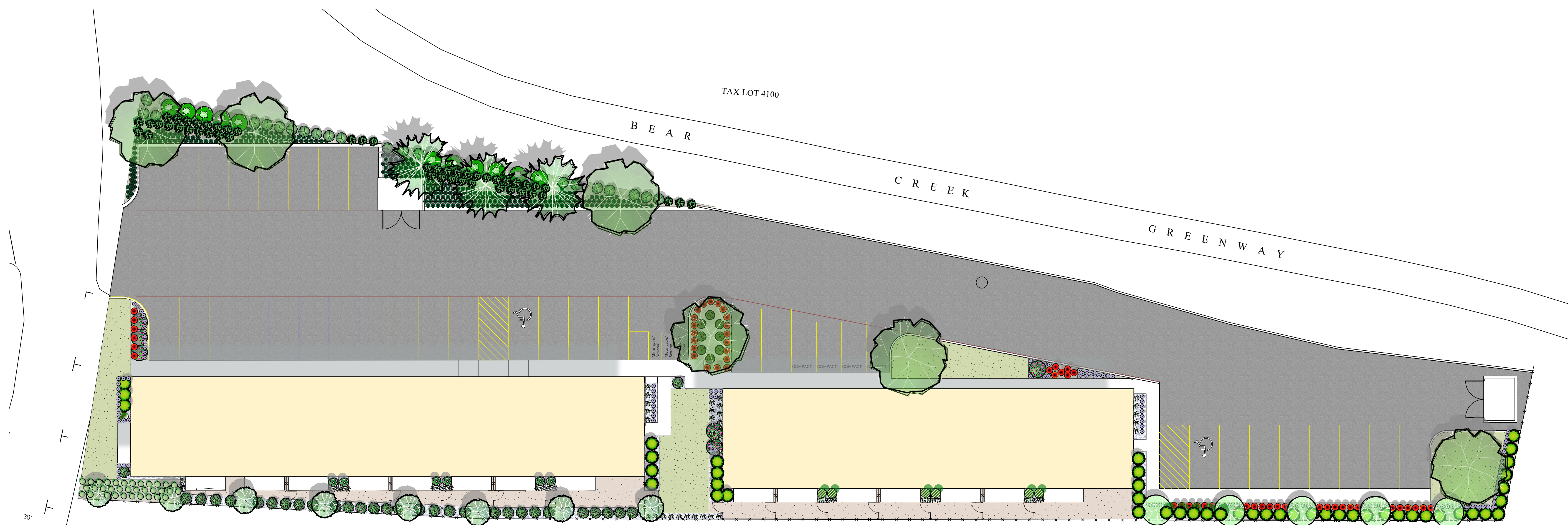
**-PRELIMINARY PLANS-
NOT FOR CONSTRUCTION**

Received 10/19/2023
ARROYO APARTMENTS

3976 S PACIFIC HWY PHOENIX, OR 97535



ARROYO APARTMENTS



SHEET INDEX:

- L0.0 COVER SHEET
- L1.0 MATERIALS PLAN
- L1.1 PLANTING PLAN
- L1.2 IRRIGATION PLAN
- L2.0 LANDSCAPE DETAILS

LOT INFORMATION:

SITE LOCATION: JACKSON COUNTY, OREGON
TAX MAP 381W09DA

TAX LOT: 3900 / 4000

ZONE: R-3

SITE ACREAGE: ±0.85 ACRES / 36,891 S.F.

SOIL CLASS: 23A CAMAS-NEWBERG-EVANS COMPLEX ±65.6%
157B RUCH SILT LOAM, ±34.4%

PARKING SPACES: 37 TOTAL
M.C. PARKING SPACES: 3 TOTAL

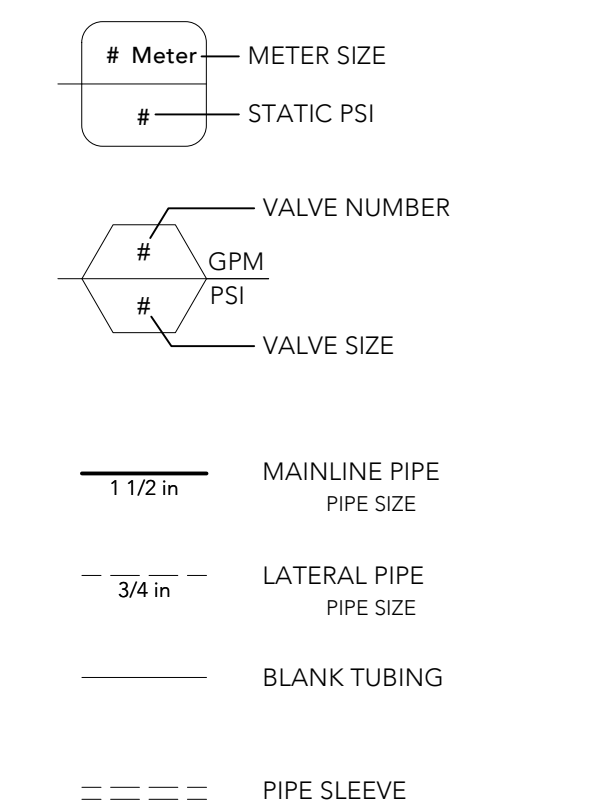
LANDSCAPE REQ'D: 20% OR 7,378 S.F.
LANDSCAPE PROVIDED: 22.5% OR 8,318 S.F.

1 RENDERED SITE PLAN
1/16" = 1'-0"

PLANTING SYMBOLS:

XXXX — PLANT QTY.
— PLANT ID

IRRIGATION PLAN LEGEND:



CONSTRUCTION SYMBOLS:

1 — DRAWING NUMBER
L2.0 — SHEET NUMBER

ABBREVIATIONS:

- AAN AMERICAN ASSOCIATION OF NURSERYMAN
- AC ASPHALT
- BC BOTTOM OF CURB
- BS BOTTOM OF STAIRS
- BW BOTTOM OF WALL
- CONC CONCRETE
- CU CUBIC
- (E) EXISTING
- EG EXISTING GRADE
- F FULL
- FG FINISH GRADE
- FT FOOT
- GRD GROUND
- GVL GRAVEL
- H HALF
- HDPE HIGH DENSITY POLYETHYLENE
- LF LINEAR FEET
- MAX MAXIMUM
- ME MATCH EXISTING
- MIN MINIMUM
- MOD MODERATE
- (N) NEW
- NTS NOT TO SCALE
- OC ON CENTER
- PF PLANT FACTOR
- POC PURE LIVE SEED
- Q QUARTER
- REQ'D REQUIRED
- SF SQUARE FEET
- T SQUARE
- TT THIRD
- TT TOP OF CURB
- TW TWO THIRDS
- TOC TOP OF WALL
- TQ TIME OF CONSTRUCTION
- TYP THREE QUARTER
- YD TYPICAL
- YARD

PROJECT NOTES:

- GENERAL INFORMATION:**
- CONTRACTOR TO PERFORM A SITE WALK THROUGH WITH LANDSCAPE ARCHITECT PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - CONTRACTOR TO VERIFY ALL SITE CONDITIONS BOTH ABOVE AND BELOW THE SURFACE OF THE GROUND PRIOR TO COMMENCING WORK. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THE DRAWINGS & ACTUAL FIELD CONDITIONS SHOULD BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
 - IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY ALL UTILITIES AND PROTECT AS REQUIRED DURING THE COURSE OF CONSTRUCTION. CALL THE "OREGON UTILITY NOTIFICATION CENTER" AT 1-800-332-2344 TO LOCATE EXISTING UTILITIES, 48 HOURS BEFORE DIGGING.
 - ALL WORK AND MATERIALS SHALL CONFORM TO ALL APPLICABLE STATE, CITY, AND COUNTY REGULATIONS AND STANDARDS.
 - CONTRACTOR SHALL EXERCISE CARE IN ALL OPERATIONS TO PROTECT EXISTING UNDERGROUND UTILITIES AND TO AVOID DISTURBING OR DAMAGING THEM. ANY DAMAGE RESULTING FROM THIS WORK MUST BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE UTILITY OWNER AT NO ADDITIONAL COST TO THE OWNER.
 - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ELECTRICAL & WATER SERVICES, AND IRRIGATION & DRAINAGE SYSTEMS THROUGHOUT THE ENTIRE CONSTRUCTION PROCESS.
 - VERIFY EXISTING CONDITIONS AT THE SITE, WHETHER INCLUDED OR NOT ON THE DRAWINGS, PERFORM ALL WORK EVIDENT BY SITE INSPECTION TO ACHIEVE THE DESIRED RESULTS INDICATED ON THE CONSTRUCTION DOCUMENTS FOR THE FINISHED LANDSCAPE AREAS.
 - CONTRACTOR SHALL GRADE ALL LANDSCAPE AREAS WITH APPROVED SOILS. SHAPE AND ADEQUATELY SLOPE TO DRAIN TO TOP OF SUB-GRADE. HOLD SUB-GRADE ELEVATIONS DOWN 8" WITHIN LANDSCAPE AREAS RECEIVING PLANTINGS. PREPARATION OF ALL LANDSCAPE AREAS SHALL BE COORDINATED WITH THE LANDSCAPE CONTRACTOR.
 - CONTRACTOR SHALL COORDINATE ALL IRRIGATION SLEEVE PLACEMENT LOCATIONS AND REQUIREMENTS WITH LANDSCAPE CONTRACTOR PRIOR TO INSTALLING ANY HARDSCAPE.
 - RESET EXISTING UTILITY VAULTS/BOXES TO REMAIN FLUSH WITH GRADE, PUMPS, AND SQUARE.

LANDSCAPE AREA PREPARATION PROCEDURES:

- MATURE COMPOST SHALL BE ADDED TO THE SOIL OF LANDSCAPING AREAS AT A RATE OF THREE CUBIC YARDS OF COMPOST PER 1,000 SQUARE FEET OF LANDSCAPING AREA TO BE PLANTED. THIS REQUIREMENT IS NOT APPLICABLE IN THE FOLLOWING CIRCUMSTANCES:
 - A. IN LANDSCAPED AREAS WHERE A SOIL TEST DEMONSTRATES AN ORGANIC CONTENT OF AT LEAST THREE PERCENT BASED UPON CORE SAMPLES TAKEN AT ONE TEST PER 20,000 SQUARE FEET, WITH A MINIMUM OF THREE SAMPLES PER TEST. SAMPLES SHALL BE TAKEN AT LEAST 40 FEET APART TO A DEPTH OF SIX (6) INCHES FOLLOWING COMPLETION OF ROUGH GRADING.
 - B. SOIL PREPARATION PROCEDURES:
 - A. ASSURE THAT SOIL IS SUITABLY DRY BEFORE BEGINNING.
 - B. SPREAD A MINIMUM OF 4" TOPSOIL (OPTIONAL).
 - C. OPEN/RIP SOIL TO A DEPTH OF 8 INCHES.
 - D. CULTIVATE SOIL AND AMENDMENTS TO A DEPTH OF 4-6 INCHES.
- ADDED IMPORTED OR STOCKPILED EXISTING TOPSOIL AS NEEDED TO LANDSCAPE AREAS TO ENSURE A MINIMUM DEPTH OF 6" OF TOPSOIL.
- TOPSOIL SHALL BE FREE OF WEEDS, STONES, STUMPS, ROOTS, WIRE, PLASTER OR SIMILAR OBJECTS ≥3/4" THAT WOULD BE A HINDRANCE TO PLANTING OR MAINTENANCE.
- PROVIDE A MINIMUM OF 3" WEED FREE AGED BARK MULCH OR ROCK MULCH TO ALL LANDSCAPE AREAS AS SHOWN ON PLANS.

LAWN SEEDING NOTES:

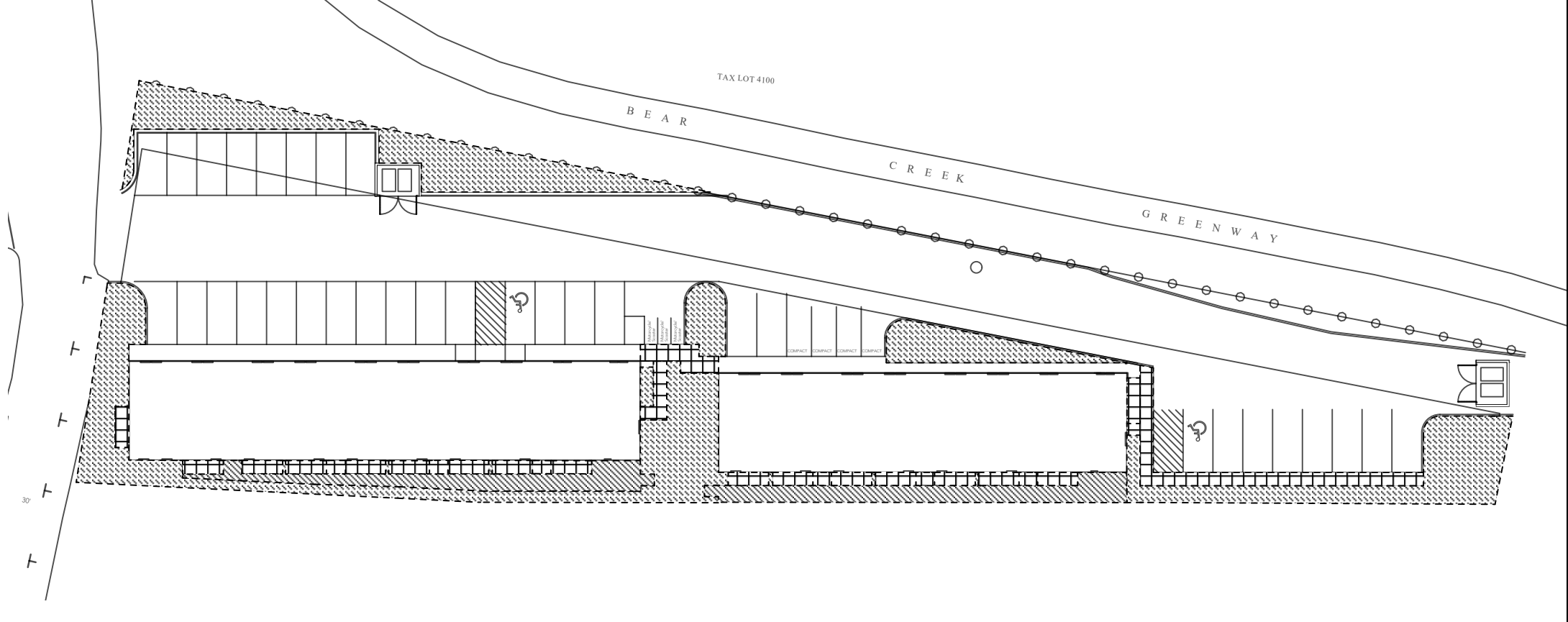
- GRADING: SMOOTH SURFACE SOIL. REMOVE ALL DEPRESSIONS AND PROVIDE SMOOTH SURFACE SLOPE. LIGHTLY COMPACT SURFACE.
- SOV SEED AT A RATE OF 10 POUNDS PER 1,000 SQUARE FEET.
- APPLY 1/8" LAYER OF FINE BARK MULCH.
- APPLY LAWN FERTILIZER AT A RATE OF NOT MORE OR LESS THAN ONE POUND OF ACTUAL NITROGEN AND POTASSIUM PER 1,000 SQUARE FEET PER APPLICATION.
- ROLL WITH FILLED SOO ROLLER OR APPROVED EQUAL PROCESS ENSURING COMPACTION.
- WATER IMMEDIATELY AND KEEP SEED AND SOIL SURFACE EVENLY MOIST THROUGH THE GERMINATION PERIOD.
- REDUCE MOISTURE LEVELS AS NEEDED AFTER GERMINATION IS COMPLETE AND TURF IS VISIBLE.

PLANTING NOTES:

- PLANT LIST AND QUANTITIES ARE PROVIDED FOR CONTRACTORS CONVENIENCE. ACTUAL PLANT QUANTITY SHALL BE BASED ON PLANT SYMBOLS ON PLANTING PLAN NOT ON PLANT LIST.
- PLANTING AREAS TO BE SUFFICIENTLY GRUBBED CLEANED OF ALL CONSTRUCTION MATERIALS, INCLUDING IMPORTED ROCK, BEFORE BEGINNING ANY LANDSCAPE WORK.
- THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE WILL APPROVE INDIVIDUAL PLANT MATERIAL AND LOCATION OF PLANT MATERIAL PRIOR TO INSTALLATION. PROVIDE 72 HOURS NOTICE PRIOR TO PLANT DELIVERY.
- PLANTS SHALL BE PROTECTED FROM THE WIND IN TRANSIT AND AFTER DELIVERY TO THE PROJECT SITE. PLANTS IN BROKEN CONTAINERS WILL NOT BE ACCEPTED, AND PLANTS WITH BROKEN BRANCHES OR INJURED TRUNKS WILL BE REJECTED.
- ALL PLANT MATERIAL SHALL CONFORM TO AAN STANDARDS FOR NURSERY STOCK LATEST EDITION. ALL PLANT MATERIAL FURNISHED SHALL BE HEALTHY REPRESENTATIVES, TYPICAL OF THEIR SPECIES OF VARIETY AND SHALL HAVE A NORMAL GROWTH HABIT. THEY SHALL BE FULL, WELL BRANCHED, WELL PROPORTIONED, AND HAVE A WIGGONOUS WELL DEVELOPED ROOT SYSTEM. ALL PLANTS SHALL BE HARDY UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT. TREES, SHRUBS AND GROUND COVER QUANTITIES, SPECIES, VARIETIES, SIZES AND CONDITIONS TO BE AS SHOWN ON THE PLANTING PLAN. PLANTS TO BE FREE OF DISEASE, INJURY, INSECTS, DECAY, HARMFUL DEFECTS AND ALL WEEDS. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN APPROVAL FROM LANDSCAPE ARCHITECT OR OWNER.
- COMMERCIAL ENGINEERED ROOT BARRIERS SHALL BE INSTALLED FOR ALL NEW TREES LOCATED WITHIN THREE FEET OF ANY PUBLIC RIGHT-OF-WAY IMPERVIOUS SURFACE OR WITH FIVE FEET OF PAVING, CURBS, WALLS, BUILDINGS, UTILITY DUCTS AND OTHER APPURTENANCES, AND SHALL CONSIST OF SIX LINEAL FEET OF 18-INCH (MINIMUM) BARRIER, RUNNING PARALLEL TO THE IMPERVIOUS SURFACE, CENTERED ON THE TREE.
- MAKE MINOR ADJUSTMENTS IN PLANT SPACING AS NECESSARY TO ACCOMMODATE THE IRRIGATION SYSTEM AS INSTALLED, EXISTING SITE ELEMENTS, AND INSTALLED SITE ELEMENTS.
- PLANTS PLANTED TOO DEEPLY WILL NOT BE ACCEPTED.
- PROVIDE A MINIMUM OF 3" WEED FREE AGED BARK MULCH OR ROCK MULCH TO ALL LANDSCAPE AREAS AS SHOWN ON PLANS.
- PROVIDE STRAW MULCH ON ALL SEEDED SLOPES AS NECESSARY TO PROTECT SEED AND PREVENT EROSION.
- ALL SHRUBS AND TREES SHALL BE GUARANTEED BY THE CONTRACTOR FOR A PERIOD OF ONE (1) YEAR FOLLOWING THE DATE OF FINAL ACCEPTANCE.

IRRIGATION NOTES:

- THE INFORMATION PROVIDED IS FOR THE IN-FIELD CONVENIENCE OF THE CONTRACTOR. REFERENCE THE IRRIGATION MANUFACTURER'S SPECIFICATIONS FOR ALL ASPECTS OF IRRIGATION MATERIALS AND INSTALLATION PROCEDURES.
- VERIFY IRRIGATION POINTS OF CONNECTION AND AVAILABLE PSI PRIOR TO STARTING IRRIGATION SITE WORK.
- ALL PVC PIPE IS TO BE MADE UP BY SOLVENT WELDING PROCESS. EXCESS CEMENT SHALL BE WIPE OFF AS IT APPEARS ON THE SURFACE. ALLOW AT LEAST 15 MINUTES SET-UP TIME BEFORE MOVING PIPE.
- LAYOUT SHALL FOLLOW AS CLOSELY AS PRACTICAL TO THE SCHEMATIC DESIGN. MAKE NO SUBSTANTIAL ALTERATIONS WITHOUT PRIOR APPROVAL FROM THE LANDSCAPE ARCHITECT. IRRIGATION MAIN LINE LOCATIONS AND LATERAL LINE LOCATIONS IN PAVING AREAS ARE SHOWN FOR GRAPHIC CLARITY ONLY. ALL MAIN AND LATERAL LINES ARE TO BE PLACED IN PLANTING AREAS WHEN POSSIBLE.
- LATERAL PIPE SHALL BE SCHEDULE 40 PVC. MAIN LINE PIPE SHALL BE SCHEDULE 40 PVC. PVC FITTINGS SHALL BE SCHEDULE 40. SLEEVES UNDER PAVING SHALL BE SOLID PIPE SCHEDULE 40 PVC.
- TRENCHING: 12" MINIMUM COVER OVER LATERAL LINES; 18" MINIMUM COVER OVER MAIN LINES. LOCATE LATERAL AND MAIN LINES IN SAME TRENCH WHEREVER POSSIBLE. BACKFILL MATERIAL SHALL BE FREE OF ROCKS, AND SHARP OBJECTS. NO MACHINE TRENCHING WITHIN DRIPLINE OF EXISTING TREES. MANUAL TRENCHING WILL BE PERMITTED.
- PROVIDE SLEEVING UNDER HARDSCAPE TO ALL IRRIGATED LANDSCAPE AREAS. ALL SLEEVES SHALL BE 4" PIPE AT MAINLINE CROSSINGS (UNLESS NOTED OTHERWISE) AND 4" AT LATERAL CROSSINGS. EXTEND SLEEVES 12" BEYOND ADJACENT PAVING OR ASPHALT. COVER OPEN ENDS WITH DUCT TAPE. PLACE WOODEN LOCATION STAKES (2 X 2 RED TOP) AT FACE OF ALL WALKS AND CURBS WHERE SLEEVE ENDS ARE LOCATED. CONTRACTOR WILL BE RESPONSIBLE FOR LOCATION STAKES / SLEEVES COVERED BY WORK OF OTHERS.
- INSTALL ISOLATION VALVES AT THE POINT OF CONNECTION, AT EACH VALVE BOX, AND AT ALL SLEEVE CROSSINGS 20' OR GREATER.
- INSTALL VALVES IN VALVE BOXES IN SHRUB AREAS AND IN ACCESSIBLE LOCATIONS. INSTALL VALVE BOXES SO THAT THE LID IS FLUSH WITH FINISH GRADE AND PERPENDICULAR TO THE NEAREST ADJACENT HARDSCAPE.
- PROVIDE ALL NECESSARY CONDUIT, WIRE AND EQUIPMENT TO PROPERLY INSTALL VALVES AND CONTROLLER. LABEL SPRINKLER ZONES INSIDE VALVE BOX WITH A WATERPROOF TAG.
- INSTALL AIR RELIEF VALVES, AUTOMATIC FLUSH VALVES, AND OPERATION INDICATOR ON ALL DRIP ZONES AND DRIP AREAS.
- CONTROLLER AND RAIN SENSOR SHOWN ON PLAN ARE CONCEPTUAL LOCATIONS AND SHALL COORDINATED FOR EXACT LOCATION IN FIELD.
- THE IRRIGATION SYSTEM HAS BEEN DESIGNED TO OPERATE WITHIN THE MANUFACTURER'S RECOMMENDATIONS.
- VERIFY PROPER OPERATION OF THE IRRIGATION SYSTEM.
- ADJUST PRESSURE REDUCING VALVES AS NEEDED TO ENSURE ALL COMPONENTS OPERATE WITHIN THE MANUFACTURER'S RECOMMENDATIONS.
- ADJUST SPRINKLER HEADS AND NOZZLES AS NEEDED TO AVOID OVERSPRAY.
- PRODUCTS MAY BE SUBSTITUTED FOR LIKE OR EQUAL PRODUCTS AT OWNER'S DISCRETION.
- CONTRACTOR TO PROVIDE AS-BUILT DRAWINGS AND PHOTO DOCUMENTATION OF INSTALLED IRRIGATION SYSTEM.
- CONTRACTOR TO ALLOW LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE TO INSPECT IRRIGATION SYSTEM INSTALLATION PRIOR TO BACK FILLING TRENCHING.
- IRRIGATION WORKMANSHIP TO BE GUARANTEED FOR ONE (1) YEAR.



2 LANDSCAPE AREA INFO PLAN
NTS

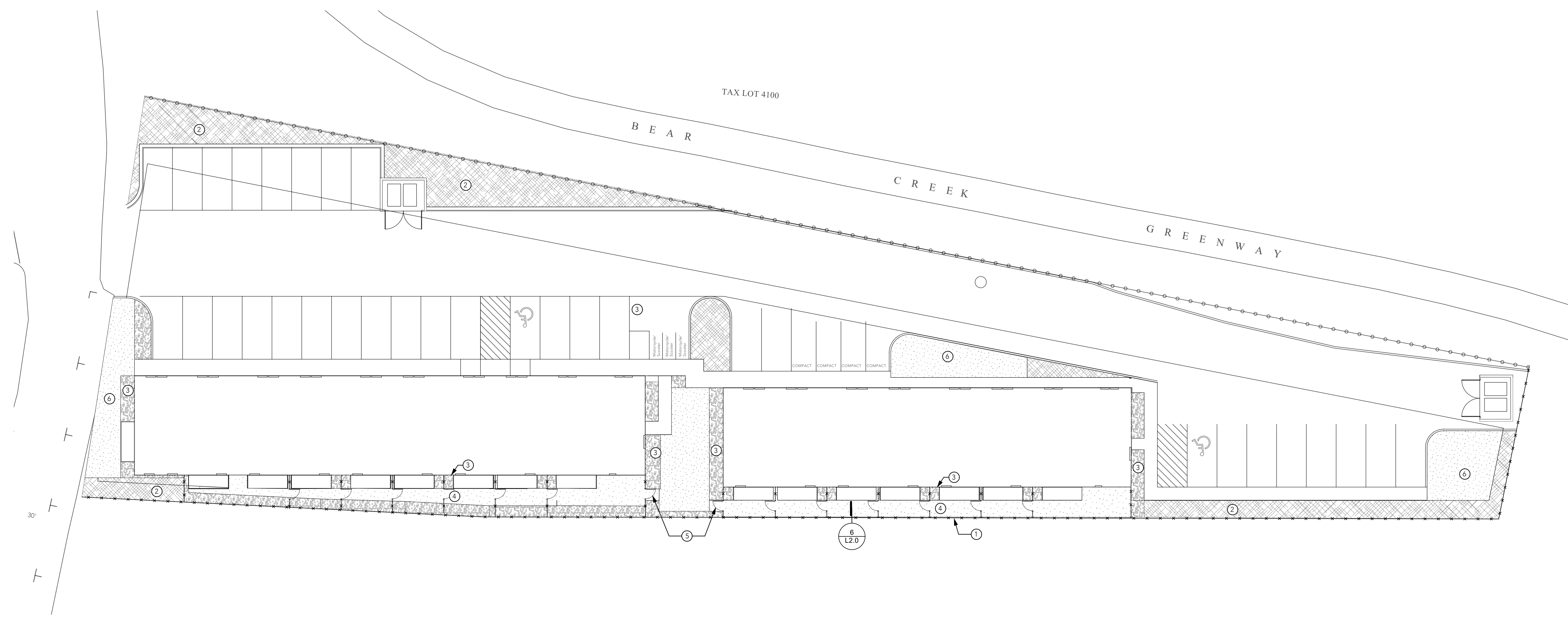
HYDROZONE AREA INFORMATION			
Hatch	Landscape Area	Area	Percentage
	Non-Living Ground Cover	1,351 s.f.	16%
	Hardscape	1,501 s.f.	18%
	Landscape	5,690 s.f.	68%
Total Area:		8,318 s.f.	100.00%



Revision No.	Date
Project ID	1957
Client Name	Estevan "Steve" Arroyo
Drawn By	JML
Reviewed By	JML
Date	10/18/2023
Sheet Title	PROPOSED SITE PLAN
Sheet No.	L0.0

100% DESIGN DEVELOPMENT / NOT FOR CONSTRUCTION

ARROYO APARTMENTS



- MATERIALS PLAN NOTES:**
- ① 6' DOG EARED CEDAR FENCE.
 - ② AGED BARK MULCH.
 - ③ ROCK MULCH.
 - ④ DECOMPOSED GRANITE / CRUSHED ROCK.
 - ⑤ MAINTENANCE ACCESS GATE, TYP.
 - ⑥ LAWN AREA SEE PLANTING PLAN.

HARDSCAPE AND MATERIALS SCHEDULE			
Symbol	Hardscape Name	Perimeter	Area
	Rock Mulch	887 li. ft.	1258 sq. ft.
	Crushed Rock	636 li. ft.	1352 sq. ft.
	Aged Mulch	896 li. ft.	2645 sq. ft.
Total		2,419 li. ft.	5255 sq. ft.


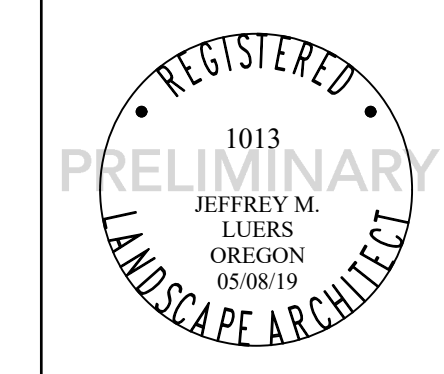
SEEDING SCHEDULE		
Hatch	Seed Mix	Qty
	Sunmark Seeds Northwest Supreme Mix (or equal)	1795 S.F.

LANDSCAPE MATERIAL TAKEOFF QUANTITIES ESTIMATE			
Hardscape/Softscape Name	Material Components	Depth	Area/Volume
Bark Mulch Landscape Area	Aged Seward Bark Mulch	3"	24 cu. yd.
	Topsoil (existing or imported)	6"	49 cu. yd.
Decomposed Granite Path	Decomposed Granite	3"	13 cu. yd.
	3/4" Minus Aggregate	4"	17 cu. yd.
	Non Woven Geotextile Fabric		1,352 sq. ft.
Lawn	See Seeding Schedule		
	Topsoil (existing or imported)	6"	33 cu. yd.
Rock Mulch Landscape Area	3/4" Round Rock (No. fine)	3"	12 cu. yd.
	Non Woven Geotextile Fabric		1,260 sq. ft.
	Topsoil (existing or imported)	6"	23 cu. yd.



1 MATERIALS & SEEDING PLAN
1/16" = 1'-0"

0 16 FT

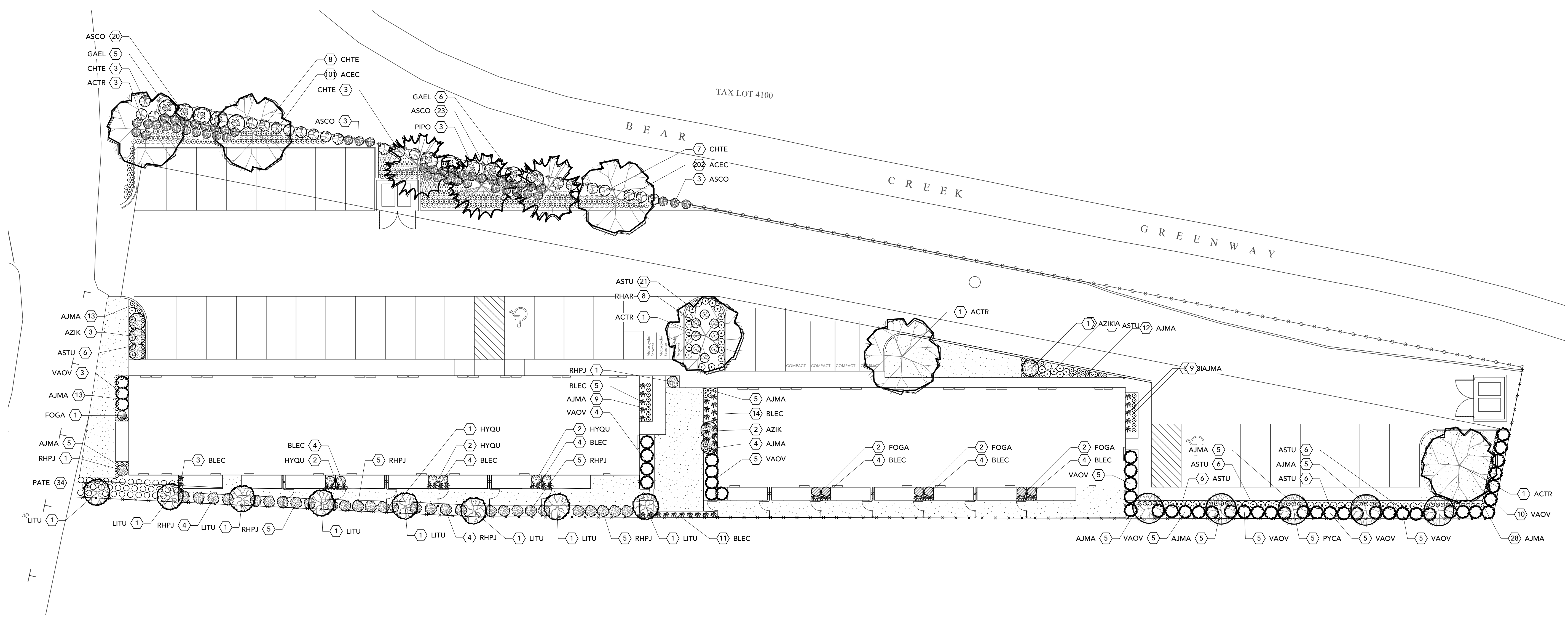
Revision No.	Date

Project ID: 1957
Client Name: Estevan "Steve" Arroyo
Drawn By: JML
Reviewed By: JML
Date: 10/18/2023

MATERIALS PLAN

Sheet No:
L1.0

100% DESIGN DEVELOPMENT / NOT FOR CONSTRUCTION



1 PLANTING PLAN
1/16" = 1'-0"
0 16 FT

TREES:



PERENNIALS:



GROUNDCOVER:



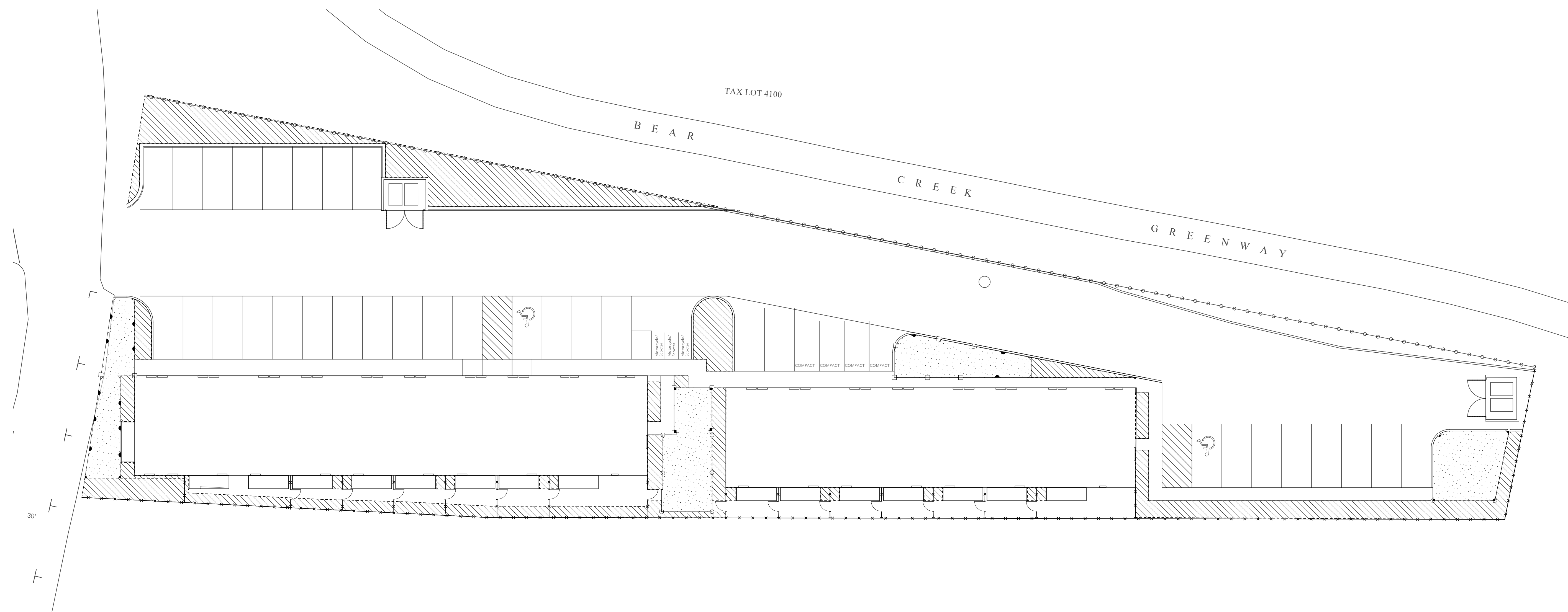
PLANT SCHEDULE						
	ID	Latin Name	Common Name	Qty	Size	P.F.
Trees						
	ACTR	Acer truncatum 'Norwegian Sunset'	Norwegian Sunset Maple	6	2" Cal.	.45
	LITU	Liriodendron tulipifera 'Arnold'	Arnold Tulip Tree	8	1.5" Cal.	.60
	PYCA	Pyrus calleryana 'Aristocrat'	Aristocrat® Flowering Pear	5	2" Cal.	.60
Evergreen						
	PIPO	Pinus ponderosa	Ponderosa Pine	3	8" Ht. or 2" Cal.	.45
Shrubs						
	AZIK	Azalea 'Irene Koster' (Gardenale)	Irene Koster Azalea	6	5 Gal.	.80
	CHTE	Choisya ternata 'Sundance'	Sundance Mexican Orange Blossom	21	2 Gal.	.30
	FOGA	Fothergilla gardenii 'Blue Mist'	Blue Mist Dwarf Fothergilla	7	5 Gal.	.60
	GAEL	Garrya elliptica	Silk Tassel	11	5 Gal.	.30
	HYQU	Hydrangea quercifolia 'Pee Wee'	Pee Wee Oak Leaf Hydrangea	7	5 Gal.	.80
	RHPJ	Rhododendron 'PJM'	PJM Rhododendron	30	5 Gal.	.80
	VAOV	Vaccinium ovatum	Evergreen Huckleberry	47	5 Gal.	.60
Perennials						
	AJMA	Ajuga reptans 'Mahogany'	Mahogany Bungleweed	130	1 Gal.	.60
	ASTU	Asclepias tuberosa	Butterfly Weed	58	1 Gal.	.45
	ASCO	Aster cordifolius	Blue Wood Aster	49	1 Gal.	.60
	BLEC	Blechnum spicant	Deer Fern	62	2 Gal.	.60
Groundcover						
	ACEC	Arctostaphylos uva-ursi 'Emerald Carpet'	Emerald Carpet	303	4" Pot	.45
	PATE	Pachysandra terminalis 'Green Carpet'	Green Carpet Japanese Spurge	34	1 Gal.	.60
	RHMAR	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	8	1 Gal.	.30



Revision No. _____ Date _____
 Project ID: 1957
 Client Name: Estevan "Steve" Arroyo
 Drawn By: JML
 Reviewed By: JML
 Date: 10/18/2023
 Sheet Title: PLANTING PLAN

100% DESIGN DEVELOPMENT / NOT FOR CONSTRUCTION

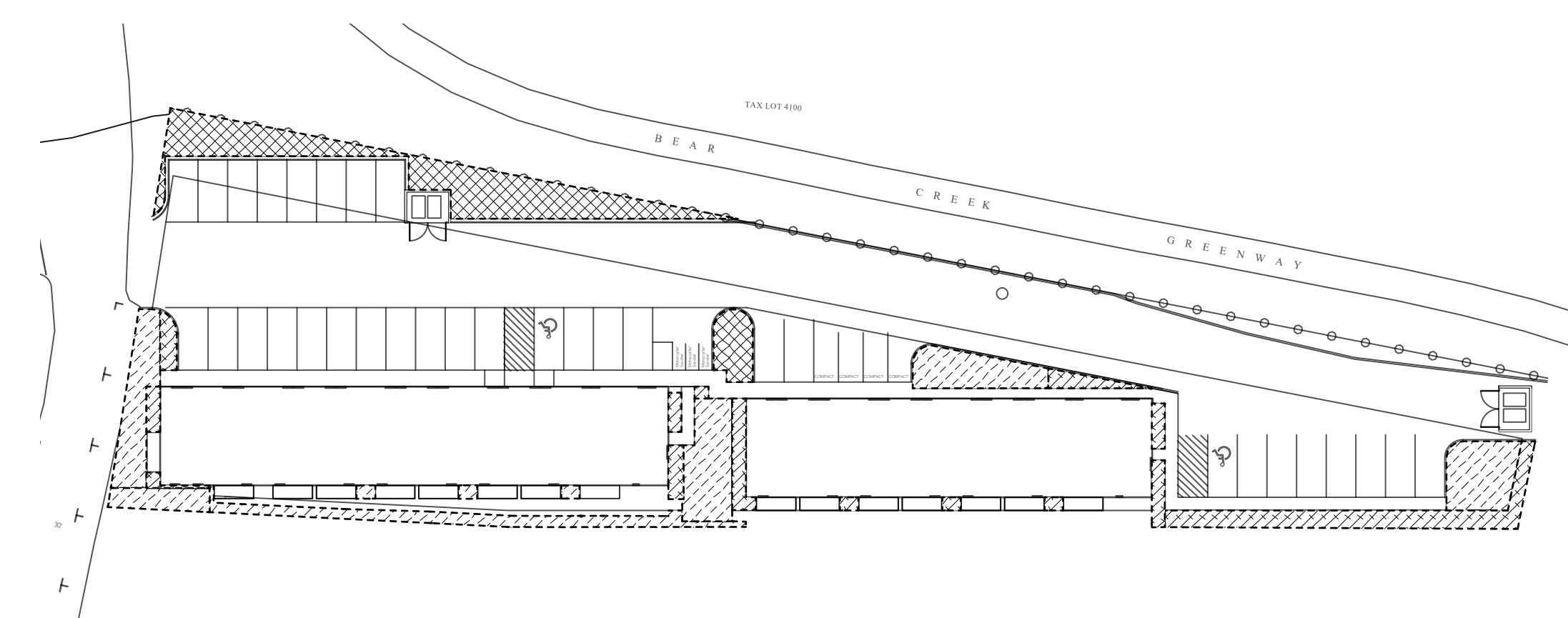
**ARROYO
APARTMENTS**



1 SCHEMATIC IRRIGATION PLAN
1/16" = 1'-0" 0 16 FT

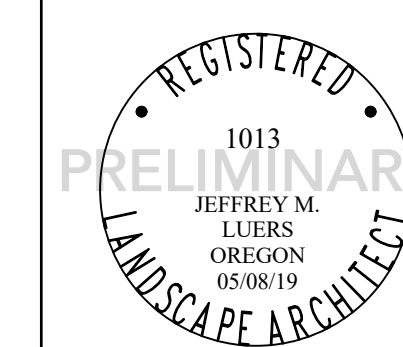
Symbol	Quantity	Outlet Type	Manufacturer	Series	Model	Outlet Body	Pop-Up Ht.	Recom. Pressure
[Symbol]	6	Spray	Hunter Industries(R)	Pro Adjustable Nozzles	6A	PROS-06-PRS30-CV	6"	30
[Symbol]	15	Spray	Hunter Industries(R)	Pro Adjustable Nozzles	8A	PROS-06-PRS30-CV	6"	30
[Symbol]	8	Spray	Hunter Industries(R)	Pro Adjustable Nozzles	10A	PROS-06-PRS30-CV	6"	30
[Symbol]	4	Spray	Hunter Industries(R)	Pro Adjustable Nozzles	12A	PROS-06-PRS30-CV	6"	30
[Symbol]	6	Spray	Hunter Industries(R)	Pro Adjustable Nozzles	15A	PROS-06-PRS30-CV	6"	30
[Symbol]	4	Spray	Hunter Industries(R)	Pro Adjustable Nozzles	17A	PROS-06-PRS30-CV	6"	30

Symbol	Area	Manufacturer	Series	Model	Recom. Pressure	Row Spacing
[Symbol]	3892.106	Hunter Industries (r)	HDL-CV	HDL-06-18-CV	40	1'6"



2 HYDROZONE AREA INFO PLAN
NTS

Hatch	Hydrozone	Plant Factor	Area	Percentage
[Hatch]	Low/Moderate	0.45	1,690 s.f.	35.21%
[Hatch]	Moderate	0.60	1,419 s.f.	29.56%
[Hatch]	High	0.80	1,691 s.f.	35.23%
Total Area:			4,800 s.f.	100.00%

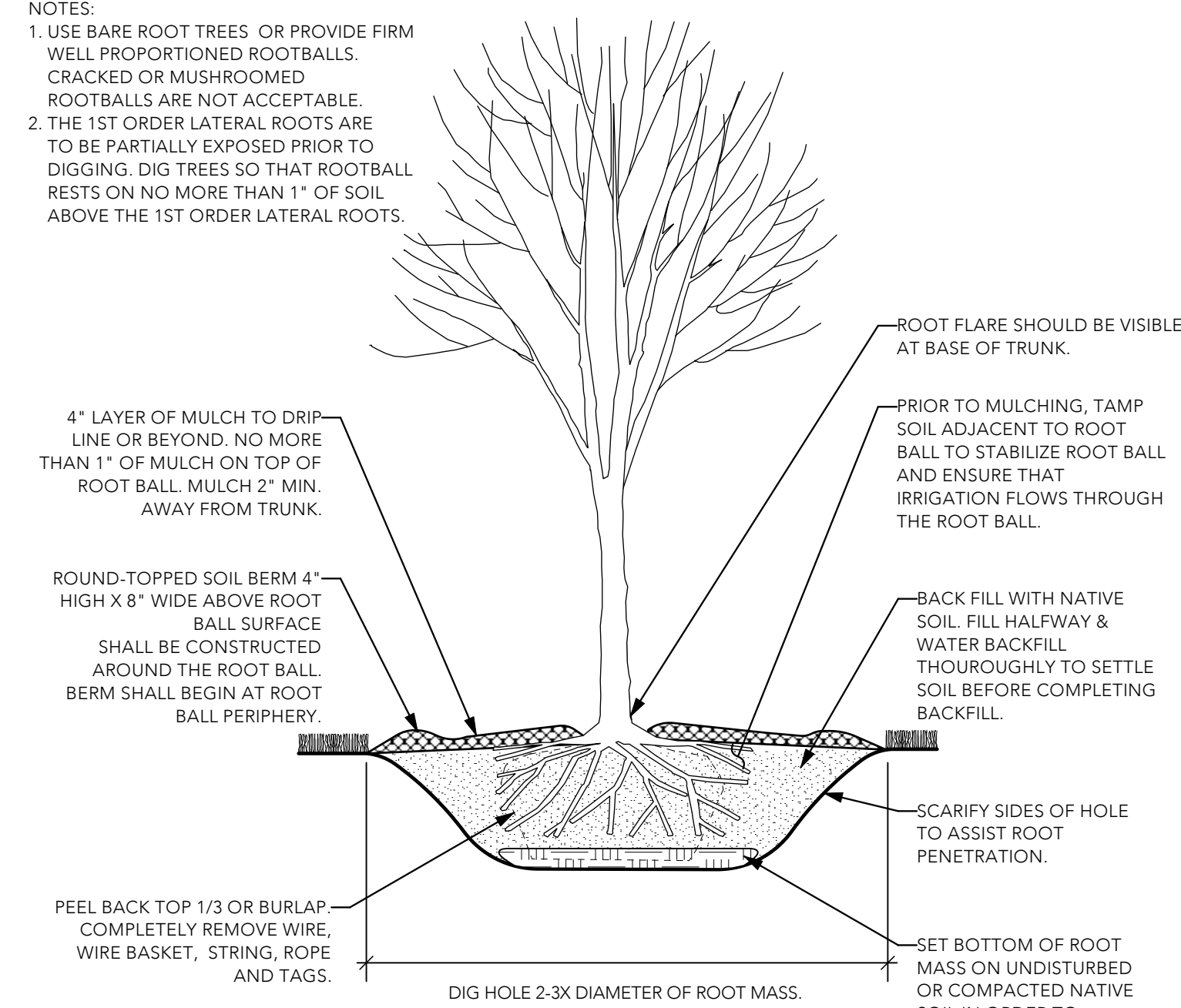


Revision No.	Date
Project ID	1957
Client Name	Estevan "Steve" Arroyo
Drawn By	JML
Reviewed By	JML
Date	10/18/2023
Sheet Title	SCHEMATIC IRRIGATION PLAN
Sheet No.	L1.2

100% DESIGN DEVELOPMENT / NOT FOR CONSTRUCTION

NOTES:

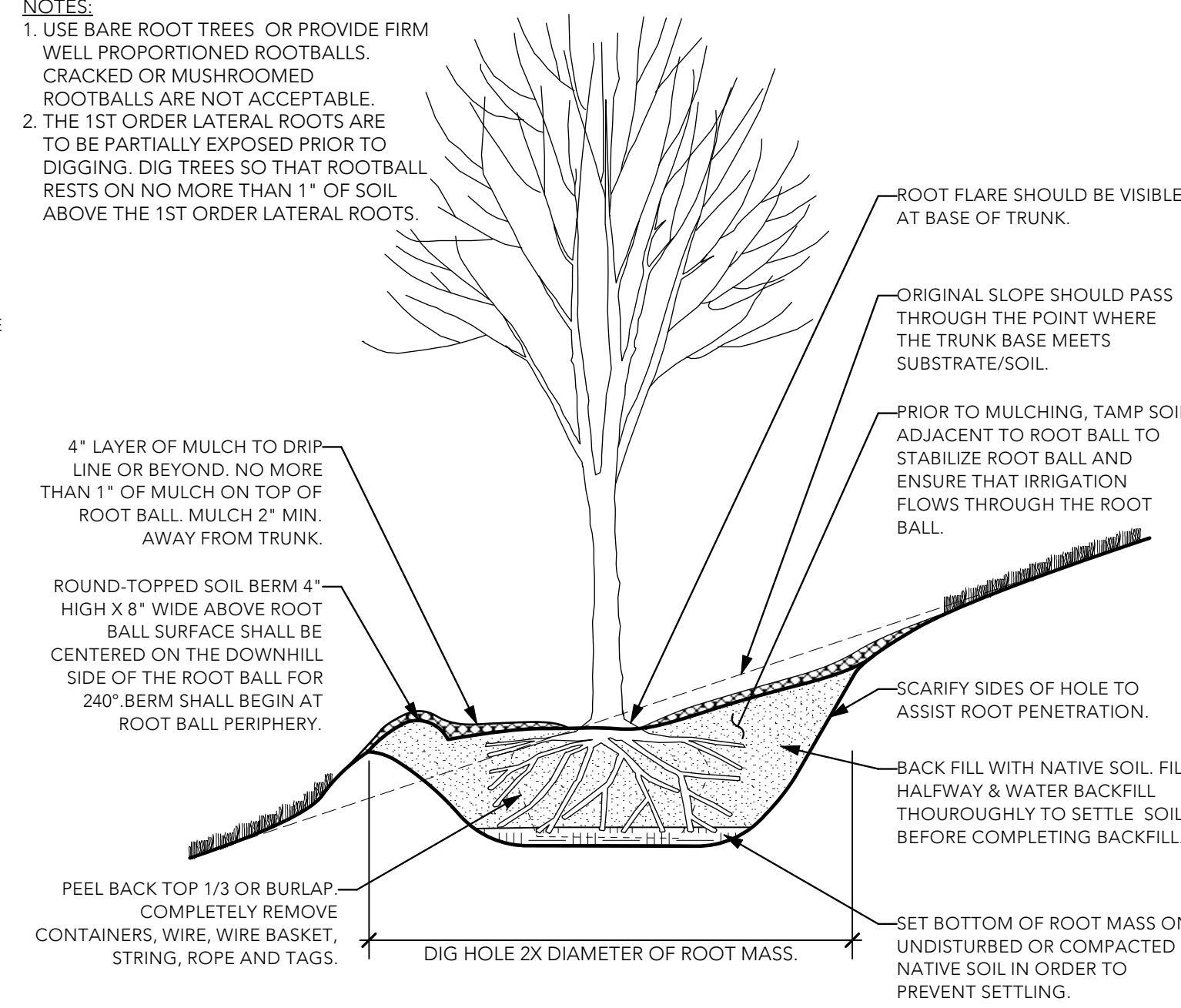
1. USE BARE ROOT TREES OR PROVIDE FIRM WELL PROPORTIONED ROOTBALLS. CRACKED OR MUSHROOMED ROOTBALLS ARE NOT ACCEPTABLE.
2. THE 1ST ORDER LATERAL ROOTS ARE TO BE PARTIALLY EXPOSED PRIOR TO DIGGING. DIG TREES SO THAT ROOTBALL RESTS ON NO MORE THAN 1" OF SOIL ABOVE THE 1ST ORDER LATERAL ROOTS.



1 TREE PLANTING
NTS

NOTES:

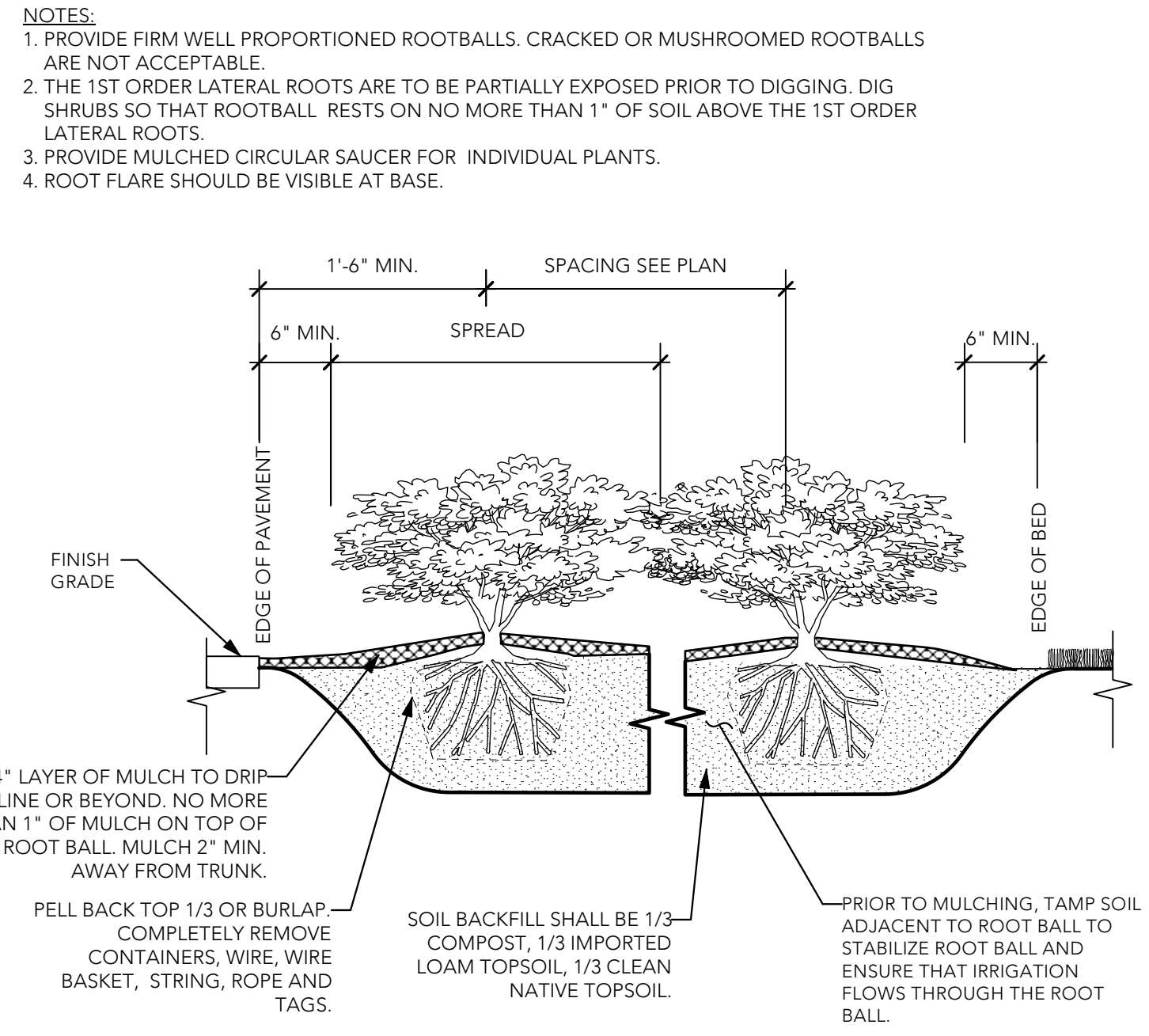
1. USE BARE ROOT TREES OR PROVIDE FIRM WELL PROPORTIONED ROOTBALLS. CRACKED OR MUSHROOMED ROOTBALLS ARE NOT ACCEPTABLE.
2. THE 1ST ORDER LATERAL ROOTS ARE TO BE PARTIALLY EXPOSED PRIOR TO DIGGING. DIG TREES SO THAT ROOTBALL RESTS ON NO MORE THAN 1" OF SOIL ABOVE THE 1ST ORDER LATERAL ROOTS.



2 TREE PLANTING ON A SLOPE
NTS

NOTES:

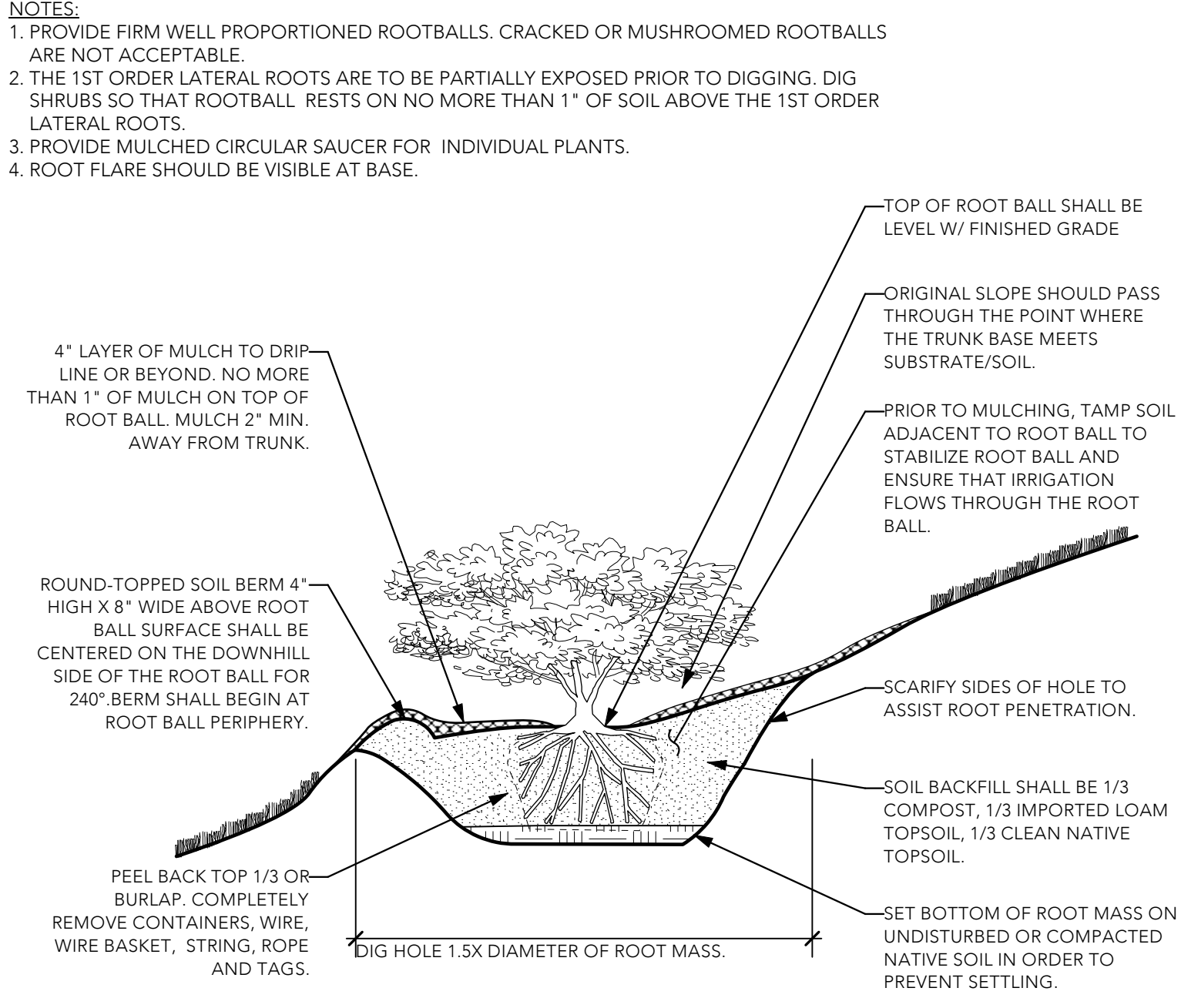
1. PROVIDE FIRM WELL PROPORTIONED ROOTBALLS. CRACKED OR MUSHROOMED ROOTBALLS ARE NOT ACCEPTABLE.
2. THE 1ST ORDER LATERAL ROOTS ARE TO BE PARTIALLY EXPOSED PRIOR TO DIGGING. DIG SHRUBS SO THAT ROOTBALL RESTS ON NO MORE THAN 1" OF SOIL ABOVE THE 1ST ORDER LATERAL ROOTS.
3. PROVIDE MULCHED CIRCULAR SAUCER FOR INDIVIDUAL PLANTS.
4. ROOT FLARE SHOULD BE VISIBLE AT BASE.



3 SHRUB PLANTING
NTS

NOTES:

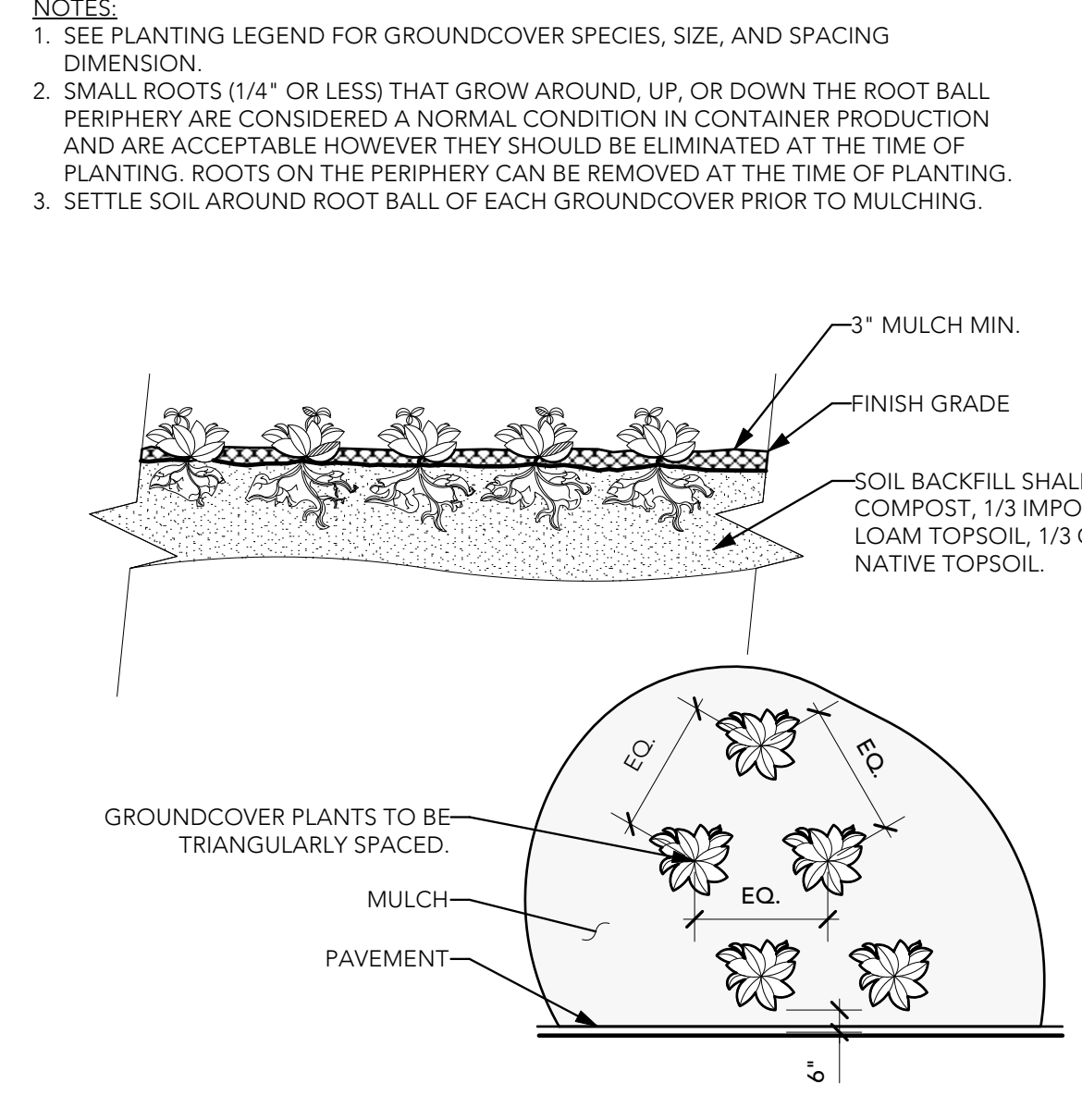
1. PROVIDE FIRM WELL PROPORTIONED ROOTBALLS. CRACKED OR MUSHROOMED ROOTBALLS ARE NOT ACCEPTABLE.
2. THE 1ST ORDER LATERAL ROOTS ARE TO BE PARTIALLY EXPOSED PRIOR TO DIGGING. DIG SHRUBS SO THAT ROOTBALL RESTS ON NO MORE THAN 1" OF SOIL ABOVE THE 1ST ORDER LATERAL ROOTS.
3. PROVIDE MULCHED CIRCULAR SAUCER FOR INDIVIDUAL PLANTS.
4. ROOT FLARE SHOULD BE VISIBLE AT BASE.



4 SHRUB PLANTING ON A SLOPE
NTS

NOTES:

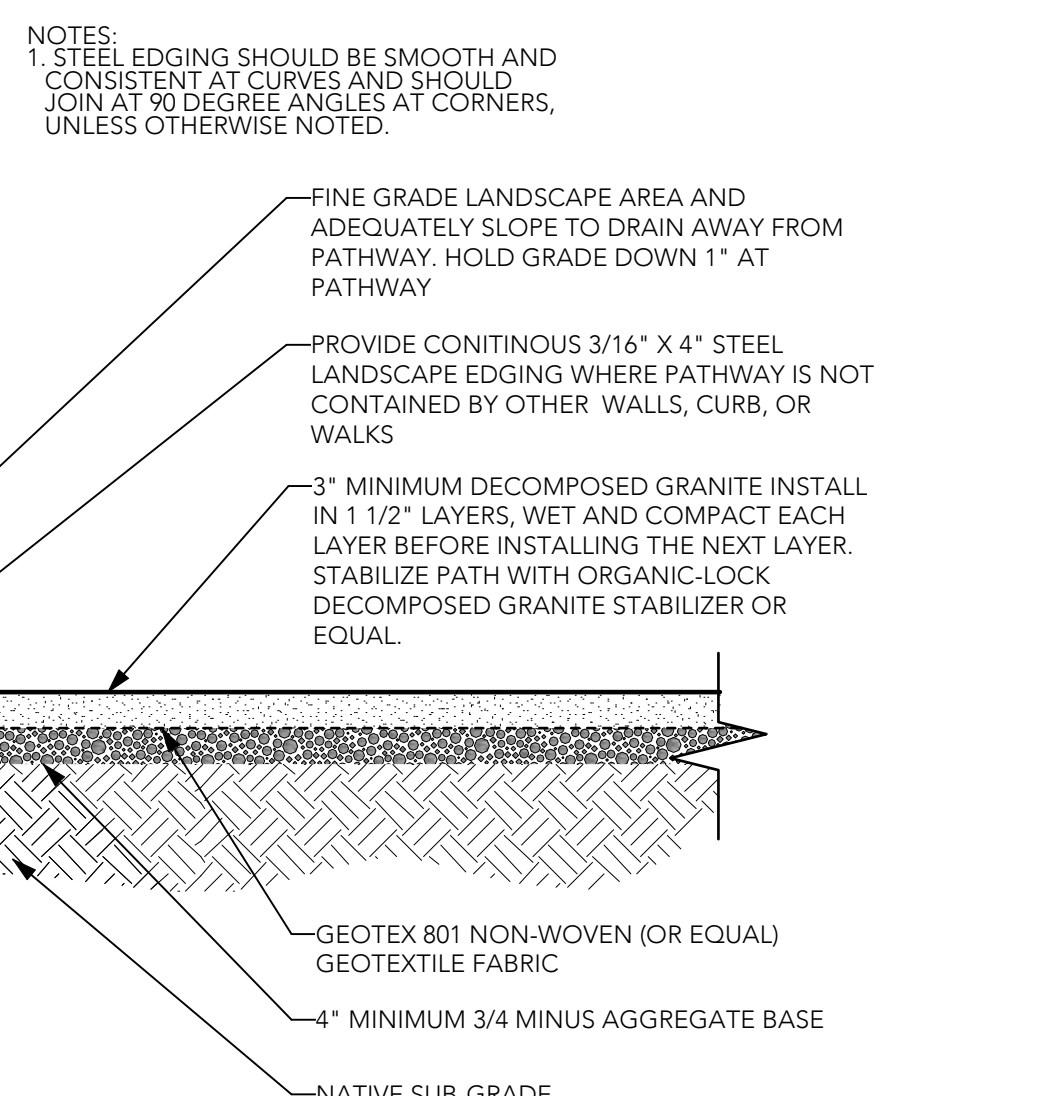
1. SEE PLANTING LEGEND FOR GROUNDCOVER SPECIES, SIZE, AND SPACING DIMENSION.
2. SMALL ROOTS (1/4" OR LESS) THAT GROW AROUND, UP, OR DOWN THE ROOT BALL PERIPHERY ARE CONSIDERED A NORMAL CONDITION IN CONTAINER PRODUCTION AND ARE ACCEPTABLE HOWEVER THEY SHOULD BE ELIMINATED AT THE TIME OF PLANTING. ROOTS ON THE PERIPHERY CAN BE REMOVED AT THE TIME OF PLANTING.
3. SETTLE SOIL AROUND ROOT BALL OF EACH GROUNDCOVER PRIOR TO MULCHING.



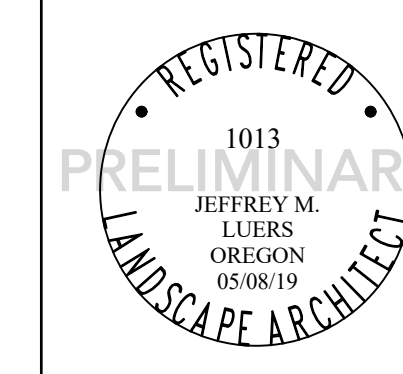
5 GROUNDCOVER PLANTING
NTS

NOTES:

1. STEEL EDGING SHOULD BE SMOOTH AND CONSISTENT AT CURVES AND SHOULD JOIN AT 90 DEGREE ANGLES AT CORNERS, UNLESS OTHERWISE NOTED.

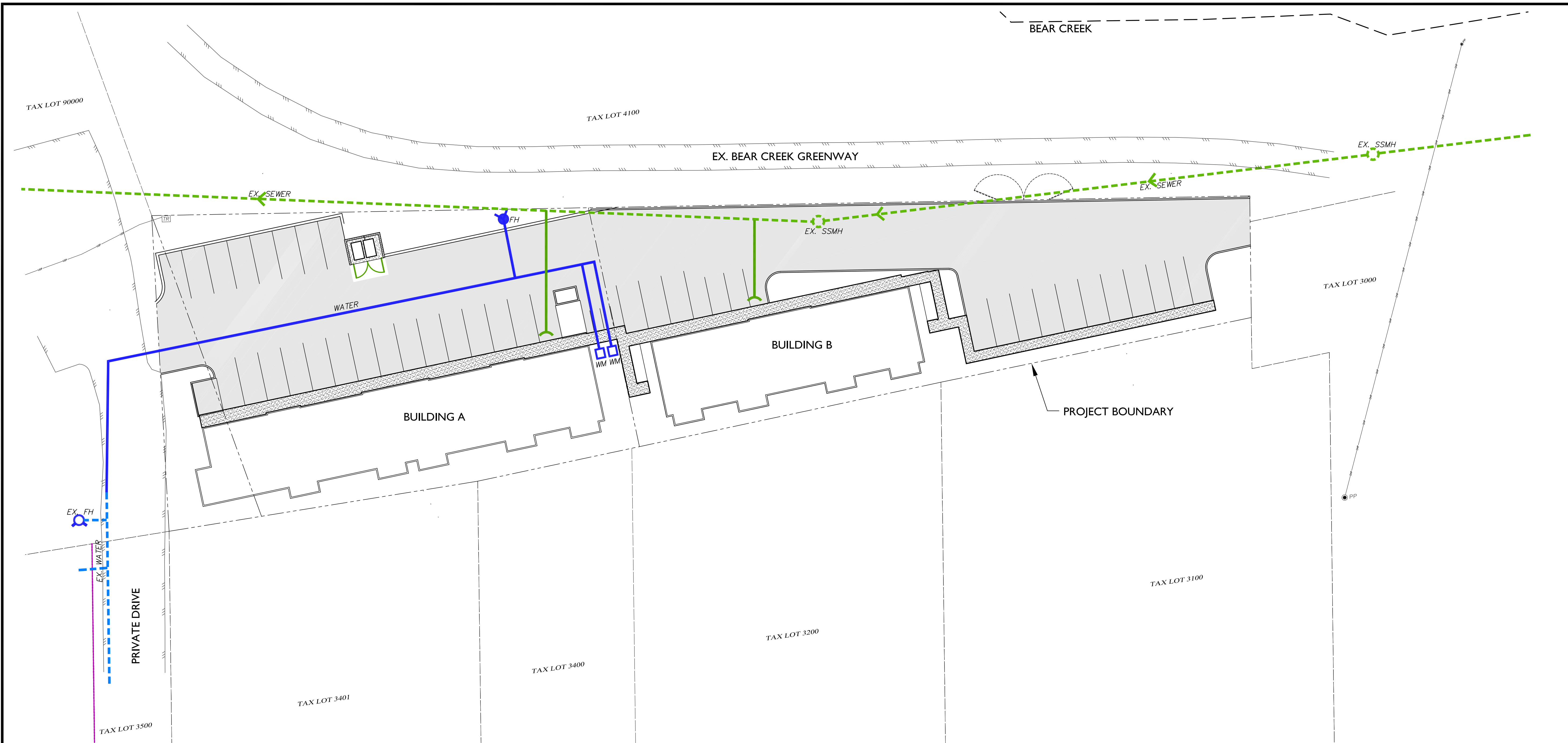


6 DECOMPOSED GRAVEL PATH
NTS



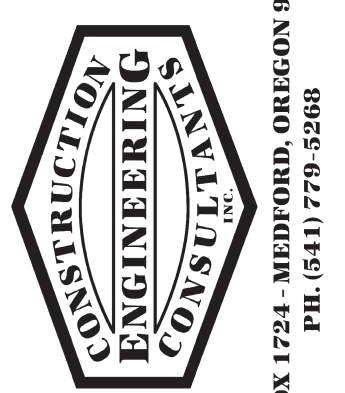
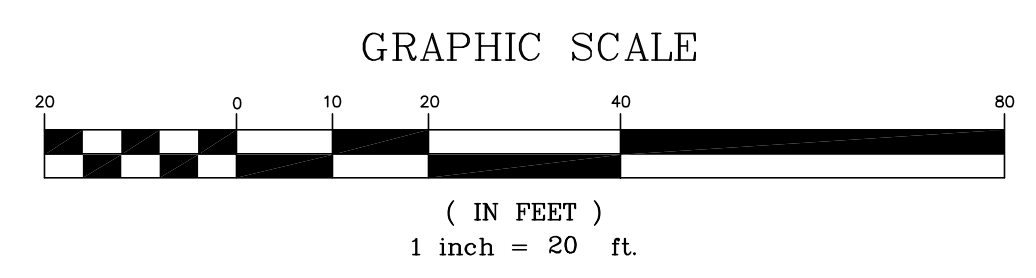
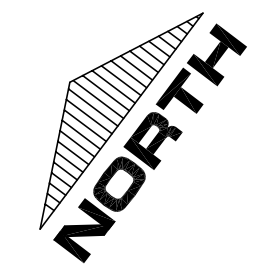
Revision No.	Date
Project ID	1957
Client Name	Estevan "Steve" Arroyo
Drawn By	JML
Reviewed By	JML
Date	10/18/2023
Sheet Title	LANDSCAPE DETAILS
Sheet No.	L2.0

100% DESIGN DEVELOPMENT / NOT FOR CONSTRUCTION



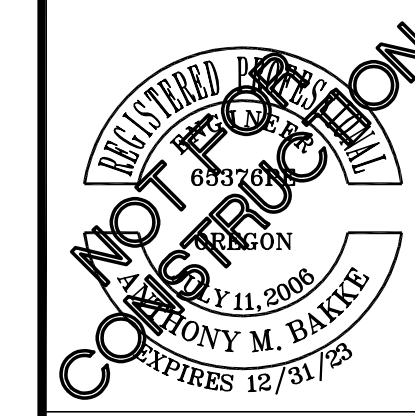
LEGEND

- EXISTING WATER MAIN
- EXISTING FIRE HYDRANT
- PROPOSED WATER MAIN
- PROPOSED FIRE HYDRANT
- PROPOSED SEWER MANHOLE OR CLEANOUT
- PROPOSED SANITARY SEWER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING SEWER MANHOLE OR CLEANOUT



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

DRAWN BY: BDS	DATE: 04/22
CHECKED BY: AMB	DATE: 04/22
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

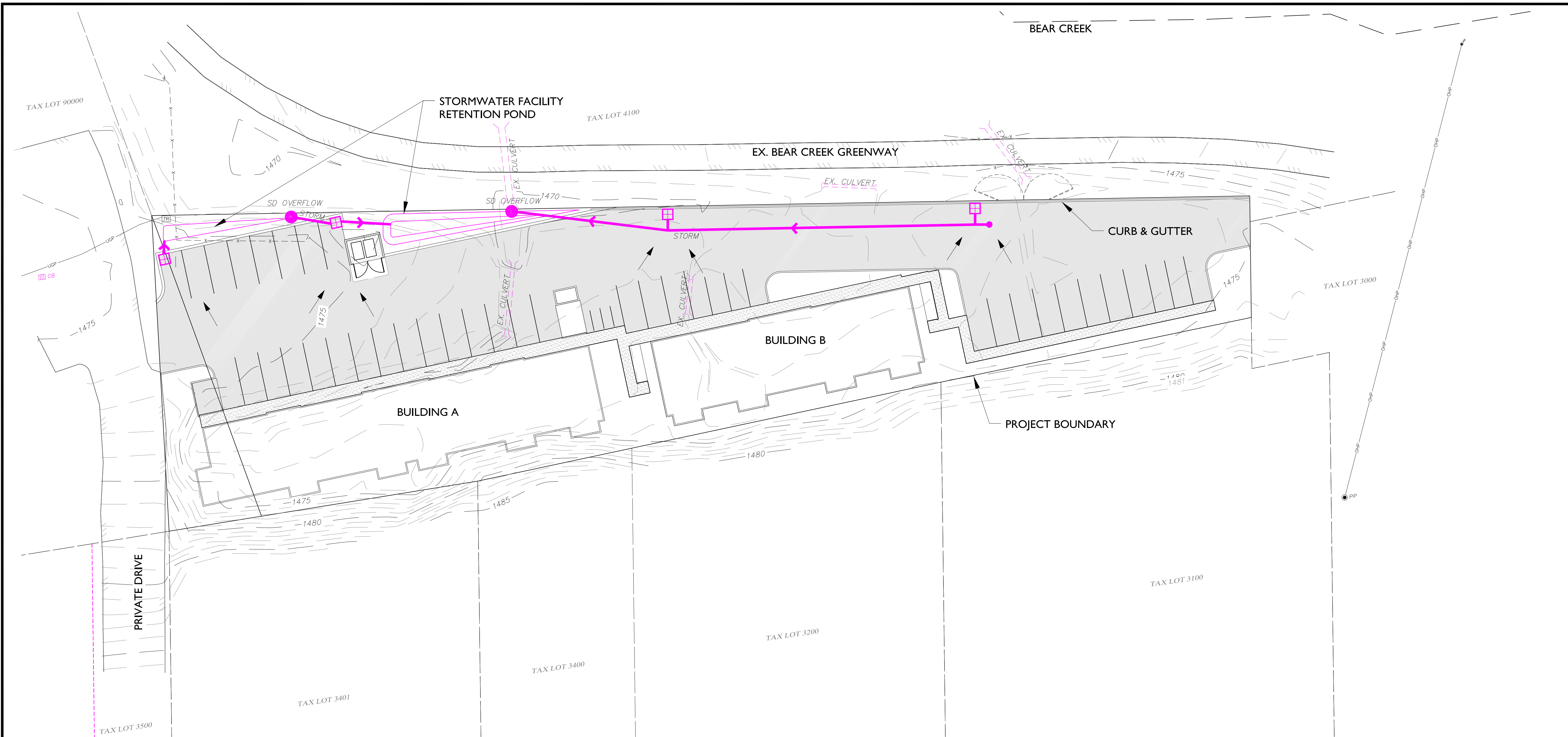


NO.	REVISION	DATE	BY

CONSTRUCTION ENGINEERING CONSULTANTS, INC.

**ARROYO APARTMENTS
CONCEPTUAL UTILITY PLAN**

PROJECT NO. _____
DRAWING NO. _____
1 OF 2

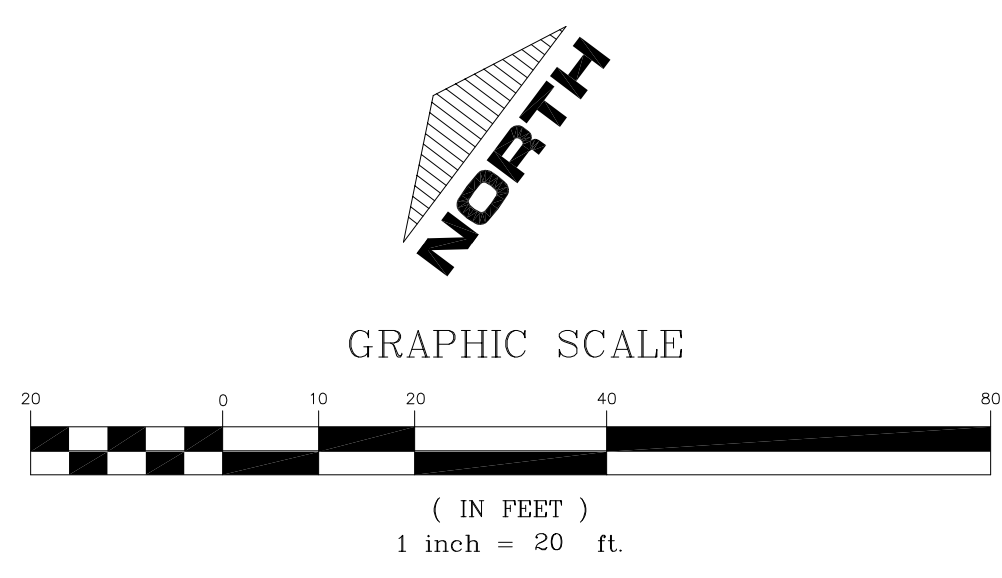


LEGEND

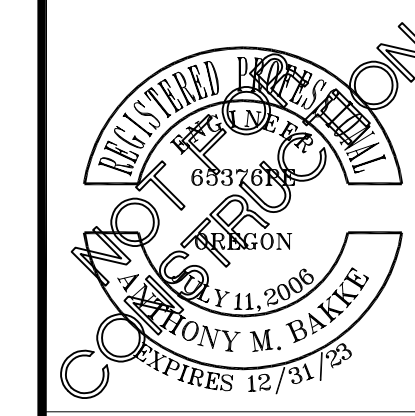
- PROPOSED SD MANHOLE OR CLEANOUT
- PROPOSED CURB INLET
- ▣ PROPOSED CATCH BASIN
- ▤ PROPOSED DITCH INLET
- ← PROPOSED STORM MAIN
- - - ← EXISTING STORM MAIN
- EXISTING STORM MH OR CLEANOUT
- EXISTING CURB INLET
- DRAINAGE DIRECTION

CONTOURS
 CONTOUR INTERVAL = 1'
 INDEX INTERVAL = 5'
 INDEX CONTOUR — — — ELEV — — —

NOTE:
 EXTENSIVE GRADING OF THE PROJECT SITE IS NOT ANTICIPATED. PROPOSED SITE GRADING TO GENERALLY MATCH THE EXISTING SITE TOPOGRAPHY.



DATE: 04/22	DATE: 04/22	DATE: 04/22	DATE: 04/22	DATE: 04/22	DATE: 04/22
DRAWN BY: BDS	CHECKED BY: AMB	APPROVED:	APPROVED:	APPROVED:	APPROVED:



NO.	REVISION	DATE	BY

CONSTRUCTION ENGINEERING CONSULTANTS, INC.
ARROYO APARTMENTS
 CONCEPTUAL GRADING AND DRAINAGE PLAN

PROJECT NO. _____
 DRAWING NO. **2 OF 2**



city of phoenix
planning & building department
p.o. Box 330
phoenix, oregon 97535

112 W second street
phone: (541) 535 - 2050
fax: (541) 535 - 5769
e-mail: matt.brinkley@phoenixoregon.gov

file number:

Property Line Adjustment Application

TYPE 1 PROCEDURE

RECEIVED
PLANNING DEPT

PERMIT FEE: \$300.00

I. PROPERTY INFORMATION:

OCT 10 2023

A. Location (Address): 3976 S Pacific Hwy CITY OF PHOENIX

B. Assessor's ID:

Township: 38S Range: 1W Section: 09DA Tax Lot: 3900

Township: 38S Range: 1W Section: 09DA Tax Lot: 4000

Township: _____ Range: _____ Section: _____ Tax Lot: _____

II. SUBMITTAL REQUIREMENTS:

Property owners wishing to change the boundary line between properties, herein after referred to as a Property Line Adjustment (ORS 92.010 (11)) shall submit materials and information to the City of Phoenix Planning Department as follows:

A. A map drawn to scale showing the following information:

- The existing and proposed lot lines, including dimensions and square footage, for all properties involved.
- Assessor's map and tax lot identification for the subject properties.
- Location and names of all public and private streets that abut or lie within the subject area.
- Accurate location, height, and ground floor area of all structures on the subject properties. If the lots are vacant (no existing structures), a written statement certifying same shall also be provided.
- Names of property owners as shown on the accompanying deeds.
- Signature of person preparing the map attesting to the accuracy of the information contained thereon.

B. Deeds which include a statement that identifies the associated conveyance of property as a Property Line Adjustment.

- Legal description attached to the deeds shall either describe the resultant properties or otherwise specify that the conveyed land shall be consolidated with the property of the grantee.

It should be noted that a property line adjustment may also be subject to monumentation and the requisite recordation of a survey consistent with ORS 92.060 (7), ORS 92.190 (3) & ORS 209.250 (1).

City staff will review the proposed Property Line Adjustment to determine compliance with Site Development Standards of Land Development Code as per Chapter 4.3 of the Phoenix Land Development Code.

When it is determined that the proposed Property Line Adjustment does not create or cause non-compliance with above Code standards, or exacerbate any existing non-conformity, the approval endorsement of the Planning Department shall be affixed to the deeds and/or map which may then be recorded.



city of phoenix
planning & building department
p. o. Box 330
phoenix, oregon 97535

112 w second street
phone: (541) 535 - 2050
fax: (541) 535 - 5769
e-mail: matt.brinkley@phoenixoregon.gov

file number:

III. PROPERTY OWNER/APPLICANT INFORMATION:

Property Owner:

Name: Estevan Arroyo
Address: 96 W Gregory, Medford OR 97504
Phone: 541-973-9894 e-mail: steve@creativebld.com

Property Owner:

Name: Same
Address: _____
Phone: _____ e-mail: _____

Applicant:

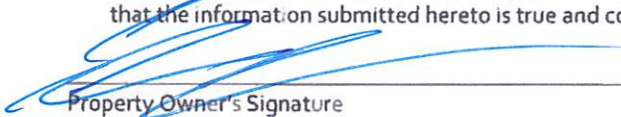
Name: Amy Gunter, Rogue Planning & Development Services, LLC
Address: 1314-B Center Drive PMB #457, Medford OR 97501
Phone: 541-951-4020 e-mail: amygunter.planning@gmail.com

Other Contact:

Name: Polaris Land Surveying
Address: PO Box 459
Phone: 541-482-5009 e-mail: shawn@polarislandsurveying.com

IV. AUTHORIZATION TO PROCESS:

Property Owner's Consent: I do hereby certify that I am the legal owner of record of the property described above and as such I am requesting that the City of Phoenix process this application in accord with State and local ordinances. I also certify that the information submitted hereto is true and correct to the best of my knowledge and belief.

 _____
Property Owner's Signature Date 09-14-2023

Property Owner's Signature Date

Applicant's Authorization: I do hereby certify that the information submitted herein is true and correct to the best of my knowledge and belief.

 _____
Applicant's Signature Date 09-14-2023

FOR CITY USE ONLY

Received by: JW
Fee Received: \$300
File No. Assigned: LLA 23-02

Date: 10/11/23
Receipt No.: 199677



city of phoenix
planning & building department
p.o. Box 330
phoenix, oregon 97535

112 W second street
phone: (541) 535 - 2050
fax: (541) 535 - 5769
e-mail: matt.brinkley@phoenixoregon.gov

file number:

Lot Line Adjustment (Type I)

Purpose: A Type I Lot Line Adjustment is for the modification of lot boundaries when no new lots are created.

City Regulations: All Lot Line Adjustment proposals shall be in conformance with Phoenix Land Development Code Chapter 4.3 – Land Divisions and Lot Line Adjustments and all other applicable chapters.

State Regulations: All Lot Line Adjustment proposals shall be in conformance to State regulations set forth in Oregon Revised Statute (ORS) Chapter 92 – Subdivisions and Partitions.

Type of Permit: Type I, Ministerial Process – no public hearing required.

Fees*: Lot Line Adjustment – Type I \$300.00 (no public hearing)

Steps to Process

Step 1: Application Processing Timeline – 30 days

- Application Submittal/Deem Application Complete
- Zoning Clearance and Planning Inquiry

Step 2: Ministerial Decision

Planning Director's review and decision is based on approval criteria within Land Development Code.

Step 3: Final Decision

Planning Director's decision may be to approve, approve with conditions, or deny application. Decision is final; no appeals can be made to City Officials.

Step 4: Record with Jackson County

Applicant must record lot line adjustment within 60 days of approval with Jackson County. Applicant must also supply the Planning Department a copy of the recorded survey map within 15 days of recording.

Approval Procedure:

The Lot Line Adjustment process typically takes approximately four weeks to process. The approval is done ministerial; the decision is final and cannot be appealed to City Officials. Upon approval, the applicant has 60 days to record the Lot Line Adjustment with Jackson County. The applicant then has 15 days after recording to submit a copy of the recorded survey map to the City Planning Department. Extension may be filed with applicable fee of approval/recording.

RECEIVED 10/10/2023

Lot Line Adjustment Application

3976 South Pacific Highway 38S IW 09DA; TAX LOT 3900 & 4000



REQUEST FOR BOUNDARY LINE ADJUSTMENT

SUBJECT PROPERTY:

Property Address: 3976 South Pacific Hwy
Map & Tax Lot: 38S 1W 09DA; 3900 & 4000
Zoning: High Density Residential
Adjacent Zones: High Density Residential and Commercial

Overlay Zones: FEMA Floodplain Overlay

**PROPERTY OWNER/
APPLICANT:** Estevan B. Arroyo
96 W Gregory Road
Central Point, OR 97502

ARCHITECT: Ron Grimes Architecture
14 N Central Avenue
Medford, OR 97501

SURVEYOR: Polaris Land Surveying
PO BOX 459
Ashland, OR 97520

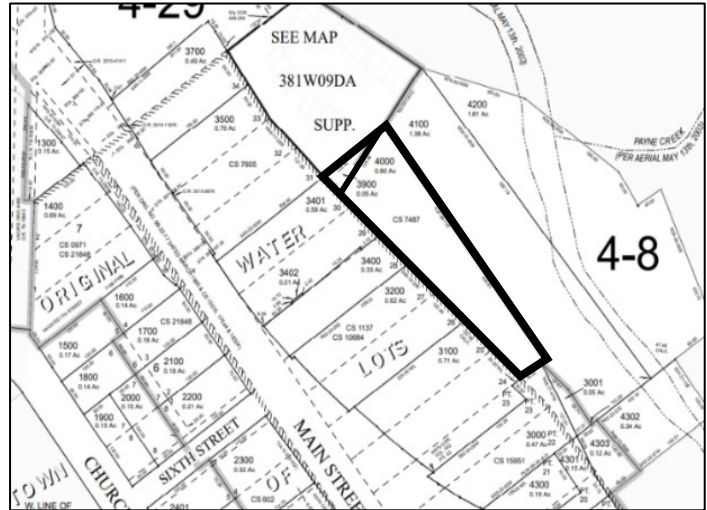
APPLICANT'S AGENT: Rogue Planning & Development Services
1314-B Center Dr., PMB#457
Medford, OR 97501

PROPERTY DESCRIPTION:

The subject property consists of two legal lots of record.

Tax Lot 3900 was originally created via a deed in 1958 (JV 57- 3027). Both properties are recorded on Jackson County Survey (Survey#7487) which was completed to monument and redescribe the two tracts in 1978.

Later that same year, the adjacent parcel at 381W09DA; 3901 (Bear Creek Townhomes now TL 90000) was created and developed leaving the small area of 38S 1W 09DA 3900 (J.V. 79-03056) undeveloped.



Tax Lot 4000 was surveyed in 1978 and later included some of the physical improvements of the Bear Creek Condominiums (former pool and pool equipment building). By 2016 when purchased by the current owner, the pool and pool building no longer existed. Tax lot 4000 is .80 acres.

Both parcels are vacant of structures.

The property is accessed from a 30-foot wide, shared driveway that provides access to the subject property and the adjacent development to the north and the parcels it extends through. The property is downhill from the highway and not visible from the public right of way.

The city limits are adjacent to the east property boundary. This property area is owned by Oregon Department of Transportation and is occupied by Bear Creek, the Bear Creek Greenway and a large natural stormwater treatment area.

The proposed lot line adjustment increases TL#3900 to 19,300 square feet in area and decreases TL#4000 to 17,566 square feet in area.

Findings address the criteria for a boundary line adjustment are on the following pages.

Phoenix Land Development Ordinance

Section: 4.3.12 – Lot Line Adjustments

Lot Line Adjustments include the consolidation of lots, and the modification of lot boundaries, when no new lots are created. The application submission and approvals process is as follows:

- A. **Submission Requirements.** All applications for Lot Line Adjustment shall be made on forms provided by the City and shall include information required for a Type I application, as governed by Chapter 4.1.3 – Type I Procedure (Ministerial). The application shall include a preliminary lot line map identifying all existing and proposed lot lines and dimensions; footprints and dimensions of existing structures (including accessory structures); location and dimensions of driveways and public and private streets within or abutting the subject lots; location of significant vegetation as defined and mapped in Chapter 3.3.2 – Landscape Conservation, Sections B-C; existing fences and walls; and any other information deemed necessary by the Planning Director for ensuring compliance with City codes.
- C. **Approval Criteria.** The Planning Director shall approve or deny a request for a lot line adjustment in writing based on findings that all of the following criteria are satisfied:

1. No additional parcel or lot is created by the lot line adjustment; however, the number of lots or parcels may be reduced.

Finding:

The subject property consists of two legal lots of record.

No additional parcel or lot is created by the lot line adjustment.

2. Lot standards. All lots and parcels comply with the applicable lot standards of the land use district (Chapter 2) including lot area and dimensions.

Finding:

The subject property consists of two legal lots of record. The shared boundary line lot line is proposed to be shifted to the south and between the two proposed multi-family residential buildings.

The proposed lots comply with the standards for development in the R-3 zone. There does not appear to be a minimum lot area, minimum lot dimension, or other lot area standards specified in the land development ordinance for the multi-family residential zone. There are setbacks, lot coverage and density standards in the zone.

3. Access. All lots and parcels comply with the standards or requirements of Chapter 3.2 – Access and Circulation.

Finding:

The driveway access to the property is via an existing access easement. That access easement will be continued with the proposed site development and the property line adjustment does not impact the access easement.

4. Setbacks. The resulting lots, parcels, tracts, and building locations comply with the standards of the land use district (Chapter 2).

Finding:

The proposed structures that will occupy the property post development will retain the declared 'front' as the Bear Creek Greenway, ODOT property and the Commercially Zoned hillside that is at the rear of the apartments as the 'rear' property line.

Setbacks:

Proposed Parcel 1:

Front setback = 52' 7" from the east property line which exceeds the minimum front yard setback of 20-feet.

Rear setback = Each building is setback five feet from the rear property line in compliance with Table 2.2.2.

Sides: Both sides exceed minimum setback of 4' per Table 2.2.

Proposed Parcel 2: 33' – 4" from the east property line which exceeds the minimum front yard setback of 20-feet.

Rear setback = Each building is setback five feet from the rear property line in compliance with Table 2.2.2.

Sides: Both sides exceed minimum setback of 4' per Table 2.2.

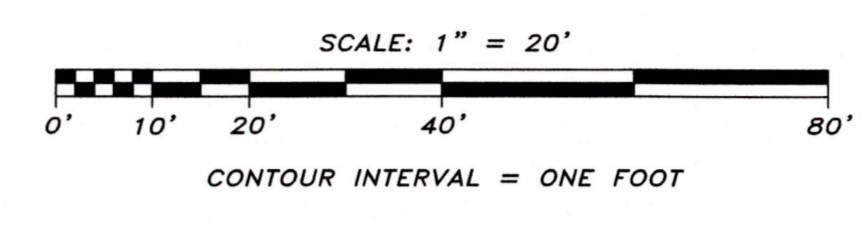
5. Exemptions from Dedications and Improvements. A lot line adjustment is not considered a development action for purposes of determining whether right-of-way dedication or improvement is required.

Finding:

The is no right of way to dedicate or improve.

PRELIMINARY MAP PROPERTY LINE ADJUSTMENT

LOCATED AT
 3976 South Pacific Highway
 Phoenix, Oregon
 LYING SITUATE WITHIN
 THE SOUTHEAST QUARTER OF SECTION 9,
 TOWNSHIP 38 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN
 CITY OF PHOENIX, JACKSON COUNTY, OREGON
 FOR
Creative Building LLC
 96 West Gregory Road
 Central Point, Oregon 97502



- LEGEND**
- ▲ SURVEY CONTROL POINT, AS DESCRIBED
 - IRON PIN MONUMENT
 - BRASS CAP MONUMENT
 - SUBJECT PROPERTY LINE
 - BOUNDARY LINE
 - CENTERLINE
 - EASEMENT LINE
 - FENCELINE
 - WATER LINE
 - BURIED NATURAL GAS LINE
 - BURIED TELEPHONE LINE
 - TV BURIED CABLE TV LINE
 - FB0 BURIED FIBER OPTIC CABLE
 - SD STORM DRAIN LINE
 - SANSAN SANITARY SEWER LINE
 - OHP OVERHEAD POWER LINE
 - BPP BURIED POWER LINE
 - 1864 CONTOUR LINE
 - P.P. POWER POLE
 - P.T. POWER TRANSFORMER
 - P.P.C. POWER PEDESTAL CABINET
 - EM ELECTRIC METER
 - WM WATER METER
 - WV WATER VALVE
 - FH FIRE HYDRANT
 - CB CATCHBASIN
 - SDM STORM DRAIN MANHOLE
 - SSM SANITARY SEWER MANHOLE
 - C CLEANOUT
 - T.P. TELEPHONE PEDESTAL
 - G.M. GAS METER
 - G.V. GAS VALVE
 - I.B. IRRIGATION BOX
 - S SIGN
 - CONCRETE SURFACE
 - ASPHALT SURFACE
 - BUILDING

SURVEY NOTES

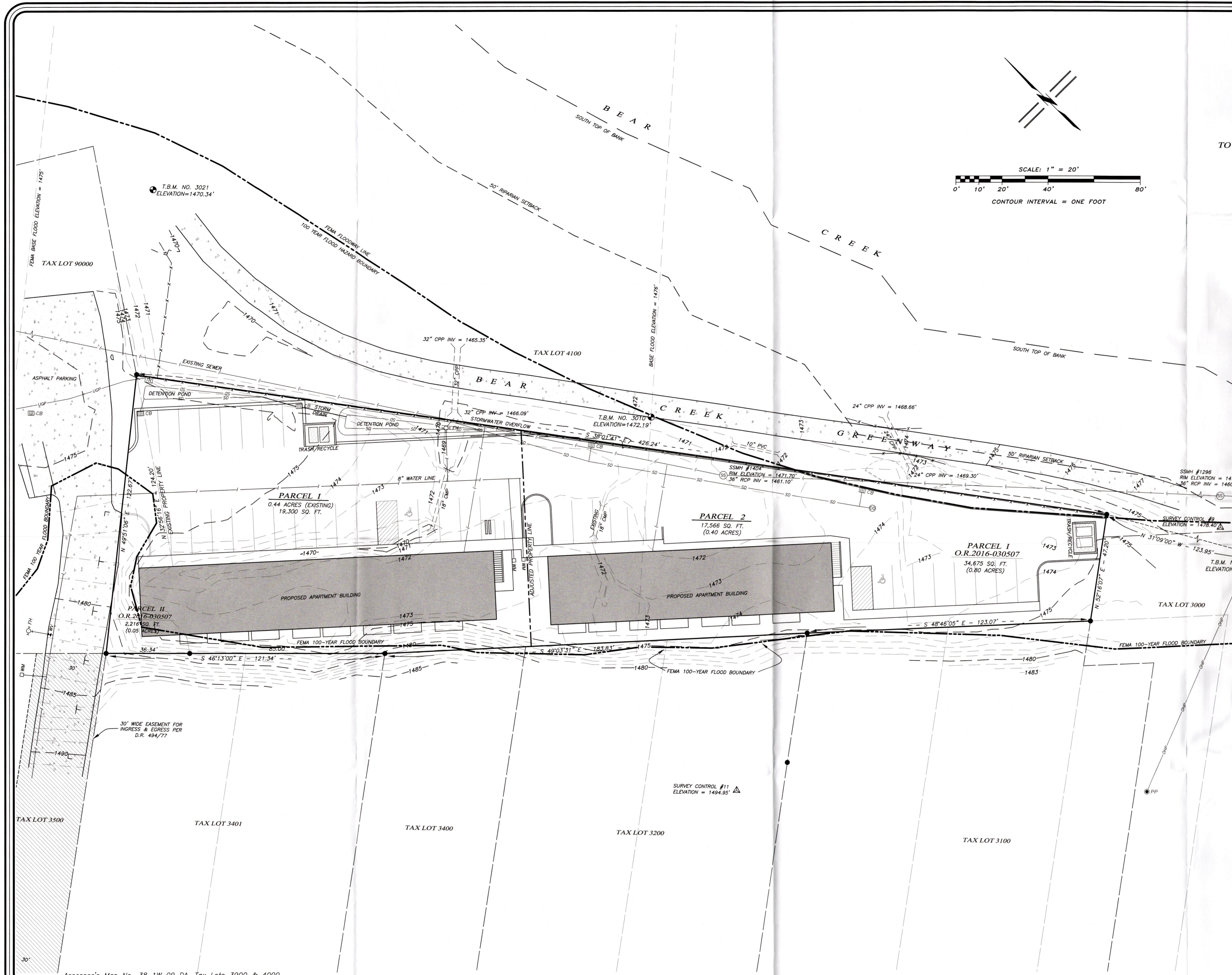
THE BASIS OF VERTICAL CONTROL UTILIZED FOR THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) GEOID 12B, DERIVED FROM THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) OREGON REAL-TIME GNSS NETWORK (ORGN).

EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED PAINT MARKS AND "AS-BUILT" RECORD DRAWINGS FURNISHED BY THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES. ARE APPROXIMATE AND SHOWN HEREON FOR GRAPHIC PURPOSES ONLY. FIELD VERIFICATION OF ALL BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.

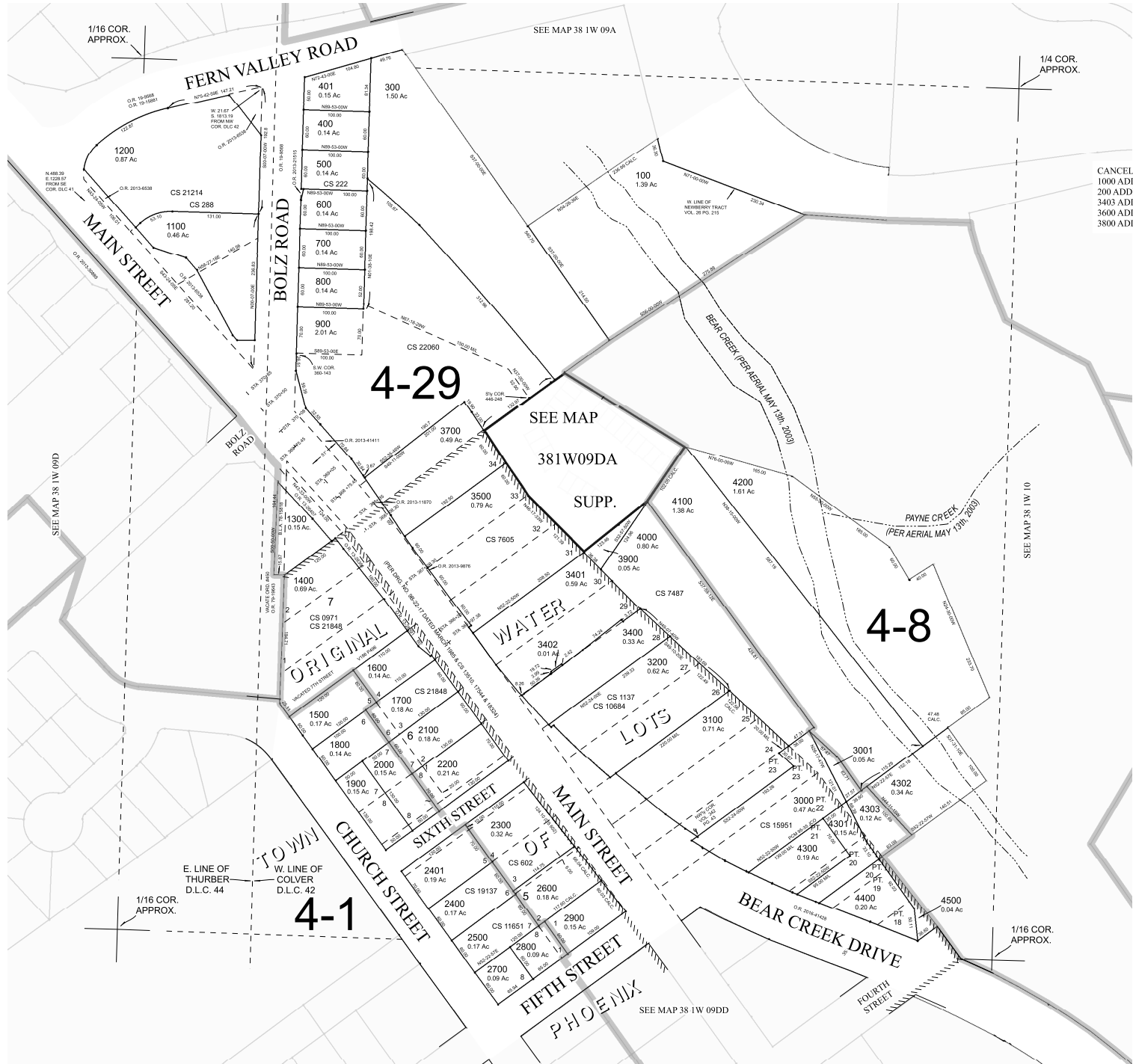
REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

 OREGON
 JULY 14, 1998
 SHAWN KAMPMANN
 2883 LS
 RENEWAL DATE: 6/30/2025

SURVEYED BY:
POLARIS LAND SURVEYING LLC
 P.O. BOX 459
 ASHLAND, OREGON 97520
 (541) 482-5009
 DATE: OCTOBER 6, 2023
 PROJECT NO. 1343-21



Assessor's Map No. 38 1W 09 DA, Tax Lots 3900 & 4000



CANCELED TAX LOT NUMBERS
 1000 ADDED TO 900
 200 ADDED TO 900
 3403 ADDED TO 3400
 3600 ADDED TO 3500
 3800 ADDED TO 3700

OFFICIAL RECORD OF DESCRIPTIVE
OFFICE OF COUNTY ASSESSOR, JA

RP 1

974-0

4-1

ACCOUNT NUMBER

381W9DA0E9C0 00401

CODE NUMBER

381W9DA-3900

93-59

AERIAL PHOTO

15-1-1

SECTION

TOWNSHIP S

RANGE W.M.

MAP NO.

LOT

BLOCK

Phoenix

TAX LOT NUMBER

NO.

NO.

THIS INFORMATION

CITY

INDENT EACH NEW COURSE TO THIS LINE

LEGAL DESCRIPTION

FOR ASSESSMENT AND TAXATION PURPOSES ONLY.

DEED RECORD

ACRES REMAINING

YEAR VOLUME PAGE

Wilson, Loal & Ingrid

Commencing at a point that is 85 feet North 46° 15' West of the Southeast corner of Water lot 29 of the Town of Phoenix; thence North North 46° 15' West 158 feet; thence North 37° 40' West 120 feet; thence North 53° East 156 feet; thence South 60° East 208 feet; thence South 33° West 241 feet to the point of beginning.

2-8
1957 438 1
JV 57-3027

1.10

Thanos, George Eugene & Beverly Gean

8-15
1957 445 443
JV 58-2621

Wilson, Loal J & Ingrid

1960 496 258
JV 61-5193

Adams, Ross & Lois

(Instr in 93-59-12-2)

Part of
1960 497 186
JV 61-7967
1960 498 137

Part of
1966 66-01266

(Note)
Instr in
381W9DA-
4000

O.R. 72-00975

(note)

Cranston, Maxine K and Cranston, Candy and Bennett, James L
(Inst in 381W9DA-4000)
(1-975-6)

part of
O.R. 77-01991
JV 77-04033

O.R. 78-20699 (note)

Bennett, James L (1/4) and Mahar, Louis F (1/4) and Mahar, Michael T (1/4) and Alex, David (1/4)
(Inst in 381W9DA-4000)

Part of
O.R. 77-01991

Part of
O.R. 78-20700

JV 79-00223

SECTION _____		TOWNSHIP _____ S	RANGE _____ W.M.	MAP NO. _____	AERIAL PHOTO
LOT _____		BLOCK _____	ADDRESS _____		CITY _____
TAX LOT NUMBER		NO. _____	NO. _____		CITY _____

**THIS INFORMATION
FOR ASSESSMENT
AND TAXATION
PURPOSES ONLY.**

INDENT EACH NEW
COURSE TO THIS LINE

LEGAL DESCRIPTION

DEED RECORD

ACRES
REMAINING

YEAR VOLUME PAGE

Bel Mar Enterprises

O.R. Part of
78-27648
J.V. 79-03018

Less tax lot 381W9DA-3901 (1-62526-9)

O.R. Part of
78-27648
J.V. 79-03056

SOKOLOWSKI, WALTER P

O. R. 95-15349
J V 95-07302

95-15349

BARGAIN AND SALE DEED

03-27-92

RECORDED AT THE REQUEST OF KEY TITLE COMPANY

KNOW ALL MEN BY THESE PRESENTS, That Bel Mar Associates, a joint venture, consisting of Louis F. Mahar, James L. Bennett, Michael T. Mahar, David M. Alex, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto Walter P. Sokolowski hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of Jackson, State of Oregon, described as follows, to-wit:

Commencing at the South-Southeast corner of Donation Land Claim No. 41 in Township 38 South, Range 1 West, Willamette Meridian in Jackson County, Oregon; thence SOUTH 51.39 feet; thence EAST 2009.34 feet to a 5/8 inch iron pin, said pin being North 46° 17' 10" West (Record North 46° 15' West) 85.00 feet from the Southeast corner of Water Lot 29 of the Town of Phoenix, for the POINT OF BEGINNING; thence North 46° 17' 10" West (Record North 46° 15' West) 36.38 feet to a brass cap monument set in concrete, being the Initial Point of Beginning of BEAR CREEK TOWNHOUSE CONDOMINIUMS, PHASE 1, according to the Official Plat thereof, now of record in Jackson County, Oregon; thence North 49° 47' 38" East 123.46 feet to a 5/8 inch iron pin which is 75.00 feet from, when measured at right angles to, Engineer's Centerline of the North bound lane of the Pacific Highway; thence South 32° 57' 50" West 124.96 feet to the Point of Beginning. Containing 2,233.11 square feet, more or less.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$10,000.00. However, the actual consideration consists of or includes other property or value given or promised which is part of the consideration (indicate which). (The sentence between the symbols @ if not applicable, should be deleted. See ORS 93.030.)

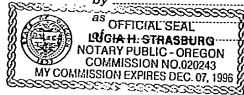
In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 27th day of DECEMBER, 1992, if a corporate grantor, it has caused its name to be signed and its seal affixed by an officer or other person duly authorized to do so by order of its board of directors.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

James L. Bennett, Michael T. Mahar, David M. Alex

STATE OF OREGON, County of JACKSON, ss. This instrument was acknowledged before me on DECEMBER 22, 1992, by MICHAEL T. MAHAR, LOUIS F. MAHAR. This instrument was acknowledged before me on _____, 19____.



Lucia H. Strasburg, Notary Public for Oregon, My commission expires 12-7-92

Form with fields for Grantor's Name and Address, After recording return to (Name, Address, Zip), and Until requested otherwise send all tax statements to (Name, Address, Zip). Address: Walter P. Sokolowski, 1586 Angelcrest Dr., Medford, OR 97504.

Form for Notary Public certification: STATE OF OREGON, County of _____, ss. I certify that the within instrument was received for record on the day of _____, 19____, at _____ o'clock _____ M., and recorded in book/reel/volume No. _____ on page _____ or as fee/title/instrument/microfilm/reception No. _____. Record of Deeds of said County. Witness my hand and seal of County affixed. NAME TITLE By _____ Deputy

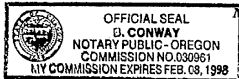
95-15349

STATE OF OREGON, County of Jackson) ss.
This instrument was acknowledged before me on February 02, 1995
by James L. Bennett
This instrument was acknowledged before me on _____, 19____,
by _____
as _____
of _____



Suzanne Pech
Notary Public for Oregon
My commission expires 7-29-97

STATE OF OREGON, County of JACKSON) ss.
This instrument was acknowledged before me on February 16, 1995
by DAVID M. ALEX
This instrument was acknowledged before me on _____, 19____,
by _____
as _____
of _____



D. Conway
Notary Public for Oregon
My commission expires 2-8-98

STATE OF OREGON, County of _____) ss.
This instrument was acknowledged before me on _____, 19____,
by _____
This instrument was acknowledged before me on _____, 19____,
by _____
as _____
of _____

Notary Public for Oregon
My commission expires _____

STATE OF OREGON County of _____) ss.
by 1 Jackson County, Oregon re me on _____, 19____,
by 1 Recorded re me on _____, 19____,
as OFFICIAL RECORDS
of 8:50 JUN 09 1995 AM

KATHLEEN S. BECKETT
CLERK and RECORDER
By K Deputy

Notary Public for Oregon
ion expires _____

Unofficial Copy

99-59-12-2
ACCOUNT NUMBER
381W9DA-4000

OFFICIAL RECORD OF DESCRIPTIVE
OFFICE OF COUNTY ASSESSOR, JA

RP 1 975-6
381W9DA04000 00401

4-1
CODE NUMBER

12-2	SECTION	TOWNSHIP	RANGE	W.M.	MAP NO.	93 59	AERIAL PHOTO
TAX LOT NUMBER	LOT NO.	BLOCK NO.	ADDITION			CITY Phoenix	

INDENT EACH NEW COURSE TO THIS LINE

LEGAL DESCRIPTION
THIS INFORMATION FOR ASSESSMENT AND TAXATION PURPOSES ONLY.

DEED RECORD			ACRES REMAINING
YEAR	VOLUME	PAGE	
6-24			
1958	457	191-2	
	JV 59-3046		
1960	497	186	
	JV 61-7968		
1960	498	137	
1966	66-01266		(Note)
O.R.	72-00975		(note)
	Inst in 381W9DA-3700		
O.R.	77-01991		
	JV 77-04033		
O.R.	77-01991		
O.R.	78-20700		
	JV 79-00223		
O.R.	78-20699		(note)
O.R.	78-27648		
	J.V. 79-03018		
O.R.	88-16182		
	JV 88-10441		
O. R.	88-16182		
O. R.	92-40314		
	J V 93-03454		

Wilson, L. J. & Ingrid M.

Adams, Ross & Lois

Cranston, Maxine K and Cranston, Candy and Bennett, James L

Bennett, James L (1/4) and Mahar, Louis F (1/4) and Mahar, Michael T (1/4) and Alex, David (1/4)

Bel Mar Enterprises
(Inst in 381W9DA-3900)(1-974-0)

Mahar, Michael T (1/3) and Mahar, Louis F (1/3) and Alex, Maxine E (1/3)

Mahar, Michael T and Alex, Maxine E

38 1W 9DA-
ACCOUNT NUMBER 4000

OFFICIAL RECORD OF DESCRIPTIONS OF REAL PROPERTIES
OFFICE OF COUNTY ASSESSOR, JACKSON COUNTY, OREGON

4-1
CODE NUMBER

1-975-6

SECTION _____		TOWNSHIP _____ S	RANGE _____ W.M.	MAP NO. _____	AERIAL PHOTO _____
TAX LOT NUMBER _____	LOT NO. _____	BLOCK NO. _____	ADDITION _____		CITY _____

INDENT EACH NEW COURSE TO THIS LINE

LEGAL DESCRIPTION
THIS INFORMATION FOR ASSESSMENT AND TAXATION PURPOSES ONLY.

SOKOLOWSKI, WALTER

DEED RECORD			ACRES REMAINING
YEAR	VOLUME	PAGE	
	O. R. 95-15348		
	J V 95-07301		

**SPECIAL FLOOD HAZARD AREA
DEVELOPMENT PERMIT
CITY OF PHOENIX, OREGON**

**RECEIVED
PLANNING DEPT**

OCT 10 2023

OFFICE USE ONLY:

Application Received By: JW Date: CITY OF PHOENIX

Fee \$500 Check No. _____ Cash _____

Receipt No. 199677 Date 10/11/23

Approved By: _____ Date: _____
City Engineer

APPLICANT: (Please print in black ink or type all information.)

PROPERTY DESCRIPTION: Township 38S Range 1W Section 09DA TL 3900 & 4000

FEMA INFORMATION:

FIRM Community Panel No. 41029C Floodway Map Community Panel No. 415589

100 Year Base Flood Elevation 1476 Zone Designation AE

APPLICANT: (If not owner of record,
submit written authori-
zation from owner.)

**OREGON REGISTERED SURVEYOR OR
ENGINEER**

Name: Estevan Arroyo

Name: Polaris Land Surveying

Address: 96 W Gregory

Address: PO Box 459

City: Medford State: OR

City: Ashland State: OR

Zip: 97501 Telephone: 541-973-9894

Zip: 97520 Telephone: 541-482-5009

IF A PERSON OTHER THAN THE OWNER OF THE ABOVE DESCRIBED PROPERTY IS FILING THIS APPLICATION, OR ACTING AS AUTHORIZED AGENT IN BEHALF OF THE APPLICANT, WRITTEN AUTHORIZATION MUST BE SUBMITTED AT TIME OF APPLICATION.

It is necessary that the following minimum information be submitted. The burden of proof for approval of this application is on the applicant, not the City of Phoenix. If Chapter 3.7.3 of the Phoenix Land Development Code and amendments are not attached to this application, please ask for a copy, and read it before filling out the rest of this form. (Submit separate reports if necessary to fully describe the proposal.)

1. Proposed Use Two, two story apartment buildings. One ten unit building and one eight unit building. Uses associated with residential developments will occur on the site.

*Note: If the proposed use is a conditional use in the zoning district, you must also complete a Conditional Use Permit Application.

2. In how many months of the year will the use occur? (May through November, year round, etc.,) Year round

3. Has this property been used for this purpose previously? No When? _____

4. What other agencies have you contacted about his use? (Soil Conservation Service, Department of Commerce, Department of Fish and Wildlife, Corps. of Engineers, Division of State Lands, National Marine Fisheries, etc.) _____

Oregon Department of Transportation provded comment on the Pre-application Conference.

The Oregon Department of State Lands has found no wetlands on the site.

5. General Location: 227 feet east of South Pacific Highway, accessed via a private driveway to the east of Bear Creek Greenway and Bear Creek.

6. Current Use of Property: vacant

7. Use of Property to the North: Five quad plex structures and shared parking area

South vacant East Bear Creek Greenway and Bear Creek

West vacant

8. Street Access: Via a private access easement

9. Vegetation of Subject Property: Area of vegetation adjacent to the drainage and adjacent to the north and east property line abutting the Bear Creek Greenway path and riparian area.

Surrounding Area: Vacant and semi vacant commercially zoned properties, a townhome development, and the Bear Creek Greenway.

10. Availability of Services; Water Supply: Water Main extension from S Pacific Hwy.

Sanitary Sewer Location: Existing sanitary sewer main in public utility easement N of subject property. Private laterals will connect to the public main.

MAP INFORMATION

A. Submit 5 copies of a map drawn in black ink on either 8½ x 11, 8½ x 14, 11 X 17, or 24 X 36 inch size paper OR submit electronically as a PDF, which shall include the following minimum information:

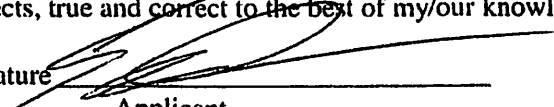
1. Name and Address of Applicant.
2. Township, range, section, and tax lot number (s) of subject property.
3. North arrow and engineer's scale.
4. Location of the property with reference to river and stream channels and flood plain.
5. Existing topography, vegetation and uses, including location of dikes, revetments, and other flood control works.
6. Location of proposed or existing uses, structures, roads or other improvements, including location of sanitary sewer system, water lines, gas lines, and wells. Show distances from property lines and creek/river bank.
7. Location and elevation of the temporary elevation marks as required in FIELD INFORMATION below.
8. Floodway Boundary as indicated on the National Flood Insurance Program Floodway Map.


B. Field Information

1. Two temporary elevation marks within 50 feet of the proposed development shall be established by the Applicant's Registered Engineer or Surveyor. Elevations shall be established from Reference Mark Elevations indicated on the Flood Insurance Rate Map.
2. The Floodway Boundary shall be marked every 50 feet across the property by the Applicant's Registered Engineer or Surveyor. The floodway shall be established from the National Insurance Program Floodway Map.

C. Please attach additional reports or documentation of base flood elevation data.

This application is hereby submitted. The statements and information herein contained are, in all respects, true and correct to the best of my/our knowledge and belief.

Signature 
Applicant

Signature 
Registered Surveyor or Engineer

L.S. 2883 OREGON
License / Registration Number

National Flood Hazard Layer FIRMMette



122°49'24"W 42°16'54"N



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

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

- | | |
|---|---|
| <p>SPECIAL FLOOD HAZARD AREAS</p> | <ul style="list-style-type: none"> Without Base Flood Elevation (BFE)
<i>Zone A, V, A99</i> With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i> Regulatory Floodway |
| <p>OTHER AREAS OF FLOOD HAZARD</p> | <ul style="list-style-type: none"> 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i> Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i> Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i> Area with Flood Risk due to Levee <i>Zone D</i> |
| <p>OTHER AREAS</p> | <ul style="list-style-type: none"> NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i> Effective LOMRs Area of Undetermined Flood Hazard <i>Zone D</i> |
| <p>GENERAL STRUCTURES</p> | <ul style="list-style-type: none"> Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall |
| <p>OTHER FEATURES</p> | <ul style="list-style-type: none"> B 20.2 Cross Sections with 1% Annual Chance Water Surface Elevation 17.5 Coastal Transect Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary Coastal Transect Baseline Profile Baseline Hydrographic Feature |
| <p>MAP PANELS</p> | <ul style="list-style-type: none"> Digital Data Available No Digital Data Available Unmapped |



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

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

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/14/2023 at 2:59 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

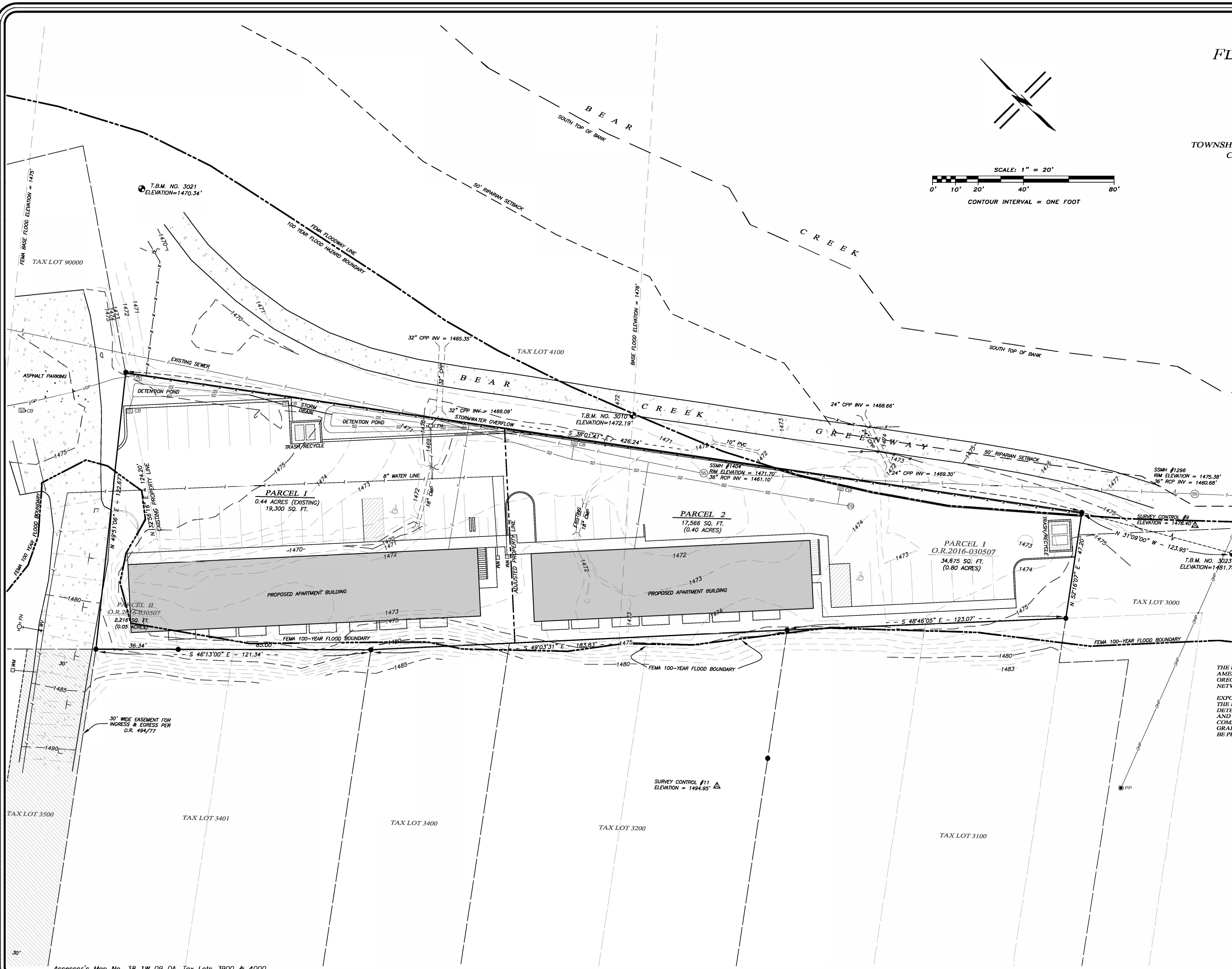
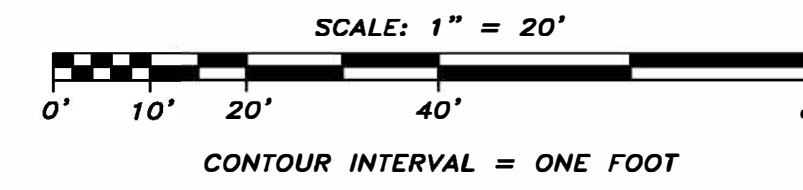
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory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

**PRELIMINARY MAP
FLOODPLAIN DEVELOPMENT**

LOCATED AT
**3976 South Pacific Highway
Phoenix, Oregon**

LYING SITUATE WITHIN
**THE SOUTHEAST QUARTER OF SECTION 9,
TOWNSHIP 38 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN
CITY OF PHOENIX, JACKSON COUNTY, OREGON**

FOR
Creative Building LLC
96 West Gregory Road
Central Point, Oregon 97502



- LEGEND**
- ▲ SURVEY CONTROL POINT, AS DESCRIBED
 - IRON PIN MONUMENT
 - BRASS CAP MONUMENT
 - SUBJECT PROPERTY LINE
 - BOUNDARY LINE
 - CENTERLINE
 - - - EASEMENT LINE
 - x - x - FENCELINE
 - - - WATER LINE
 - - - BURIED NATURAL GAS LINE
 - - - BURIED TELEPHONE LINE
 - - - BURIED CABLE TV LINE
 - - - BURIED FIBER OPTIC CABLE
 - - - STORM DRAIN LINE
 - - - SANITARY SEWER LINE
 - - - OVERHEAD POWER LINE
 - - - BURIED POWER LINE
 - - - CONTOUR LINE
 - PP POWER POLE
 - PT POWER TRANSFORMER
 - PC POWER PEDESTAL/CABINET
 - EM ELECTRIC METER
 - WM WATER METER
 - WV WATER VALVE
 - FD FIRE HYDRANT
 - CB CATCHBASIN
 - SM STORM DRAIN MANHOLE
 - SS SANITARY SEWER MANHOLE
 - CL CLEANOUT
 - TP TELEPHONE PEDESTAL
 - GM GAS METER
 - GV GAS VALVE
 - IB IRRIGATION BOX
 - S SIGN
 - CONCRETE SURFACE
 - ASPHALT SURFACE
 - BUILDING

SURVEY NOTES

THE BASIS OF VERTICAL CONTROL UTILIZED FOR THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 83) GRID 12B, DERIVED FROM THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) OREGON REAL-TIME GNSS NETWORK (ORGN).

EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED PAINT MARKS AND "AS-BUILT" RECORD DRAWINGS FURNISHED BY THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES, ARE APPROXIMATE AND SHOWN HEREON FOR GRAPHIC PURPOSES ONLY. FIELD VERIFICATION OF ALL BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Shawn Kamphann

OREGON
JULY 14, 1983
SHAWN KAMPHANN
2883 LS

RENEWAL DATE: 6/30/2025

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: OCTOBER 6, 2023
PROJECT NO. 1343-21

Assessor's Map No. 38 1W 09 DA, Tax Lots 3900 & 4000