



CITY OF EAGLE POINT

"Gateway to the Lakes"

OREGON

EAGLE POINT PLANNING COMMISSION
17 BUCHANAN AVE. SOUTH, EAGLE POINT, OREGON
REGULAR MEETING AGENDA
May 16, 2017

1. CALL TO ORDER - 7:00 p.m.
2. FLAG SALUTE.
3. AUDIENCE QUESTIONS/COMMENTS (Items not on the agenda).
4. PUBLIC HEARING(S).
 - 4.1 Planning Application #17-03:SUB
North Barton Road Subdivision
5. CONSENT CALENDAR.
 - 5.1 Presentation of Regular Meeting Minutes of April 18, 2017.
6. CONSIDERATION OF ITEMS REMOVED FROM CONSENT CALENDAR.
7. UNFINISHED BUSINESS.
8. NEW BUSINESS.
9. REPORTS FROM PLANNING COMMISSION MEMBERS.
10. REPORTS FROM STAFF.
11. NEWSLETTER.
 - 11.1 May 2017 City of Eagle Point Newsletter.
12. ADJOURNMENT.

AGENDA AND COMMISSION PACKETS ALSO AVAILABLE ON WEBSITE

If a physical accommodation is needed to participate in this meeting, please contact the City Recorder at 541-826-4212 ext. 106 or TTY/TDD 711 or 800-735-2900. Notification of at least 48 hours prior to the meeting will assist the City in providing reasonable accommodations. (28 CFR 35.102-35.104 ADA Title II).

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**BUSINESS OF THE PLANNING COMMISSION
EAGLE POINT, OREGON**

AGENDA STATEMENT

Item Number: 4.1

Meeting Date: May 16, 2017

ITEM TITLE: Planning Action #17-03:SUB (North Barton Road Subdivision). Request for approval to subdivide and develop the property at Tax Assessors Map 351W34BD, Lot 200 in the R-1 Single-Family Residential zoning district.

Applicant: Travis Snyder, Snyder Creek Development LLC
Agent: Ausland Group LLC
Owner: Joseph Kellerman, Win & Joe's LLC
Submitted By: Mike Upston, Planning Director (541) 826-4212, ext 111

I. BACKGROUND & PROPERTY OVERVIEW

The 11.4 acre project site consists of mostly undeveloped land, along with two existing homes on their own lots that will be preserved. Neighboring properties to the east and north are residential with limited farm uses on land not yet subdivided/urbanized, along with the property to the west which has a home along with a legal, non-conforming firewood business and limited farm uses. The land to the south and further east is occupied by single family residential neighborhoods.

This consolidated Planning Application requests approval for the following:

- **Tentative Subdivision:** Request for approval to subdivide the 11.4 acre project area into 54 tax lots and retain the existing stormwater detention basin and wetland area situated in the northwest portion of the property. The net project area, subtracting out the detention basin and wetland area, is 9.26 acres. The project anticipates 29 single family detached homes and 25 single family attached homes on their own tax lots, and the applicant has offered the stormwater detention basin and wetland area for dedication to the City as a drainage easement. The subdivision is proposed to be constructed in two phases. Phase 1, located in the south portion of the subdivision, will consist of 20 single family detached homes and 9 single family attached homes. The remaining 16 single family attached homes and 9 single family detached homes are expected to be constructed in Phase 2.
- **Conditional Use Permit for a Planned Development:** Request for approval of a Conditional Use Permit to apply Planned Development flexibility to the requested variations in housing types, lot dimensions and parking.
- **Site Plan and Landscape Approval:** Request for Site Plan and Landscape Approval, applicable to all new developments other than one single family home on its own lot.

Refer to Attachment No. 1 for a location map, aerial view and street view, and Attachment No. 2 for the project drawings.

II. LAND USE APPROVAL REQUIREMENTS

Tentative Subdivision

Title 16 (Subdivision Regulations), chapters 16.08 and 16.12 within the Eagle Point Municipal Code (EPMC) establish the decision-making process for Tentative Subdivision Plans. This requires a Type A quasi-judicial, discretionary decision by the City Council upon receiving a recommendation from the Planning Commission. The findings for Tentative Subdivision Plan approval are addressed under Section III of this agenda statement.

Conditional Use Permit for a Planned Development

Planned Developments in the R-1 Single Family Low Density zoning district require approval of a Conditional Use Permit. This is a Type A quasi-judicial, discretionary decision by the Planning Commission. EPMC Title 17 (Zoning Regulations), chapter 17.76 establishes the decision process for Planned Developments, and chapter 17.84 establishes the decision process for Conditional Use Permits. The findings for Planned Development and Conditional Use Permit approval are addressed under Sections IV and V of this agenda statement.

Site Plan & Landscape Approval

The decision-making process for Site Plan & Landscape Approvals is established in EPMC chapter 17.60. This is also a Type A quasi-judicial, discretionary decision by the Planning Commission. The findings for Site Plan & Landscape Approval are addressed under Section VI of this agenda statement.

Note: Since development of this project is predicated on City Council approval of the requested tentative subdivision, Planning Commission approval of the requests for which they normally have decision-making authority would have no legal force and effect unless the City Council's decision is also for approval. A condition of approval to this effect is included in Section X of this agenda statement.

III. STANDARDS FOR TENTATIVE SUBDIVISION APPROVAL

EPMC chapter 16.08 specifies the information required to be shown on, and provided with, tentative subdivision plans. This includes information depicting the objectives of the project (EPMC 16.08.010), drawing scale (EPMC 16.08.020), general information (EPMC 16.08.030), existing conditions (EPSO 16.08.040), requirements regarding partial development (EPSO 16.08.050), explanatory information (EPMC 16.08.060), supplemental proposals (EPMC 16.08.070), and preliminary review (EPMC 16.08.080).

FINDING: The tentative subdivision plan conforms to the relevant provisions of the Eagle Point Subdivision Ordinance.

IV. STANDARDS FOR PLANNED DEVELOPMENT APPROVAL

EPMC 17.76.040A - F specifies the general standards that must be met by projects utilizing the Planned Development provisions of the Eagle Point Municipal Code. The project includes a variation of housing types, lot dimensions and parking accommodations which are only permissible in the R-1 zoning district upon receiving Planned Development approval. The proposal meets the standards of EPMC 17.76.040A – F as described below.

A. SIZE. A Planned Development shall be on a site of at least one acre in size.

FINDING: The gross project area is 11.4 acres, with a net developable area of 9.26 acres.

B. FINAL REVIEW. Included in the final review materials before the site plan review committee shall be the complete organizational plans and by-laws for management of any commonly held areas, or a property owners' association. Such materials shall be in accordance with state law.

FINDING: This project does not include privately held common area or open space which would require organizational plans or by-laws.

C. BASE ZONE REGULATIONS. Regulations normally applicable to the base zone (subdivision ordinance, street standards, parking regulations, etc.) shall be applicable within a planned development, except that the commission and council may alter them if they specifically find it to be in the best interest of the city's citizens and planning process, and in conformance with the intent of the comprehensive plan. Overall densities allowed in the parent zone may not be exceeded, except that private street areas within a planned development may be counted as part of net available acreage.

FINDING: Regulations normally applicable to the R-1 zoning district will be met, except for the deviations described below. These proposed variations in housing type and development dimensions will enable the property to be built to its zoning density, which will help keep new construction proximate to existing public services, as well as preserve the farm and forest land outside the city's current urban growth boundary.

Proposed Deviations:

- 1. EPMC 17.20.020, Permitted Buildings and Uses:** Duplexes and triplexes (referred to herein as "attached single family homes" because they are on their own fee-simple tax lots) are not included in this code section's listing of permitted buildings and uses. However, they are potentially allowable as conditional uses pursuant to EPMC 17.20.030 - 1st paragraph, as well as EPMC 17.20.030.G - Planned Development subject to the procedures set forth in EPMC 17.76.

Requested Relief: Allow the project to include the proposed attached home types.

City Staff Recommendation: Allow this proposed deviation. The constraints of the northerly extension of Sienna Hills Drive through the property, along with the existing drainage basin and wetland area, necessitate the inclusion of more dense housing types to

meet the zoning density of 6 units per acre, which equates to 55 homes on this net 9.26 acre site. The proposed housing mix results in 54 homes.

2. EPMC 17.20.040.E, Rear yard setback: 10 feet per story.

Requested Relief: The rear yards of the six cul-de-sac triplexes are 10 feet, instead of the 20 foot minimum required for two-story homes. However, the rear yards on the west side of the cul-de-sac abut undevelopable wetland, and the rear yards on the east side of the cul-de-sac are far from the existing neighboring home.

City Staff Recommendation: Allow this proposed deviation. The constraints of the northerly extension of Sienna Hills Drive through the property, along with the existing drainage basin and wetland area, necessitate flexibility in lot dimensions to achieve the allowed density.

3. EPMC 17.20.060, Lot Regulations.

A. Area and Dimensions. The minimum lot areas and dimensions shall be:

Interior lot widths: 60 feet	Interior lot area: 6,000 square feet
Corner lot widths: 70 feet	Corner lot area: 7,000 square feet
Lot depths: 100 feet	

Requested Relief: The applicant proposes lot widths and depths of as little as 31 feet and 54 feet respectively, with lot areas less than the minimum code standard.

City Staff Recommendation: Allow this proposed deviation. The constraints of the northerly extension of Sienna Hills Drive through the property, along with the existing drainage basin and wetland area, necessitate flexibility in lot dimensions and lot area to achieve the zoning density.

4. EPMC 17.72.050.A.1, Parking: 2 off-street spaces for each dwelling unit (not in the front yard setback area).

Requested Relief: The attached homes will have single car garages, with additional off-street parking available in driveways (tandem to the garage-parked car), in dedicated stalls flanking the cul-de-sac, and along a segment of Road C.

City Staff Recommendation: Allow this proposed deviation. The off-street parking described above will provide more than the amount required by code. The request that much of it be in front yard setback areas seems reasonable given the space constraints brought on by the Sienna Hills Drive extension through the property, along with the existing drainage basin and wetland area. In addition to the off-street parking, on-street parking will be allowed along both sides of Roads A & B, which further alleviates concerns about having enough parking.

5. EPMC 16.28.020 I, Cul-de-Sac Layout and Lots Serviced: A cul-de-sac shall be as short as possible and shall in no event be more than 400 feet long nor serve more than 12 single-family dwellings. Cul-de-sacs shall terminate with a circular turnaround.

Requested Relief: The applicant is requesting the following cul-de-sac design deviations:
1) In addition to the 12 proposed dwellings, it will also serve the exiting adjacent home,

which would be a 13th dwelling; 2) It will have a 48 foot radius instead of the 50 feet required; and 3) It will have three 2-space parking areas within the front yard setback area around it.

City Staff Recommendation: Allow the 13 lots to be serviced from this cul-de-sac as well as the 2-foot deviation from the radius requirement in order to accommodate the proposed density in this part of the project area. Additionally, allow the proposed parking areas within the front yard areas as shown on the attached plans since they help the project meet its off-street parking requirement.

D. MODIFICATIONS. After final approval, the Planning Director may allow minor technical changes to the plan which do not significantly alter the design or appearance of the planned development. Any other proposed changes must go through the full review process described in Section II of this document.

FINDING: Procedure for project changes noted.

E. Architectural Review. All site plan committee, planning commission and city council review of a planned unit development shall include full architectural review for impact on the aesthetics and property values of the surrounding area. Architectural plans shall detail the shape, size, color, texture and appearance of building exteriors in relation to all surrounding buildings on and off-site, including perspective drawings clearly showing relative size and appearance of each building in relation to others. The plans shall also show floor layouts of each structure.

FINDING: Schematic architectural materials are included as part of this application. Refer to the attached project drawings.

F. FEES. There shall be no separate fee for the PUD process; instead, each action required within the application process shall be charged a fee accordingly (site plan review, subdivision, conditional use permit, etc.).

FINDING: Fees required for subdivision, planned development/conditional use and site plan review have been paid for this application.

V. STANDARDS FOR CONDITIONAL USE PERMIT APPROVAL

EPMC 17.84.050A - D specifies the findings that must be made by projects required to obtain a conditional use permit. The proposal meets the standards of EPMC 17.84.050A - D as described below.

A. That the conditional use is in conformance with the letter and intent of the comprehensive plan and zoning ordinance.

FINDING: The proposed project is in conformance with the Single Family Low Density designation of the Comprehensive Plan and conforms with the R-1 zoning district development parameters except where exceptions are requested to allow a variety of housing types, along with dimensional and parking flexibility.

B. That the potential positive impacts outweigh the negative impacts of the conditional use as it relates to the public health, safety, and general welfare of the area.

FINDING: The proposal is to develop the net acreage compatibly with the city zoning, creating more residential inventory in the north part of the city. Dedication of the existing detention basin and drainage easement area will ensure that the City has full control over this storm water facility and wetland, and widening of Barton Road will include the dedication of a 3 foot wide landscape strip along the subdivision's southern boundary as well as street lights and landscaping along the project's street frontage.

C. That the conditional use property and buildings are adequate in size and shape to accommodate said use, and all yard spaces, walls, fences, parking, loading, landscaping and other features are to standards required by this title.

FINDING: The attached project drawings demonstrate the adequacy of the property and its proposed development to accommodate the anticipated future residential uses.

D. That the conditional use relates to streets and highways adequate in width and pavement type to carry quantity and kind of traffic generated by proposed use.

FINDING: The traffic impact study for this project demonstrates that the transportation facilities impacted by this project are adequate now and in the foreseeable future to accommodate it.

VI. STANDARDS & BASIC REQ'S FOR SITE PLAN & LANDSCAPE APPROVAL

EPMC Chapter 17.60 establishes the Site Plan and Landscape Approval process applicable to new development. The purpose of site plan review is to promote the orderly and harmonious development of the City, and to stabilize land values and improve the community economy. An additional purpose is to help prevent impairment or depreciation of land or building values by creating structures, additions, or alterations which have inadequate attention to site planning or landscaping as it affects adjacent property, community goals and adopted plans.

A. Standards

EPMC Section 17.60.040.E.1-5 provides the standards that must be met in order to approve a Site Plan Review; these are discussed below.

1. That the site plan conforms with the general plans and ordinances of the City in terms of location and general dev't standards and all provisions of this title. EPMC 17.60.040.E.1

FINDING: The site plan conforms to all relevant Comprehensive Plan goals and policies, as well as all applicable development standards and provisions of the Zoning Regulations as conditioned with this approval. More detail is provided below.

EPZO 17.20.030 Buildings and Uses Permitted Conditionally. Subsection G includes Planned Developments subject to the procedures set forth in EPMC 17.76.

EPZO 17.20.040 Yard Regulations. Front, interior side, street side, and rear yards as well as all other yard provisions of this section are demonstrated to be met on the plans except where deviation is requested under the Planned Development procedures.

EPZO 17.24.050 Building or Structural Height Limitations. In the R-1 District, the maximum building height is limited to the lesser of 25 feet or 2.5 stories. The proposed development will not exceed this maximum.

EPZO 17.24.060 Lot Regulations. All area, dimensional, coverage and density provisions of this section are demonstrated to be met on the plans except where deviation is requested under the Planned Development procedures.

EPZO 17.72.050 Parking Spaces Required. The zoning standard for parking is a minimum of two parking spaces per residence. Two-car garages are proposed for every detached home. The attached homes are proposed to have single-car garages with parking for a second car in the driveway and in off-street parking stalls, as well as some amount of street parking.

EPZO 17.24.080 Fences and Walls. Privacy fencing is proposed along the rear and side property lines, including along Barton Road where a row of homes will back up to that roadway. A landscape strip between the fence and sidewalk along Barton Road with trees as shown on the attached project plans will be provided for landscape softening.

2. That the site plan adequately provides for pedestrian safety and general welfare of facility users. EPZO 17.60.040.E.2

FINDING: The proposed development meets this standard by providing streets, sidewalks, and street lighting as required by the City.

3. That the project will satisfactorily take care of the traffic it generates by means of adequate off-street parking, access points and additional street right-of-way improvements. EPZO 17.60.040.E.3

FINDING: The applicant's traffic impact study demonstrates adequate transportation facilities and no adverse impacts as a result of the increased traffic from the proposed 54 dwelling units.

4. That the project will be compatible with adjacent developments and will not adversely affect the land uses or character of the area. EPZO 17.60.040.E.4

FINDING: The proposed subdivision fits in the adjoining subdivided neighborhoods along the Barton Road corridor. The proposed uses are residential, consistent with the underlying R-1 zoning. The applicant is seeking approval of this project as a Planned Development in order to create a unique mix of single family detached and attached homes, taking into account the design challenges the drainage basin, wetlands and Sienna Hills Drive extension create for the property.

5. That the project will take into consideration natural hazards found to exist on or adjacent to the site proposed for development. EPZO 17.60.040.E.5

FINDING: The existing storm drainage detention basin, a key part of the city's storm water control system, along with associated wetlands, posed project design challenges. The proposed subdivision respects the public value of this area by limiting land development to the portion of property outside of it, and the property owner has offered to dedicate that approximately two acre area to the City to ensure permanent management in the public's interest.

B. Basic Requirements

EPZO Section 17.60.050. A – F establishes the basic requirements for all new developments or alterations of existing development; these are discussed below.

1. Landscaping and Screening. EPZO 17.60.050.A

FINDING: The applicant will provide street trees as depicted on sheet C7 of the attached project plans, and as per a condition of approval regarding Barton Road street trees included in Section X of this document. Additional landscaping will be at the discretion individual home owners.

2. Street Frontage Improvements. EPZO 17.60.050.B

FINDING: Barton Road will be widened to current city standard including curb, gutter, sidewalk, streetlights and landscaping. All new internal streets will be developed per City standards. See associated conditions of approval in in Section X of this document.

3. Street Access. EPZO 17.60.050.C

FINDING: None of the proposed subdivision lots will have direct access to Barton Road or Sienna Hills Drive. Instead, all driveways will occur along the new internal streets.

4. Solar Access, Light, Air and Shade. EPZO 17.60.050.D

FINDING: The attached plans and building elevations illustrate general compliance with these standards. The applicant has designed the buildings to allow solar access to

the extent possible working with the natural constraints of the project property, and trees will shade the three small proposed parking areas in the cul-de-sac.

5. Engineering. EPZO 17.60.050.E


FINDING: Engineering for grading, storm drainage, sewer, water and street will be provided prior to Final Subdivision approval. A preliminary engineering plan is included in the attached plan set. In addition, recommended conditions of approval are included in Section X of this document to address specific engineering items which are anticipated during the engineering review, final subdivision, and construction stages of this project.

6. Storage and Trash. EPZO 17.60.050.F

FINDING: Storage and trash will be kept in private garages.

VII. CONCLUSIONS

1. The application was declared complete.
2. The proposal is consistent with the Comprehensive Plan.
3. The proposal is consistent with the requirements of the Zoning and Subdivision Ordinances.
4. All legal notifications have been satisfied with respect to the application.
5. Concerns expressed by affected agencies have been mitigated.

APPROVED FOR SUBMITTAL:  5/11/17 Henry Lawrence, City Administrator

VIII. STAFF RECOMMENDATION

Staff recommends that the Planning Commission adopt the Findings and approve the application for Planned Development, Conditional Use Permit, and Site Plan & Landscape Review, as well as recommend City Council approval of the Tentative Subdivision.

IX. PLANNING COMMISSION OPTIONS:

1. Adopt the Findings and approve the application for Planned Development, Conditional Use Permit, and Site Plan & Landscape Review, and recommend City Council approval of the Tentative Subdivision; or,
2. Adopt the Findings and approve the application for Planned Development, Conditional Use Permit, and Site Plan & Landscape Review, as well as recommend City Council approval of the Tentative Subdivision with revisions and/or conditions; or,

3. Deny the application; or,
4. Postpone action to a time specified providing additional information is required and the applicants or their representatives agree to such postponement.

X. RECOMMENDED CONDITIONS OF APPROVAL

1. Legal Force and Effect of Approval

The Planning Commission approvals shall have no legal force or affect unless and until the requested tentative subdivision is approved by the City Council.

2. Preconstruction Conference

The developer shall complete a preconstruction conference with the City prior to commencement of any site work.

Engineering and Plans

3. Project Engineering

Engineered grading, drainage, and utility plans shall be prepared and submitted to the City for review. The plan(s) shall provide adequate turning radii for passenger vehicles, services vehicles, and fire trucks. The approved development shall comply with all standards as outlined in the Eagle Point Standard Details, unless otherwise approved in the final order.

4. As-Built Plans

Accurate as-built plans of all public improvements, certified by the developer's engineer, shall be approved to and accepted by the City prior to final plat approval. The plans shall be submitted per the current specific requirements of the City Engineer (one 24"x 36" bond copy, PDF, and compact disk containing all Autocad files of the plans).

Streets & Transportation

5. Street Design

The new streets included in the development are the extension of Sienna Hills Drive, Barton Road, Road "A", Road "B", Road "C", and Road "D".

Sienna Hills Drive shall be constructed to a modified 2 Lane Collector – Class "A" in a 60-foot right of way: 6-foot sidewalks on each side, two 6-foot bike lanes, two 12-foot lanes, and 8-foot parking on the east side. The centerline of the road shall line up with the centerline of existing Sienna Hills Drive to the south. The future extended Sienna Hills Drive to the north of the development (Tax Lot 300) is to include parking on both sides for a 64-foot right of way.

Barton Road shall be improved along the property frontage from the existing pavement to the right of way to a 2-Lane Collector standard. The new curb and gutter grade is to match the curb and gutter elevations on the south side of Barton Road (with a standard 2 percent cross fall away from the centerline for the lanes and shoulder area). The development shall include a 1" minimum overlay over the existing pavement to the centerline of Barton Road on the north side.

The additional asphalt concrete overlay to the south of the centerline shall be completed at the same time and is reimbursable by the City. In addition, any depth of asphalt concrete overlay required in addition to the minimum 1" overlay is reimbursable. All improvements to expand the street system on Sienna Hills Drive and Barton Road beyond that required for the Local Street standard for depth and/or width is reimbursable (Street Systems Development Charges).

Barton Road Landscaping: Immediately after the sidewalk has been constructed along Barton Road, the developer shall install a row of street trees between the sidewalk and fencing along the entire Barton Road project frontage, spaced a minimum of 50 feet on center. This shall include establishment of a new water meter dedicated to landscaping within this minimum 3 foot wide public planter strip. It shall also include properly amended soil, a complete automatic irrigation system, and weed control provided by the developer until the permanent maintenance has been formally handed off to the City.

Road "A" is to be improved to a Local Street Class "B" standard in a 50-foot right of way: two 10-foot traveled lanes, two 8-foot parking areas, and 6-foot sidewalks on each side of the road. As the road approaches Tax Lot 400, which is an existing tax lot, the road can be narrowed to a modified Local Street Class "C" standard: two 10-foot traveled lanes, 8-foot parking on one side, and 6-foot sidewalks on both sides of the street.

Road "B" is to be improved to a Local Street Class "B" standard in a 50-foot right of way: two 10-foot traveled lanes, two 8-foot parking areas, and 6-foot sidewalks on each side of the road.

Road "C" is to be improved to a Local Street Class "B" standard to the east of Road "B" in a 50-foot right of way: two 10-foot traveled lanes, two 8-foot parking, and 6-foot sidewalks on each side of the road. To the west of Road "B" as the road approaches existing Tax Lot 100, Road "C" is to be improved to a modified Local Street Class "C" standard: two 10-foot traveled lanes, 8-foot parking on one side, and 6-foot sidewalks on both sides of the street. Road "C" terminates in a cul-de-sac. There is the potential for Road "C" to extend north as the urban growth boundary expands and additional land is annexed into the City. The City cul-de-sac standard is a street width of radius 50 feet, with a 5-foot sidewalk.

Road "D" is to be improved to a 32-foot right of way with a 24-foot pavement width and 6-foot sidewalk. With development of the adjacent property, Road "D" is to be fully developed to a Local Street Class "B" standard in a 50-foot right of way: two 10-foot traveled lanes, two 8-foot parking, and 6-foot sidewalks on each side of the road.

6. Pavement Design

All pavement sections shall be designed for minimum 20-year life to accommodate projected traffic loading and existing soil conditions. Provisions for fire truck turnaround shall be per the requirements of Fire District #3 for phased improvements.

7. Additional Off-Street Parking Required

The final subdivision plan shall include at least six additional off-street parking stalls along the south side of Road C, between corner lot 34 and lot 35 to its west.

8. No Parking Over Sidewalks

Vehicles parked in a driveway that extend over the sidewalk are in violation of the City's municipal code and shall be strictly enforced by the CC&R's and homeowner's association.

9. Off-Street Parking Restrictions: Duplexes & Triplexes

To reduce the potential for congestion in the denser areas of this subdivision, recreational vehicles shall be prohibited from being parked in the driveways and parking stalls dedicated for the duplex and triplex residences. These parking areas shall be expressly reserved for automobiles and shall be strictly enforced by the CC&R's and homeowner's association.

10. On-Street Parking Restrictions

On-street parking shall be prohibited along Road C from the intersection of Roads B & C to, and including, the cul-de-sac. This segment of street shall be signed No Parking and strictly enforced by the CC&R's and homeowner's association.

11. Public Utility Easements

The developer shall provide 10-foot wide public utility easements (PUE) along all street frontages. The PUE shall be located behind any public easements.

12. Utility Undergrounding

All new utilities shall be underground. Any public utilities not located within the public right of way will require a 15-foot wide public utility easement. When utilities are combined, easements shall typically be 20 feet wide and allow at least 5 feet from the centerline of pipe to edge of easement and 10 feet between utilities.

13. Pedestrian Facilities

All paths, walks, and other pedestrian and bicycle facilities that are a part of the transportation network shall be all-weather as approved by the City (asphalt or concrete). Developer shall provide street lights, installed at all streets, with the type of street lights and spacing as approved by City. Street trees are to match the City of Eagle Point Street Tree standards and/or as recommend by a Landscape Architect.

14. Americans With Disabilities (ADA) Requirements

To comply with ADA requirements, all sidewalks and curb ramps are to be constructed with each phase of development. Each section shall be completed within 12 months of the first home on each street segment in order to provide continuous portions of the network within each development phase.

Storm Drainage

15. Storm Drainage System Design

The storm drainage system shall be designed at a minimum for a 10-year storm event. Storm detention shall be provided onsite, based upon a 10-year storm, at a volume to provide the pre-

development vs. post development conditions. Developer is to provide all design for detention and environmental permits for construction.

16. Finish Floor Elevations

Although not in a designated 100-year FEMA floodplain, all building finish floors shall be at least 2 feet above the 100-year storm event for drainage ditches. A completed exhibit indicating the engineered 100-year storm event and the minimum finish floor elevations is to be provided prior to final plat approval. Each building permit submitted adjacent to affected areas is to include the finish floor elevation on the site plan.

17. Additional Detention Pond Improvements

The City is interested in additional improvements to the storm drainage basin (pond) for detention. Any improvements to increase and expand the detention capacity of the storm drainage basin beyond that needed for development will be reimbursable (Storm Systems Development Charges). This includes expanded capacity (depth) of the pond, a proportionate share of the improvements (spillway and pond outlet system), and a proportionate share of environmental permitting beyond that required for the initial development.

18. Storm Drainage Easements

Storm drainage improvements across private properties shall require approved storm drainage easements. Storm drainage detention design and calculations will be reviewed as part of the civil engineering plan review process prior to construction. Detention pond construction shall comply with standards required by Engineer, to be approved prior to dedication of the storm detention system to the City. At the completion of the improvements, the City would maintain the storm system and storm drainage basin.

19. Irrigation District Facilities

Any affected irrigation facilities shall be engineered and plans submitted to the respective irrigation district and City for review and approval. All individual building permit plans are to indicate path of site drainage to the street, storm system, or other approved facility on the site plan as part of application.

20. DEQ Permit

Projects over 1 acre require a 1200-c permit from the Department of Environmental Quality (DEQ). A copy of said permit shall be provided to the City prior to beginning of construction. All projects shall incorporate erosion control measures into the project plans and construction, regardless of the project size. Such measures shall be per DEQ standards, reviewed and approved by the City prior to construction.

Water

21. Water System Design

A water system to serve the project shall be designed and constructed in accordance with the Oregon State Health Division, the Oregon Plumbing Specialty Code, and City requirements.

Units that are to remain under common ownership (tax lot) can be served by one service (service line and meter). Each unit under separate ownership must be served by its own separate water service. A minimum of 40 PSI static water pressure is to be provided at each water meter, and 30 PSI at the highest floor elevation. Fire hydrant location and spacing shall be per the requirements of Oregon Fire Code, Fire District #3 and the City.

22. Water Lines

- Barton Rd: A 12 inch water line is available for the development.
- Sienna Hills Dr: This water line shall be increased to 12 inch for future capacity, and the upsizing cost difference for installation of an 8 inch versus a 12 inch line is reimbursable.
- Road "C": This water line shall extend to the end of the cul-de-sac, towards the urban growth boundary, to provide for a future looped system.
- All water mains are to be minimum 12 inch size.

23. Water Valves

Sufficient valves shall be provided to shut off each street and phase. Each intersection shall include four valves, and each water stub a valve at the end of the line.

Sanitary Sewer

24. Sanitary Sewer System Design

The sanitary sewer system necessary to serve the project shall be designed and constructed in accordance to Rogue Valley Sewer Service (RVSS), Oregon Department of Environmental Quality, and the Uniform Plumbing Code. The sewer plans shall be approved by RVSS prior to final approval by the City for construction.

Bonding & Assurances

25. Performance/Warranty Bonding

Prior to final plat sign off and approval, developer shall provide performance and/or warranty bonding for all public improvements, in the amount approved by the City Engineer, for a period of 12 months from final plat approval by the City. Warranty bonding shall be for a period of 12 months from approval by Engineer for final plat sign off.

ATTACHMENTS:

Attachment No. 1: Location Map, Aerial View and Street View

Attachment No. 2: Project Drawings

ATTACHMENT NO. 1

Location Map, Aerial View and Street View

Location Map

