PLANNING COMMISSION AGENDA

JANUARY 14, 2016

<u>Commission Members</u>

Tim D'Alessandro

David Culbertson

Norman Fincher

Joe Foley

Bill Mansfield

David McFadden

Mark McKechnie

Patrick Miranda

Jared Pulver

Regular Planning Commission meetings are held on the second and fourth Thursdays of every month

Meetings begin at 5:30 PM

<u>City of Medford</u>

City Council Chambers

411 W. Eighth Street, Third Floor

Medford, OR 97501

541-774-2380

Agenda

Public Hearing
January 14, 2016
5:30 PM

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

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10. Roll Call

20. Consent Calendar/Written Communications (voice vote)

20.1 **LDP-15-138 / E-15-137** Final Orders for a tentative plat for a 2-lot partition of a 0.70 acre property, and associated exception request of elimination of sidewalk, curb, gutter and street paving improvements for the portion of Keene Way Drive fronting the site and elimination of curbs, gutters, and sidewalks on Woodlawn Drive. The subject site is located between Keene Way Drive and Woodlawn Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district. Joseph Hoppe et al, Applicant (Stephen Terry, Land Use Planning Inc., Agent).

30. Minutes

30.1 Consideration for approval of minutes from the December 10, 2015, hearing.

40. Oral and Written Requests and Communications

40.1 **CUP-14-128** Incorporation of revised elevations into the approved Conditional Use Permit for City of Medford Fire Station 4 located on a 3.54 acre parcel on the south side of Berrydale Avenue, approximately 500 feet east of Table Rock Road and west of the Railroad Park, within the MFR-20 (Multiple-Family Residential – 20 dwelling units per gross acre) zoning district. City of Medford, Greg McKown, Applicant (ORW Architecture, Agent)

50. Public Hearings – <u>New Business</u>

50.1 **CP-13-076 / CP-13-077** Consideration of a Class A legislative amendment to revise the Transportation System Plan, the Environmental Element, and the Transportation Element of the Comprehensive Plan and incorporate and adopt by reference the 2013 Rogue Valley International-Medford Airport Master Plan. (City of Medford, Applicant)

50.2 **DCA-13-080 / ZC-13-079** An ordinance amending the Medford Zoning Map to update the Airport Approach boundary, add the airport fence line, and create a new Overlay District called the Airport Area of Concern. (City of Medford, Applicant)

50.3 **ZC-15-147** Consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to SFR-6 (Single Family Residential, six dwelling units per gross acre) on approximately 0.25 acres located on the north side of Orchard home Court approximately 275-feet east of Orchard Home Drive. (Susan M. Campbell, Applicant/Agent)

50.4 **CUP-15-145** Consideration of a request for a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters, located on the west side of Valley View drive at the intersection of Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential – 4 dwelling units per gross acre) zone district. (Living Opportunities Inc., Applicant; CSA Planning Ltd., Craig Stone, Agent)

50.5 **LDS-15-121** Consideration of a tentative plat for a 21-lot residential subdivision on a 3.4 acre parcel located at the eastern terminus of Hondeleau Lane (200 feet east of the intersection of Springbrook Road and Hondeleau Lane), within the SFR-6 zoning district. (Hondeleau LLC, Applicant; Steven Swartsley, Agent)

60. Reports

60.1 Site Plan and Architectural Commission

60.2 Joint Transportation Subcommittee

60.3 Planning Department

70. Messages and Papers from the Chair

80. Remarks from the City Attorney

90. Propositions and Remarks from the Commission

100. Adjournment

BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF TENTATIVE PLAT APPROVAL OF	)	
	)	**ORDER**
JOSEPH HOPPE AND ALICE-WHITE HOPPE [LDP-15-138]	)	

ORDER granting approval of a request for tentative plat approval of File No. LDP-15-138.

WHEREAS:

1. The Planning Commission has duly accepted the application filed in accordance with the Medford Land Development Code, Sections 10.265 through 10.267; and

2. The Medford Planning Commission has duly held a public hearing on the request for consideration of tentative plat approval for a tentative plat for a 2-lot partition of a .70 acre parcel located between Keene Drive and Woodlawn Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district and associated exception request for the elimination of sidewalk, curb, gutter and street paving improvements for the portion of Keene Way Drive fronting the site and elimination of curbs, gutters and sidewalks on Woodlawn Drive, with a public hearing a matter of record of the Planning Commission on December 10, 2015; and

3. At the public hearing on said tentative plat, evidence and recommendations were received and presented by the developer and Planning Department Staff; and

4. At the conclusion of said hearing, after consideration and discussion, the Medford Planning Commission, upon a motion duly seconded granted tentative plat approval and approved the final order with all conditions and findings set forth for the granting of the tentative plat approval.

THEREFORE LET IT BE HEREBY ORDERED that the tentative plat for Joseph Hoppe and Alice-White Hoppe stands approved per the Planning Commission Report dated December 10, 2015, and subject to compliance with all conditions contained therein.

AND LET IT FURTHER BE OF RECORD, that the action of the Planning Commission in approving this request for tentative plat approval is hereafter supported by the findings referenced in the Planning Commission Report dated December 10, 2015.

BASED UPON THE ABOVE, the Planning Commission determined that the tentative plat is in conformity with the provisions of law and Section 10.270 Land Division Criteria of the Land Development Code of the City of Medford.

Accepted and approved this 14th day of January, 2016.

CITY OF MEDFORD PLANNING COMMISSION

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Planning Commission Chair

ATTEST:

_____

Planning Department Representative

BEFORE THE MEDFORD PLANNING COMMISSION
STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF DENIAL OF AN EXCEPTION FOR	)	
	)	**ORDER**
JOSEPH HOPPE AND ALICE-WHITE HOPPE [E-15-137]	)	

ORDER denying an exception request for elimination of sidewalk, curb, gutter and street paving improvements for the portion of Keene Way Drive fronting the site and elimination of curbs, gutters and sidewalks on Woodlawn Drive. The subject site is located between Keene Way Drive and Woodlawn Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district.

WHEREAS:

1. The Planning Commission has duly accepted the application filed in accordance with the Medford Land Development Code, Section 10.251 and 10.252; and

2. The Medford Planning Commission has duly held a public hearing on the request for elimination of sidewalk, curb, gutter and street paving improvements for the portion of Keene Way Drive fronting the site and elimination of curbs, gutters and sidewalks on Woodlawn Drive with consideration of tentative plat for a 2-lot partition of a .70 acre parcel. The subject site is located between Keene Drive and Woodland Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district, with the public hearing a matter of record of the Planning Commission on December 10, 2015.

3. At the public hearing on said exception, evidence and recommendations were received and presented by the developer and Planning Department Staff; and

4. At the conclusion of said hearing, after consideration and discussion, the Medford Planning Commission, upon a motion duly seconded, denied the exception request and adopted a final order with findings set forth for the denial of the exception request.

THEREFORE LET IT BE HEREBY ORDERED that the exception for Joseph Hoppe and Alice-White Hoppe stands denied per Planning Commission Report dated December 10, 2015.

AND LET IT FURTHER BE OF RECORD, that the action of the Planning Commission in denying this request for exception is hereafter supported by the findings referenced in the Planning Commission Report dated December 10, 2015.

BASED UPON THE ABOVE, the Planning Commission determined that the exception is not in conformity with the provisions of law and Section 10.253 Exception Criteria of the Land Development Code of the City of Medford.

Accepted and approved this 14th day of January, 2016.

CITY OF MEDFORD PLANNING COMMISSION

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Planning Commission Chair

ATTEST:

_____
Planning Department Representative

PLANNING COMMISSION REPORT

for a Type-C quasi-judicial decision: **Land Division – Partition / Exception**

Project	Hoppe Partition Joseph Hoppe, Alice White Hoppe, Applicants (Steve Terry Land Use Planning, Inc., Agent)
File no.	LDP-15-138 / E-15-137
Date	December 10, 2015

BACKGROUND

Proposal

Consideration of tentative plat for a 2-lot partition of a 0.70 acre property, and associated exception request for elimination of sidewalk, curb, gutter and street paving improvements for the portion of Keene Way Drive fronting the site and elimination of curbs, gutters and sidewalks on Woodlawn Drive. The subject site is located between Keene Way Drive and Woodlawn Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district.

Subject Site Characteristics

Zoning	SFR-4
GLUP	UR (Urban Residential)
Use	Single Family Home with Accessory Dwelling Unit

Surrounding Site Characteristics

North	SFR-4	Church
South	SFR-4	Single Family Residences
East	SFR-4	Single Family Residences
West	SFR-4	Single Family Residences

Related Projects

LDP-05-018 2-Lot Partition (Expired)

Applicable Criteria

10.270 LAND DIVISION CRITERIA - MEDFORD LAND DEVELOPMENT CODE
The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that the proposed land division together with the provisions for its design and improvement:

(1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;

(2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

(4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;

(5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

10.253 CRITERIA FOR AN EXCEPTION – MEDFORD LAND DEVELOPMENT CODE
No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the plan authorization unless it finds that all of the following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:

(1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources.

The approving authority shall have the authority to impose conditions to assure that this criterion is met.

(2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.

(3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.

(4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.

ISSUES and ANALYSIS

Land Division

Project Summary

The subject site is a 0.70 acre through lot, which sits between Keene Way Drive on the south and Woodlawn Drive on the north. The applicant seeks the partition of the property into two separate parcels. The property currently includes an existing single family dwelling units and a 1,050 square-foot accessory dwelling unit. The first building, built in 1960, fronts toward Keene Way Drive and encompasses 3,250 square feet. The accessory dwelling unit, built in 2003, fronts toward Woodlawn Drive and encompasses 1,050 livable square feet on the second floor and a 1,026 square foot garage on the first floor.

Currently, Woodlawn Drive on the north is a gravel road with no curb, gutter or sidewalk. Keene Way Drive on the south is also without curb, gutter and sidewalk. The current paved width section for Keene Way Drive to the south is 23 feet. With this request for land partition is an exception application to eliminate curb gutter and sidewalk on both street frontages. The exception further requests relief from pavement improvement for Keene Way Drive on the south.

The applicant's findings note that the existing pavement on Keene Way Drive is in good condition. The standard street cross section for Keene Drive requires a full pavement width of 36 feet. Per the MLDC, the applicant would be required to pave the north half of Keene Way Drive (18 feet), plus 12 feet beyond the centerline to the south. Thus, the applicant would be responsible to construct a 30-foot pavement section for Keene Drive. The applicant has not requested exception to pavement requirements for the section of Woodlawn fronting the site to the north.

Proposed Parcels

This partition includes the creation of two parcels. Parcel 1, fronting Woodlawn Drive, is approximately 14,348 square feet. Lot width is almost 100 feet and lot depth is approximately 140 feet. Parcel 2, fronting Keene Way Drive, is approximately 16,238 square feet in size. Lot width is 100 feet and lot depth is approximately 163 feet. MLDC standards require a minimum lot depth of 90 feet and a minimum lot width of 60 feet. Lot area range specified by the MLDC is 6,500 to 18,875 square feet. Thus, all lot development standards are met by this proposal.

Required density for the SFR-4 zoned property is 2.5 to 4 dwelling units per gross acre. The gross acreage of the site, including adjoining right-of-ways, is 0.862 acres. Thus, minimum density for the partition is 2 units, and the maximum number permitted would be three. The subject partition meets the minimum density standard.

Right-of-Way Dedication

Keene Way Drive and Woodlawn Drive are classified as Standard Residential Streets. Standard residential streets require a total of 63 feet of dedicated right of way. The Public works report notes that amount of needed right of way along the north side of Keene Way appears to be 1.5 feet to meet the requirement. The developer shall dedicate the property required to address the standard section.

In the applicant's proposed alternative conditions to the Public Works report for items B1 and B2 presented to the Commission (Exhibit M), the applicant proposes to dedicate a 1.5 foot strip of right-of-way along the southerly property line for the Keene Way Drive. Thus, the applicant concurs with the condition for right-of-way dedication.

Access

Access to Parcel 1 is from Woodlawn Drive, an existing gravel street along the parcel frontage. Access to Parcel 2 is from Keene Way Drive, which is currently a 23-foot wide paved street section.

Improvements

The applicant has requested several exceptions pertaining to right of way improvements, which will be discussed further below in the exception section. The Public Works Report (Exhibit G), states that curb gutter and sidewalk will be required for both Woodlawn Drive and Keene Way Drive. Half street pavement section plus 12 feet south of centerline will be required for Keene Way Drive. Additionally, the Public Works Report identifies two 100W HPS street lights, including secondary power source for each light, will be required for the development.

The Public Works Report notes that Woodlawn Drive along the parcel frontage shall be improve to Standard Residential Street standards. This includes the half-street improvement, plus 12 feet north of centerline, curb, gutter and sidewalks. Additionally, the MLDC requires that all parcels of land shown on any development intended for vehicles have paved access to an improved street. The nearest improved street is approximately 150 to the east, built to a width of 20 feet. Therefore, the applicant shall extend a 20 foot wide paved section with 1-foot shoulders and with a full structural pavement section 150 feet to the east so Parcel 1 will have paved access. Public works notes in their report that they recommend denial of the exception request. Should the Planning Commission approve the land division application, a condition of approval (Exhibit A) has been included requiring the applicant to comply with the Public Works Report dated November 18, 2015.

Discussion:

In the applicant's presentation to the Planning Commission, Agent Steve Terry discussed the context of the proposed partition and demonstrated there was little opportunity for additional street dedications and improvements through future property development. Most of the surrounding lots, with perhaps one exception, cannot be split further and still meet lot development standards of the Medford Land Development Code.

The applicant noted that the parcels in this area were created in 1911 under the jurisdiction of the County without the benefit of review under a subdivision ordinance. Many of the units were constructed in the 1940s and 1950s, prior to annexation of the area. Mr. Terry contended that Woodlawn Street could be considered as what was termed in Jackson County as a "Local Access Street". A Local Access Street established in the County is maintained by adjoining land owners rather than the County. In 1997, the Planning Commission approved a two lot partition of a parcel in the vicinity of the subject lot on Woodland Avenue, subject to the property owner extending a driveway 290 feet east to Groveland Avenue.

The applicant noted that required improvements identified in the Public Works report for the two lot partition did not meet the test of proportionality. The applicant stated that findings of the Public Works report utilized improvements for a new subdivision in which City public improvement standards must be implemented to achieve vertical single family residential development. The subject partition is in an existing neighborhood where vertical development has ready occurred and the subject lot already has a primary and accessory dwelling unit. Given the existing conditions, the applicant contends that the City standard improvement does not meet the proportionality test.

The Planning Commission concurred with the applicant's testimony regarding proportionality given the existing conditions. Due to the issue of proportionality, the Commission accepted applicant's alternative conditions 1 through 4 in lieu of the

street and lighting improvement requirements found in Sections B-1 and B-2 of the Public Works report. The alternative improvements include paving Woodlawn Drive to a width of approximately 22 feet in width and 235 feet in length with a driveway paving surface equal to the paved driveway area east of the site. The applicant stipulated in the meeting that the City would not be responsible for this section of Woodlawn Drive until the street is improved to City standards. The conditions also include that the property owner will enter into a no remonstrance agreement to participate in a Local Improvement District should improvements be sought for either Woodlawn Drive or Keene Way Drive. The applicant will also pay System Development Charges (SDC) difference between an accessory dwelling unit and a single-family residence for the unit on the north side of the property. Applicant's "Proposed Conditions" have been attached to this report as "Exhibit M". The Commission did not approve the exception application as the decision on proportionality rendered it moot.

No other issues were identified by staff pertaining to the partition.

Exception Findings

The applicant has requested exception to sidewalk, curb, and gutter improvement on both street frontages, and has requested an exception to street paving requirements for Keene Way Drive. As noted above, the Public Works Department does not support the subject exception. Listed below are each of the criteria for exception and staff findings to the criteria.

"No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the plan authorization unless it finds that all of the following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:"

"The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met."

The Commission may find that the granting of the exception is *not* in harmony with the general purpose and intent of the regulations imposed by the code. The purpose for the improvements is found throughout the Medford Land Development Code, the Transportation System Plan and Statewide Planning Rules. Those statements and policies include a balanced transportation system that addresses all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. All street section standards within the MLDC, with exception of a minimum access

easement, include curb and sidewalk to support pedestrian and multi-modal travel. The applicant contends that many of the surrounding streets do not have curb and sidewalk. This assessment is correct; many of the surrounding streets have been developed without curb, gutter and sidewalk.

However, it is feasible curb, gutter and sidewalk improvement may be pursued at some point in the future. Medford has many parcels throughout the City that can be divided for infill purposes. With past infill development projects in older neighborhoods, sidewalk, curb and gutter were constructed if such improvements were not present, or a deferred improvement agreement established. As such, the Commission may find the exception is not in harmony with the general purpose or intent of the regulations imposed by the Code. The Planning Commission may find that Criterion 1 is not satisfied

"The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located."

Staff concurs with the Applicant's findings; the granting of an exception does not establish a use that is not permitted in the SFR-4 zone district. The Planning Commission can find that Criterion 2 is satisfied.

"There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner."

This criterion contains two provisions and both need to be met. Staff concurs with the Applicant's findings that there are no special circumstances associated with this property, other than it is a through lot. Staff does not believe that this is a unique or unusual circumstance that does not occur elsewhere in the city, or a circumstance that establishes need for exception; it is simply a characteristic of the property caused by previous divisions of property. This exception criterion requires a finding that strict application of the standard would result in a peculiar, exceptional and undue hardship on the owner. The Public Works Report (Exhibit G) provides an analysis of the rough proportionality between the improvement and impact to the development. The analysis finds that the required improvement per unit was similar to other dwelling units in the SFR-4 district. Therefore, it is difficult to conclude that the strict application of the standard establishes in a peculiar, exceptional or undue hardship that supports the request for exception.

The Commission may find that there is no unique circumstance associated with property and the required improvement does not generate undue hardship particular to the owner. The Planning Commission can find that Criterion 3 is not satisfied.

"The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result."

Staff concurs with the applicants findings; the need for exception was not the result of an illegal act. The Planning Commission can find that Criterion 4 is satisfied.

Decision:

The Commission's decision on proportionality render the exception applicant moot. The Planning Commission denied the exception application on this basis.

STAFF FINDINGS AND CONCLUSIONS

Staff has reviewed the applicant's findings and conclusions for land division (Exhibit B) and recommended the Commission adopt the findings as presented, subject to the full improvements required by the MLDC Article IV for improvements for Keene Way Drive and Woodlawn Drive and all other improvements specified within the Public Works Report and Medford Water Commission Report.

Staff has reviewed the applicant's findings and conclusions for Exception (Exhibit C) and finds that Criterion 2 and 4 are satisfied. Staff does not find that Applicant's Findings for Criterion 1 and 3 demonstrate that these criteria are met. Section 10.253 states that no exception, shall be granted by the approving authority unless it finds all of the criteria and standards are satisfied. Unless the Planning Commission concurs with the applicant findings regarding Criteria 1, and can make a finding demonstrating that Criterion 3 is met, the Commission must deny the exception application.

ACTION TAKEN

Directed staff to prepare a Final Order for denial of E-15-137 and a Final Order for approval of LDP-15-138 per the Commission Report dated December 10, 2015 with Exhibits A through M; including Public Works Report (Exhibit G), as modified by applicant's "Proposed Conditions"(Exhibit M).

EXHIBITS

A-1 Conditions of Approval, dated December 10, 2015
B Applicant's Findings of Fact and Conclusions of Law for Land Partition, received October 8, 2015
C Applicant's Findings of Fact and Conclusions of Law for Exception, received October 8, 2015
D Tentative Partition Plat, received October 8, 2015
E Utility Plan, received October 8, 2015
F Assessors Plat Map, received October 8, 2015

G Public Works Report, dated November 18, 2015
H Medford Water Commission Memo, dated November 23, 2015
I Fire Department Report, received July 22, 2015
J Building Department Memo, received July 22, 2015
K E-mail correspondence for ODOT, received November 19, 2015
L Aerial Photo
M **Applicant's alternative "Proposed Conditions"; amending Section B1 and B2 of the Public Works Report (Exhibit G).**
Vicinity Map

PLANNING COMMISSION AGENDA:

DECEMBER 10, 2015
JANUARY 14, 2016

EXHIBIT A-1

Hoppe Partition & Exception
LDP-15-138 / E-15-137
Conditions of Approval
December 10, 2015

CODE REQUIREMENTS

Prior to approval of the final plat, the applicant shall:

1. Comply with the Medford Water Commission Memo dated November 23, 2015 (Exhibit H).

2. Comply with the Public Works Report dated November 18, 2015, (Exhibit G), except as modified by Exhibit "M", Applicant's "Proposed Conditions", submitted December 10, 2015, amending Section B1 and B2 of the Public Works report regarding street improvement and lighting.

RECEIVED
OCT 08 2015
PLANNING DEPT.

FINDINGS OF FACT BEFORE THE PLANNING COMMISSION OF THE CITY OF MEDFORD, OREGON, OF AN APPLICATION FOR A TENTATIVE PLAT APPROVAL OF A 2-LOT PARTITION AND LOCATED ON THE SOUTH SIDE OF WOODLAWN DRIVE AND THE NORTH SIDE OF KEENE WAY DRIVE APPROXIMATELY 158 FEET EAST OF THE INTERSECTION OF BARNEBURG DRIVE (WOODLAWN DRIVE FRONTAGE) AND 490 FEET EAST OF THE INTERSECTION OF BARNEBURG AND KEENE WAY DRIVE AND DESCRIBED ON THE JACKSON COUNTY ASSESSORS MAP AS:

T37-R1W- Section 29BD Tax Lot 4800

APPLICANT: Joseph Hoppe and Alice White-Hoppe
907 NW 11th Street
Corvallis,Oregon 97330

AGENT: Stephen Terry Land Use Consulting Inc.
POB 8083
Medford, Oregon 97504

The owners of the property are Joseph Hoppe and Alice White-Hoppe. The applicants reside at 2192 Woodlawn Drive. This property was the subject of a public hearing by the Planning Commission in 2005. The applicants did not pursue this approved application and allowed it to expire.

An Exception application accompanies this application. The subject of the Exception sought is for the relief of constructing sidewalk, curb and gutter along the each of the street frontage. The Exception application also requests relief for paving along the Keene Way Drive frontage.

The subject property is moderately landscaped and has accessory structures – sheds and garages.

DEVELOPMENT BACKGROUND

The subject property has a zoning designation of SFR-4 (Single-Family Residential – 4 units per acre). The applicant proposes to divide the subject tax lot into roughly two equal portions so that each of the existing dwellings occupy separate tax lots.. This is an existing through lot that fronts on both Keene Way Drive and Woodlawn Drive. There is an existing SFR that fronts on Keene Way Drive and an Accessory Dwelling Unit (ADU) that takes access from Woodlawn Drive (unimproved). This portion of Woodlawn Drive is gravel without sidewalk curbs and gutters. The street section of the dwelling that fronts on Keene Way Drive is improved with paving without sidewalks, curbs and

CITY OF MED.
EXHIBIT # B
File # LDP-15-138/E-15-137
1 of 5

gutters. Neither of the sections of Woodlawn Drive and Keene Way Drive have sidewalks, curbs and gutters.

Residential development {most dominant) in the area spans the 1920's through 1950's. . There are a few dwellings in the immediate area that were developed more recently. Residential structures in the area are in good repair. There is no neighborhood decay.

Street development in the area generally occurred in the 1940's and 1950's. There are some dwellings that were constructed during the 1970's Street sections were not developed with sidewalks, curbs, and gutters. It should be noted that the area was platted in 1911 with large 2+ acre lots. Lots were created by deed while in the county. The area was annexed in 1955.

An exception for sidewalks curbs and gutters to development requirements for both frontages accompanies this application. The paving that exists on Keene Way Drive is in good condition. The exception findings request relief from additional paving, sidewalks, and curbs and gutters along the Keene Way Drive frontage. There is gravel surfacwe along the Woodlawn Drive frontage.

Density

The subject lot is 0.86 acres which included the abutting rights-of-way. The development meets the minimum density for the SFR-4 zoning district (0.86 acres x 2.5 units/acre = 2.15 units). The resultant density with the existing dwellings is 2 units

LAND DIVISION CRITERIA - Tentative Plat

City of Medford Land Development Code Section 10.270 Land Division Criteria is as follows:

The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

(1) Is consistent with the Comprehensive Plan, and other applicable specific plans thereto, and all applicable design standards set forth in Article IV and V;

(2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter.

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except of the words "town", "city", "place", "court", "addition", or similar

words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

(4) Includes the creation of streets, that such streets are laid out to conform, with the limits of the City of Medford and its Urban Growth Boundary, to plats of land division already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;

(5) If it has streets that are proposed to held for private use, that they are distinguished from the public street on the tentative plat, and reservations or restrictions relating to the private streets are set forth;

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands with the EFU (Exclusive Farm Use) zoning district.

COMPLIANCE WITH CITY OF MEDFORD LAND DEVELOPMENT CODE SECTION 10.270- LAND DIVISION CRITERIA

The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

(1) Is consistent with the Comprehensive Plan, and other applicable specific plans thereto, and all applicable design standards set forth in Article IV and V;

CONCLUSION

The City of Medford Land Development Code Section 10.270 defines the criteria that a plat is evaluated by. The City of Medford Comprehensive Plan has no language that regarding evaluation of a tentative plat approval. The City of Medford Land Development Code is the enabling document that contains criteria regarding the processing, standards and other pertinent criterion of a tentative plat. The applicant proposes to divide the subject property (2 lots total) and take access from both Keene Way Drive and Woodlawn Drive. The resultant lots comply with the requirements of City of Medford Land Development Code for width, depth, size, and street access.

"B"
3 of 5

Drainage and grading plans and all required construction plans will be submitted for evaluation of the subject property consistent with the requirements of the City of Medford Engineering Department to assure compliance with the Storm Drainage Master Plan and other associated public facilities construction requirements at the time of final plat approval.

The development configuration and street access to the subject property conforms to applicable design requirements of Section IV.

(2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;

CONCLUSION

The proposed configuration will not prevent further development of either of the subject property and parcels located to the north, east, and south due to the nature of existing development configuration. The Planning Commission can also find that due to the development configuration, this proposed partition is consistent with Land Development Code standards. No dedication of right-of-way is likely to be required as right-way exists.

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except of the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

CONCLUSION

The partition is not required to be named and therefore, complies with this code section.

(4) If it includes the creation of streets or alleys that proposed to be held for private use, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;

CONCLUSION

The proposed partition is imbedded among developed properties with dwellings and accessory structures. The street circulation pattern for the subject area. will not likely be altered as the area is developed with residential dwellings.

"B"

(5) If it has streets that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets are set forth.

CONCLUSION

There are no private streets.

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

CONCLUSION

The subject partition will not cause a land use conflict with agricultural lands with EFU zoning district designation as it is imbedded within residential (SFR-4) zoning district .

SUMMARY AND CONCLUSIONS

The configuration of the property and abutting development is a logical approach to create parcels that meet the requirements of Land Development Code requirements for lot width, depth, size, access requirements when considering the previous development that abuts the property.

The Planning Commission can find that this partition meets the requirements of the City of Medford Land Development Code Section 10.270. The criteria (Section 10.270) have been considered during the design for this partition. Abutting parcels have been analyzed for consideration for future development opportunity.

The property owner seeks relief for the construction of sidewalk, curb and gutter for each property frontage—Woodlawn Drive and Keene Way Drive. An Exception is included as part of this application. The applicant anticipates that dust free paved surface will be required along the Woodlawn Drive frontage that will connect with existing paving. An Exception application accompanies this land division application that supports the relief for code requirements.

On behalf of the applicant, I respectfully request that this Land Division application in conjunction with an Exception application be approved..

Stephen M. Terry, Agent
Stephen M. Terry Land Use Consulting Inc.
P O Box 8083
Medford, Oregon 97504

"B"
5 of 5

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PLANNING DEPT.

FINDINGS OF FACT BEFORE THE PLANNING COMMISSION OF THE CITY OF MEDFORD, OREGON, OF AN APPLICATION FOR AN EXCEPTION FOR THE ELIMINATION OF SIDEWALKS, CURBS, GUTTERS, AND PAVING IMPROVEMENTS ON KEENE WAY DRIVE AND ELIMINATION OF CURBS GUTTERS, AND SIDEWALKS ON WOODLAWN DRIVE, IN CONJUNCTION WITH TENTATIVE PLAT (2 LOT) APPROVAL OF PROPERTY DESCRIBED ON THE JACKSON COUNTY ASSESSORS MAP AS:

T37-R1W-29BD Tax Lot 4800 and located on the north side of Keene Way Drive approximately 158 feet east of the intersection of Barneburg Drive (Woodlawn Drive frontage) and 490 feet east of the intersection of Barneburg and Keene Way Drive within a SFR-4 (Single-Family Residential – 4 units per acre) zoning district.

APPLICANT: Joseph Hoppe and Alice White-Hoppe
907 NW 11th Street
Corvallis, Oregon 97330

AGENT: Stephen M. Terry Land Use Consulting Inc.
POBox 8083
Medford, Oregon 97504

The following are findings for an exception consistent with the requirements of the City of Medford Land Development Code Section 10.253 for the elimination of sidewalks, curbs, gutters and paving for the Keene Way Drive and elimination of sidewalks, curbs and gutters for the Woodlawn Drive for the above captioned tax lot as part of consideration of tentative plat approval.

Background/Existing Conditions/Request

Exception to code requirements for the elimination of sidewalks, curbs, gutters and paving for the Keene Way Drive and elimination of sidewalks, curbs, gutters for the Woodlawn Drive frontages are requested.

This is a unique development situation. The subject lot was created as a through lot with frontages on both Keene Way and Woodlawn Drives. The dwelling on the Keene Way Drive frontage was constructed in the 1940's. Most of the other properties along Keene Way Drive were developed in the 1940's and 1950's,. There are no vacant parcels in the immediate the location of this lot. In 2002, an Accessory Dwelling Unit (ADU) was constructed on the Woodlawn Drive frontage. Because it was a building permit that did not require Planning Commission approval, no frontage improvements were required. The impacts on each street frontage are the same today—2015 as they were at the time of

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EXHIBIT # "C"
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1 of 5

development of the ADU in 2002. The dwelling that fronts on Woodlawn Drive has two, off-street paved parking spaces that conforms to current development requirements.

Criteria for an Exception:

The purpose section of the City of Medford Land Development Code Section 10.253 states:

No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority (Planning Commission/Site Plan and Architectural Commission) having jurisdiction over the plan authorization unless it finds that all of the following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:

(1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The Planning Commission/Site Plan and Architectural Commission shall have the authority to impose conditions to assure that this criterion is met.

(2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.

(3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.

(4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.

Concurrence with the City of Medford Land Development Code Section 10.253 - Criteria for an Exception.

(1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The Planning Commission/Site Plan and Architectural Commission shall have the authority to impose conditions to assure that this criterion is met.

"C"
2 of 5

Finding

The granting of this exception is in harmony with the general purpose and intent of the zoning district. There are no curbs and gutters for properties in the immediate area until Siskiyou Boulevard to the south and Groveland Drive to the north. To the west, there are no sidewalks curbs and gutters to and across Barneburg Road, There are curbs on the north side of Groveland Drive to the east.... but no sidewalks. There are no sidewalks, curbs and gutters to the south of Barneburg Road. Woodlawn Drive is a 80-foot wide right- of-way. Future development or redevelopment would like be preceded by vacation of a portion of this right-of-way. It is unknown what portion if any of this right-of-way, would go to the applicant's property or other abutting properties along Woodlawn Drive.

There are two mechanisms for installation of sidewalks, curbs and gutters, and parkway strip for both Woodlawn Drive and Keene Way street frontages. One mechanism would be the formation of a Local Improvement District (LID) of the abutting property owners. These owners would likely be required to construct these facilities to city standards ***if*** they pursued this approach. The other option would be in initiation of a Capital Improvement Project (CIP) by the city. To date, neither option has been pursued. It is unlikely that the abutting owners would self- impose these improvements.

If the applicant is required to either construct frontage improvements or deposit the currently required 125 percent of the engineers estimate for frontage improvements, it would the only segment of curb, gutter, sidewalk along this street frontage and in the area in general has no sidewalks, curbs or gutters.. Should the owner opt to deposit the required 125 percent of the engineers estimate for the potentially required improvements, these funds would not likely be expended for improvements. In this regard, the "exaction" might be considered to be disproportional to the existing impacts. If a sidewalk for this short section was constructed, it could be considered as non-functioning because it would connect to no other sidewalks.

The only maintenance that has occurred in the general area has been periodic resurfacing of the street surface and cleaning of drainage ditches.

(2) *The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.*

Finding

Uses established in the SFR-4 zoning district are either administratively approved or in some circumstances, approved by the Planning Commission. Only those legal uses via the administrative permit process will be allowed to be established consistent with the requirements of the City of Medford Land Development Code.

Building permits for all structures for will be administratively processed consistent with the requirements of the Land Development Code.

(3) *There must be proof of the existence of special circumstances or conditions, fully described in the findings, applicable to the project site or buildings located thereon for which the exception is sought, and which circumstances or conditions are such that the strict application of the provisions of this code would deprive the applicant of the reasonable use of such land or building.*

Finding

There are no specific circumstances, other than that of a through lot with two (2) street frontages. As stated before, the uses and impacts are legally created and existing. The through lot was created by deed rather than the current partition process.

(4) *That the need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.*

Finding

The need for this exception is not the result of an illegal act by the applicant. This lot was created by deed prior to the current partition process which was adopted May 5, 1980. It is unknown if applicant will have a greater profit. It is likely that the Engineering Department will require the paving such as a half street plus 8 feet (an estimate), without sidewalks, curbs, gutters along the Woodlawn Drive frontage. This potential pavement requirement would mitigate airborne pollution that has existed along the Woodlawn Drive frontage for 60 + years.

Conclusion:

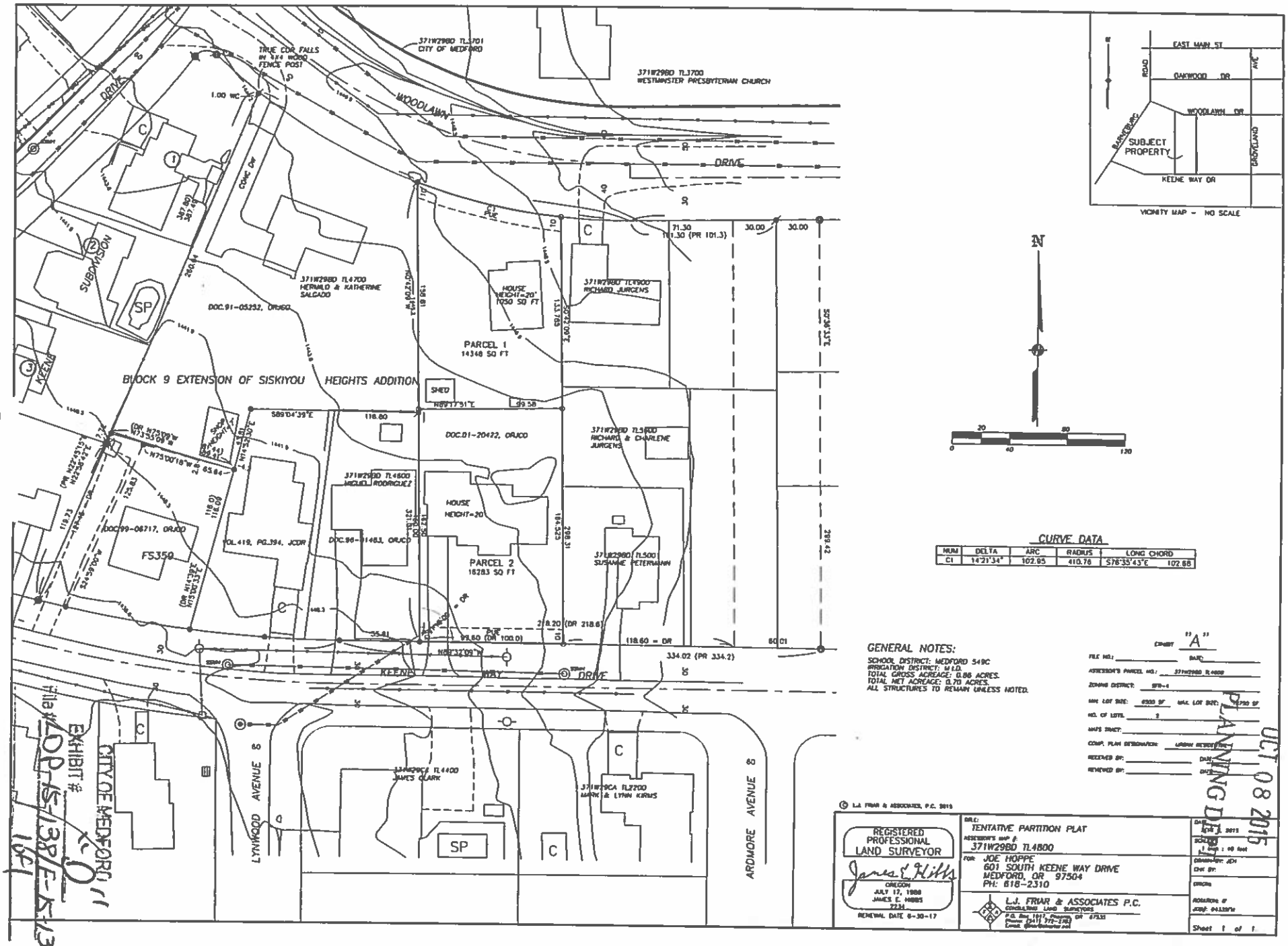
I respectfully request that the Planning Commission grant the exception(s) for development requirements as requested for each street frontage. Future construction of street, sidewalk, curb and gutter facilities will likely be pursued by the City as part of a Capital Improvement Project(s) for both the Keene Way Drive and Woodlawn Drive street frontages. To require the construction of a sidewalk along either frontage would create a segment of improvement that would probably not be utilized. The requirement for deposit for "future" improvement would not likely be utilized as well, because the construction of facilities would be the product of a Capital Improvement Project initiated by the city. If this mechanism was used, the applicant would pay an unfair amount when compared to the abutting owners.

"C"
4 of 5

Granting of these exceptions will not negatively impact livability of the neighborhood. The neighborhood would maintain its current character which is consistent with the surrounding development.

Stephen M. Terry, Agent for
Joseph Hoppe and
Alice White-Hoppe, Applicants

"C"
5 of 5


371W29BD TL3701
CITY OF MEDFORD
371W29BD TL3700
WESTMINSTER PRESBYTERIAN CHURCH
TRUE COR FALLS IN 4x4 WOOD FENCE POST
WOODLAWN DRIVE
371W29BD TL4700
HERALD & KATHERINE SALCADO
DOC.91-05252, ORDCO
HOUSE HEIGHT=20' 1050 SQ FT
371W29BD TL4900
RICHARD JURGENS
PARCEL 1
14348 SQ FT
BLOCK 9 EXTENSION OF SISKIYOU HEIGHTS ADDITION
SHED
DOC.01-20422, ORJCO
371W29BD TL5600
RICHARD & CHARLENE JURGENS
371W29BD TL4800
MIGUEL RODRIGUEZ
HOUSE HEIGHT=20
DOC.99-08717, ORJCO
VOL.419, PG.394, JCDR
DOC.96-01483, ORJCO
PARCEL 2
16283 SQ FT
371W29BD TL5500
SUSANNE PETERMANN
FS350
KEENE WAY DRIVE
371W29CA TL4400
JAMES CLARK
371W29CA TL2200
MARK & LYNN KIRUS
LYNWOOD AVENUE
ARDMORE AVENUE
SUBDIVISION
CONC DR
SP
C
EAST MAIN ST
OAKWOOD DR
WOODLAWN DR
BARNEBURG ROAD
OAKFIELD AVE
SUBJECT PROPERTY
KEENE WAY DR
VICINITY MAP - NO SCALE
N
20 40 80 120
CURVE DATA
NUM DELTA ARC RADIUS LONG CHORD
C1 14°21'34" 102.95 410.78 S76°35'43"E 102.68
GENERAL NOTES:
SCHOOL DISTRICT: MEDFORD 549C
IRRIGATION DISTRICT: M.I.D.
TOTAL GROSS ACREAGE: 0.86 ACRES.
TOTAL NET ACREAGE: 0.70 ACRES.
ALL STRUCTURES TO REMAIN UNLESS NOTED.
EXHIBIT "A"
FILE NO.:
DATE:
ASSESSOR'S PARCEL NO.: 371W29BD TL4800
ZONING DISTRICT:
MIN. LOT SIZE: 6000 SF
MAX. LOT SIZE: 7500 SF
NO. OF LOTS: 2
MAPS SHACT:
COMP. PLAN DESIGNATION: URBAN RESIDENTIAL
RECEIVED BY:
DATE:
REVIEWED BY:
DATE:
© L.J. FRIAR & ASSOCIATES, P.C. 2015
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 17, 1980
JAMES E. HIBBS
2234
RENEWAL DATE 6-30-17
TITLE: TENTATIVE PARTITION PLAT
ASSESSOR'S MAP #: 371W29BD TL4800
FOR: JOE HOPPE
601 SOUTH KEENE WAY DRIVE
MEDFORD, OR 97504
PH: 818-2310
L.J. FRIAR & ASSOCIATES P.C.
CONSULTING LAND SURVEYORS
P.O. Box 1017, Phoenix, OR 97535
Phone: (541) 772-7783
Email: ljfriar@charter.net
DATE: April 1, 2015
SCALE: 1" = 40 feet
DRAWN BY: JDH
CHK BY:
DWG No.
REVISION #
JOB#: 04-139Tm
Sheet 1 of 1
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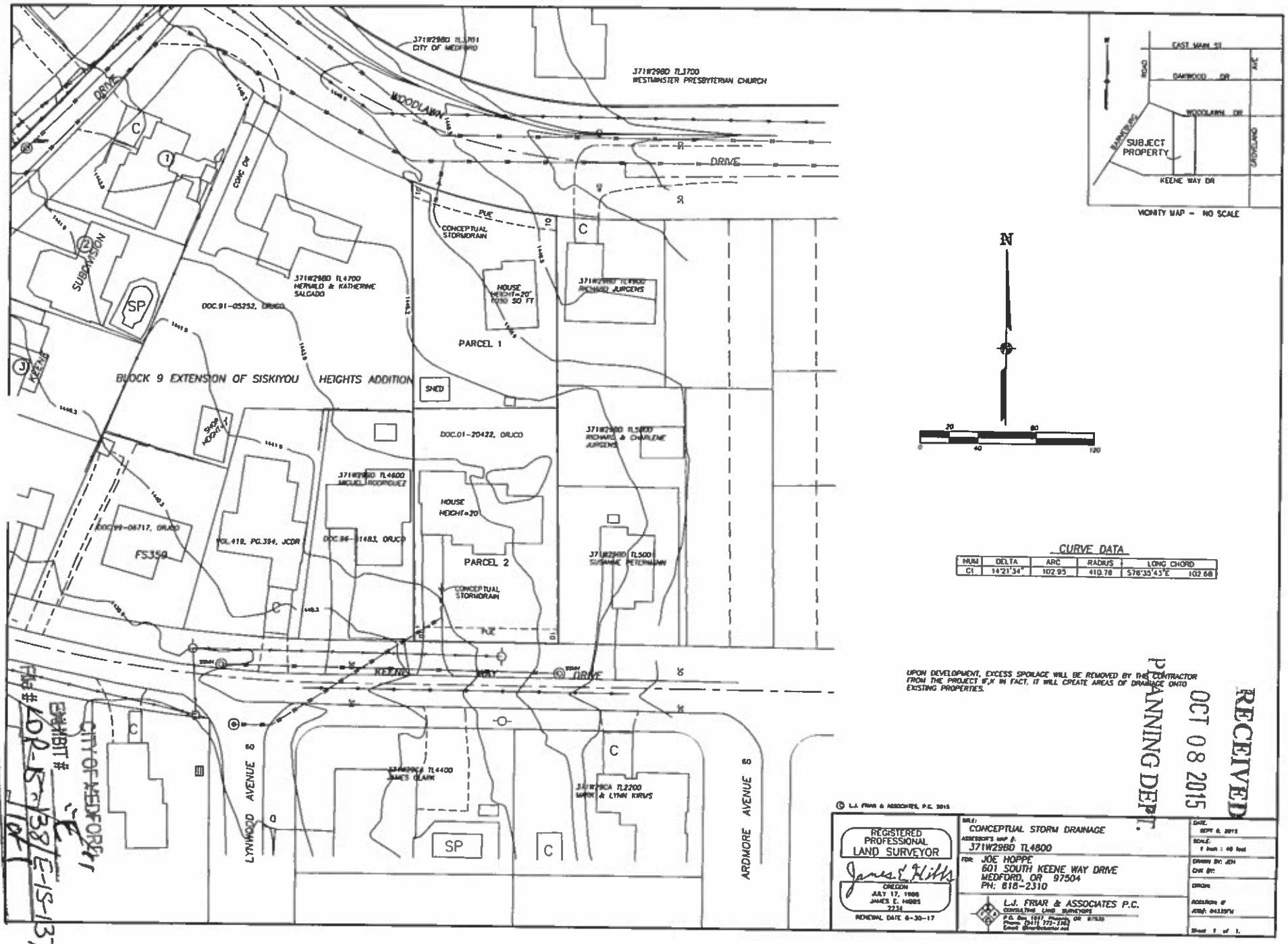
CITY OF MEDFORD
EXHIBIT # "O"
File # LDP-15-138/E-15-137
1 of 1


371W29BD TL3700
WESTMINSTER PRESBYTERIAN CHURCH
WOODLAWN
DRIVE
CONCEPTUAL STORMDRAIN
HOUSE HEIGHT=20' 1050 SQ FT
PARCEL 1
371W29BD TL4700
HERMILO & KATHERINE SALGADO
DOC.91-05252, ORJCO
BLOCK 9 EXTENSION OF SISKIYOU HEIGHTS ADDITION
SHED
DOC.01-20422, ORJCO
HOUSE HEIGHT=20
PARCEL 2
CONCEPTUAL STORMDRAIN
FS359
KEENE WAY DRIVE
LYNWOOD AVENUE
ARDMORE AVENUE
SUBDIVISION
SP
C
N
EAST MAIN ST
OAKWOOD DR
WOODLAWN DR
SUBJECT PROPERTY
KEENE WAY DR
VICINITY MAP - NO SCALE
CURVE DATA
NUM DELTA ARC RADIUS LONG CHORD
C1 14°21'34" 102.95 410.78 S78°35'43"E 102.68
UPON DEVELOPMENT, EXCESS SPOILAGE WILL BE REMOVED BY THE CONTRACTOR FROM THE PROJECT IF,X IN FACT, IT WILL CREATE AREAS OF DRAINAGE ONTO EXISTING PROPERTIES.
© L.J. FRIAR & ASSOCIATES, P.C. 2015
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 17, 1986
JAMES E. HIBBS
RENEWAL DATE 6-30-17
CONCEPTUAL STORM DRAINAGE
371W29BD TL4800
JOE HOPPE
601 SOUTH KEENE WAY DRIVE
MEDFORD, OR 97504
PH: 618-2310
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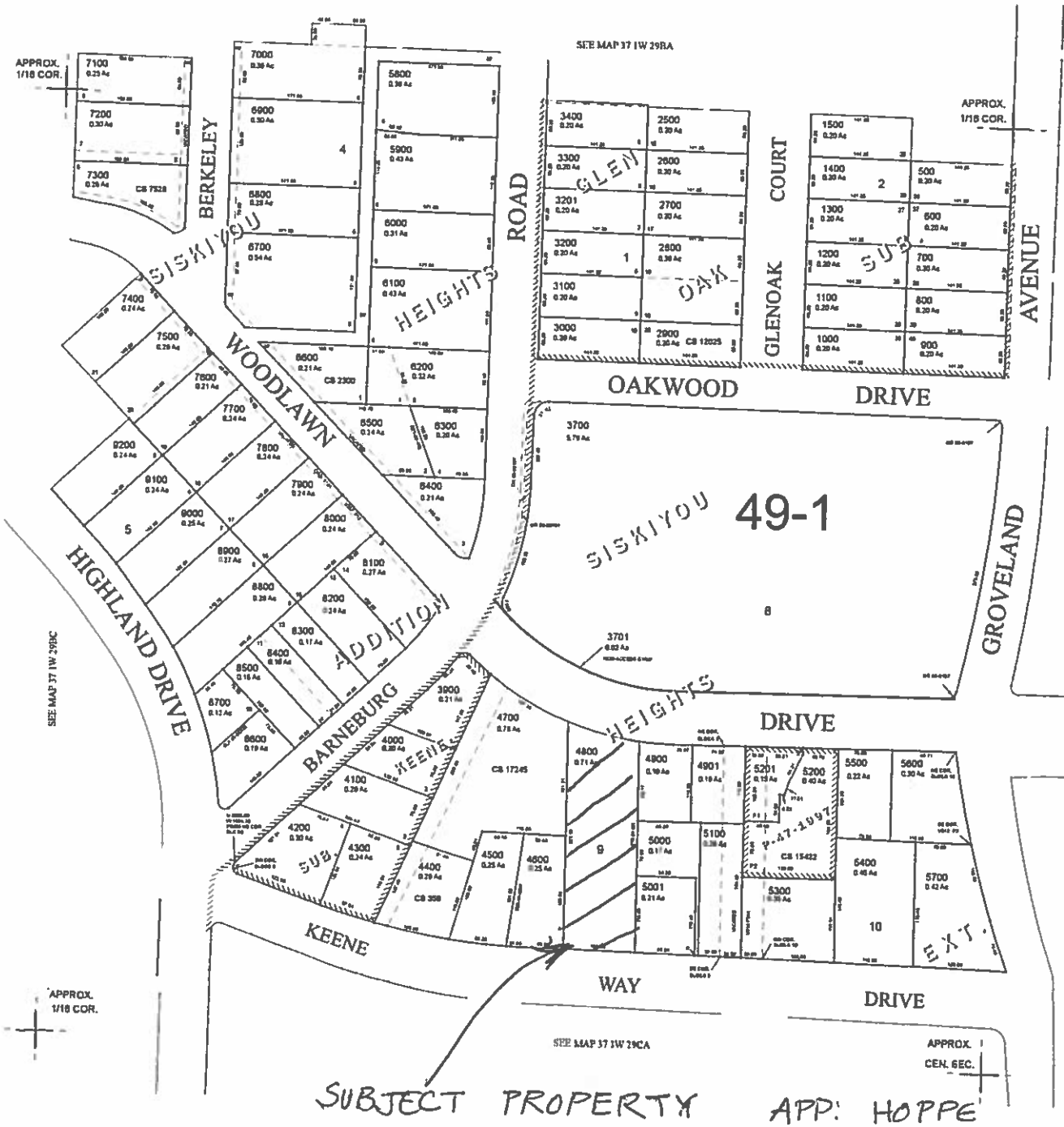
File # LDR-15-138/E-15-137

11

FOR ASSESSMENT AND TAXATION ONLY

S.E.1/4, N.W.1/4, SEC.29, T.37S., R.1W., W.M.
JACKSON COUNTY
1" = 100'

37 1W 29BD
MEDFORD



CANCELLED TAX LOT NUMBERS

100-400 REMAPPED TO 371W29BA
1600-1800 REMAPPED TO 371W29BA
1900 REMAPPED TO 371W29BA
2000 REMAPPED TO 371W29BA
2200 REMAPPED TO 371W29BA
2300
2400 REMAPPED TO 371W29BA
3500-3601 REMAPPED TO 371W29BA

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37 1W 29BD
MEDFORD
NEW MAP DECEMBER 30, 2009

CITY OF MEDFORD
EXHIBIT # "C"
File #LDP-15-138/E-15-137
1 of 1

Continuous Improvement Customer Service

CITY OF MEDFORD

LD Meeting Date: 11-18-15
File Number: LDP-15-138/E-15-137

PUBLIC WORKS DEPARTMENT STAFF REPORT
Joseph Hoppe & Alice White Hoppe Partition, 601 Keene Dr.

Project: **Consideration of tentative plat for a 2-lot partition of a .70 acre parcel and associated exception request for the elimination of sidewalk, curb, gutter and street paving improvements for the portion of Woodlawn Drive fronting the site. The subject site is located between Keene Drive and Woodland Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district.**

Applicant: **Joseph Hoppe/Alice White-Hoppe, Applicants (Land Use Planning, Inc., Agent). Desmond McGeough, Planner.**

NOTE: **Items 1 through 5 shall be Completed and Accepted Prior to Approval of the Final Plat.**

CITY OF MEDFORD
EXHIBIT # "G"
File # LDP-15-138/E-15-137
1 of 7

1. STREETS

A. Dedications

Keene Drive is classified as a Standard Residential Street, and in accordance with Medford Land Development Code (MLDC) Section 10.430, it requires a total right-of-way width of 63 feet. The developer shall dedicate for public right-of-way, sufficient width of land along the frontage of this development to comply with the half width of right-of-way, which is 31.5 feet. The existing right-of-way west of the centerline appears to be 30 feet. **The amount of additional right-of-way needed appears to be 1.5 feet.** (MLDC 10.451).

Woodlawn Drive is classified as a Standard Residential Street, and in accordance with Medford Land Development Code (MLDC) Section 10.430, it requires a total right-of-way width of 63 feet. The developer shall dedicate for public right-of-way, sufficient width of land along the frontage of this development to comply with the half width of right-of-way, which is 31.5 feet.

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ENGINEERING & DEVELOPMENT DIVISION
200 S. IVY STREET
MEDFO[illegible]01
www.c[illegible]
TELEPHONE (541) 774-2100
FAX (541) 774-2552

The existing right-of-way west of the centerline appears to be 40 feet. **There does not appear to be a need for any additional right-of-way.** (MLDC 10.451).

Public Utility Easements, 10 feet in width, shall be dedicated along and adjacent to the street frontage of both Parcels within this Partition. (MLDC 10.471)

The dedications for public right-of-way and public utility easements shall appear on the final plat for this partition. The right-of-way and easement dedication shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the right-of-way and easement dedication; a copy of a current Lot Book Report, Preliminary Title Report, or Title Policy; a mathematical closure report (if applicable), and the Planning Department File Number; for review and City Engineer acceptance signature prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the right-of-way and PUE area.

B. Public Improvements

1. Public Streets

Keene Drive shall be improved to Standard Residential Street standards with 36-foot wide paved sections, complete with curbs, gutters, 8-foot wide park strips, 5-foot wide sidewalks and street lights in accordance with MLDC 10.430 (1). The Developer shall improve the north half plus 12 feet south of the centerline or to the far edge of the existing pavement, whichever is greater, along the frontage of this development. The portion of Keene Drive may be deferred through providing a Deferred Improvement Agreement in accordance with the MLDC, Section 10.432.

Woodlawn Drive shall be improved to Standard Residential Street standards with 36-foot wide paved sections, complete with curbs, gutters, 8-foot wide park strips, 5-foot wide sidewalks and street lights in accordance with MLDC 10.430 (1). The Developer shall improve the south half plus 12 feet north of the centerline along the frontage of this development. The portion of Keene Drive may be deferred through providing a Deferred Improvement Agreement in accordance with the MLDC, Section 10.432.

"Prior to the issuance of a development permit all parcels of land shown on any development proposal and intended for vehicular use shall have access to an improved street" Municipal Code Section 10.425. Woodlawn Drive across the frontage of this parcel is a graded public right-of-way with no paving. The nearest pavement is approximately 150' to the east. This portion of **Woodlawn Drive** shall be improved to Standard Residential Street standards, which shall include a minimum 20-foot wide paved section with 1 foot shoulders with a full structural pavement section.

The Applicant has requested an Exception for the elimination of sidewalks, curbs, gutters and paving improvements on Keene Drive and the elimination of curbs, gutters and sidewalks on Woodlawn Drive. Public Works does not support this exception and recommends denial of the exception and/or denial of the application.

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2. Lighting and Signing

All street lights and signing for public streets shall be installed to City of Medford specifications or may be deferred through providing a Deferred Improvement Agreement in accordance with the MLDC, Section 10.432.

The following street lighting and signing installations will be required:

Street Lighting - Developer Provided & Installed

A. 2 – 100W HPS street lights, including a secondary power source for each light.

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

3. Pavement Moratoriums

There is no pavement cutting moratorium currently in effect along Keene Drive or Woodlawn Drive.

4. Section 10.668 Analysis

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

10.668 Limitation of Exactions

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

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

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

Nexus to a legitimate government purpose

The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. Further, these rights-of-way are used to "G"

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provide essential services such as sanitary sewer, domestic water and storm drains to serve the developed parcels. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

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

No mathematical formula is required to support the rough proportionality analysis. Furthermore, benefits to the development resulting from the dedication and improvements when determining "rough proportionality" have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

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

Keene Drive and Woodlawn:

In determining rough proportionality, the City averaged the lineal footage of roadway per dwelling unit for road improvements. The proposed development has 2 dwelling units and will improve approximately 205 lineal feet of roadway, which equates to 52.5 lineal feet per dwelling unit.

To determine proportionality, a neighborhood with similar zoning was used. Previously developed phases of Summerfield Subdivision located between Stanford Avenue and Lone Oak Drive and Cherry Lane and Shamrock Drive consisted of a sum of 152 dwelling units. This previous development improved approximately 7,530 lineal feet of roadway. This equates to approximately 50 lineal feet of road per dwelling unit, which meets the proportionality test.

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

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

2. SANITARY SEWERS

The proposed development is situated within the Medford Sewer service area. The Developer shall provide one service lateral to each Parcel prior to approval of the Final Plat.

"G"

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION

200 S. IVY STREET
MEDFORD, OREGON 97501
www.c

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The Developer shall cap any other remaining unused sewer laterals within the project frontage at the main.

3. STORM DRAINAGE

A. Hydrology

The site lies within the Bear Creek East drainage basin.

B. Stormwater Detention and Water Quality Treatment

Stormwater detention and water quality will not be required in accordance with MLDC 10.486.

C. Mains and Laterals

All roof drains and foundation drains shall be connected directly to a storm drain system.

A storm drain lateral shall be constructed to each parcel prior to approval of the Final Plat. Easements shall be shown on the Final Plat for storm drain laterals crossing property other than the one being served by the lateral. If a private storm drain system is being used to drain this site, the applicant shall provide a joint use maintenance agreement.

D. Wetlands

The Developer shall contact the Division of State Lands for the approval and/or clearance of the subject property with regards to wetlands and/or waterways.

4. SURVEY MONUMENTATION

All survey monumentation shall be in place, field-checked, and approved by the City Surveyor prior to approval of the final plat.

5. GENERAL CONDITIONS

1. Design Requirements and Construction Drawings

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

2. Construction Plans

Construction drawings for any public improvements for this project shall be prepared by a professional engineer currently licensed in the State of Oregon, and submitted to the Engineering Division of Medford Public Works Department for approval. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings (3 copies) shall be accepted for review, including plans and profiles for all streets, minimum access drives, sanitary sewers, storm drains, and street lights as required by the Site Plan and Architectural Commission's Final Order, together with all pertinent details, calculations and other items as noted on the "Checklist "G"

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION
200 S. IVY STREET
MEDFORD, OREGON 97501
www.c
TELEPHONE (541) 774-2100
FAX (541) 774-2552

for Submittals of Engineering Plans for Public Improvements", which can be found on the City of Medford web site at: "http://www.ci.medford.or.us/Files/Public%20Improvements%20Checklist.pdf". The Developer shall pay a deposit for plan review and construction inspection prior to final plan approval. Public Works will keep track of all costs associated with the project and, upon our acceptance of the completed project, will reconcile the accounting and either reimburse the Developer any excess deposit or bill the Developer for any additional amount not covered by the deposit. The Developer shall pay Public Works within 60 days of the billing date or will be automatically turned over for collections.

3. Construction and Inspection

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

4. System Development Charges

The existing dwelling on proposed Parcel 1 was permitted and constructed as an Accessory Dwelling Unit (ADU) in 2003 under Building Permit 02-4278. With the creation of Parcel 1 this dwelling will become a Single-Family Residence because, by definitions, an ADU cannot exist on a parcel without an accompanying SFR. As a result, additional SDC fees for streets, South Medford Interchange, sanitary sewer treatment, sanitary sewer collection, and storm drainage will be due prior to Final Plat.

Future buildings in this development are subject to sewer treatment and street systems development charges. These SDC fees shall be paid at the time individual building permits are taken out.

Prepared by: Doug Burroughs

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SUMMARY CONDITIONS OF APPROVAL
Joseph Hoppe & Alice White-Hoppe Partition
LDP-15-138/E-15-137

A. Streets

1. Street Dedications to the Public:

Dedicate 1.5-feet of additional public right-of-way on Keene Drive.

Dedicate 10 foot Public Utility Easements (PUE) along frontage of Keene Drive and Woodlawn Drive.

2. Improvements:

a. Public Streets

Construct ½ plus 12' of the north side of Keene Drive or may enter into a Deferred Improvement Agreement.

Construct ½ plus 12' of the south side of Woodlawn Drive or may enter into a Deferred Improvement Agreement.

There is no pavement cutting moratorium currently in effect along Keene Drive or Woodlawn Drive.

b. Lighting and Signing

Developer supplies and installs all street lights at own expense or may enter into a Deferred Improvement Agreement.

B. Sanitary Sewer:

Ensure or construct separate individual sanitary sewer connection on site or obtain easement from adjoining site.

C. Storm Drainage:

A storm drain lateral shall be constructed to each tax lot. In the event lots drain to the back, a private system will be required.

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

"G"

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BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: LDP-15-138 & E-15-137

PARCEL ID: 371W29BDTL 4800

PROJECT: Consideration of tentative plat for a 2-lot partition of a .70 acre parcel and associated exception request for the elimination of sidewalk, curb, gutter and street paving improvements for the portion of Woodlawn Drive fronting the site. The subject site is located between Keene Drive and Woodland Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district; Joseph Hoppe/Alice White-Hoppe, Applicants (Land Use Planning, Inc., Agent). Desmond McGeough, Planner.

DATE: November 23, 2015

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

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."

2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.

3. Proposed Parcel 1 has an existing ¾-inch water meter located near the northeast property corner along Woodlawn Drive. The existing water meter is required to be protected in place.

4. Proposed Parcel 2 has an existing ¾-inch water meter located near the southeast property corner along Keene Drive. The existing water meter is required to be protected in place.

COMMENTS

CITY OF MEDFORD
EXHIBIT # "H"
File # LDP-15-138/E-15-137
1 of 2

1. Off-site water line installation is not required.

2. On-site water facility construction is not required.

3. Static pressure at these homes is approximately 60-65 psi.

4. MWC-metered water service does exist to this property. There are two (2) existing ¾" water meters that serve the existing homes located at 601 Keene Drive and 1982 Woodlawn Drive. (See Condition 3 and 4 above)

5. Access to MWC water lines is available. There is an existing 6-inch water line in Keene Drive, and a 16-inch water line in Woodlawn Drive.

N

0 50 100 Feet

Scale: 1"=100'

Water Facility Map for LDP-15-138 & E-15-137

Legend

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

Water Meters:

- Active Meter
- On Well
- Unknown
- Vacant

Water Valves:

- Butterfly Valve
- Gate Valve
- Tapping Valve

Water Mains:

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

Boundaries:

- Urban Growth Boundary
- City Limits
- Tax Lots

MWC Facilities:

- C Control Station
- P Pump Station
- R Reservoir

MEDFORD WATER COMMISSION

H 11 2 of 2

Medford Fire Department

200 S. Ivy Street, Room #180
Medford, OR 97501
Phone: 774-2300; Fax: 541-774-2514;
E-mail www.fire@ci.medford.or.us

LAND DEVELOPMENT REPORT - PLANNING

To: Desmond McGeough

LD Meeting Date: 11/18/2015

From: Fire Marshal Kleinberg

Report Prepared: 11/11/2015

File #: LDP - 15 - 138

Associated File #'s: E - 15 - 137

Site Name/Description:

Consideration of tentative plat for a 2-lot partition of a .70 acre parcel and associated exception request for the elimination of sidewalk, curb, gutter and street paving improvements for the portion of Woodlawn Drive fronting the site. The subject site is located between Keene Drive and Woodland Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential - 4 dwelling units per gross acre) zoning district; Joseph Hoppe/Alice White-Hoppe, Applicants (Land Use Planning, Inc., Agent). Desmond McGeough, Planner.

DESCRIPTION OF CORRECTIONS	REFERENCE
Approved as Submitted	
Meets Requirement: No Additional Requirements	

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

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

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

CITY OF MEDFORD
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File # LDP-15-138 / E-15-137
1 of 1

Memo

To: Desmond McGeough, Planning Department

From: Mary Montague, Building Department

CC: Agent: Stephen Terry; Joseph Hoppe; Alice White-Hoppe

Date: November 18, 2015

Re: LDP-15-138/E-15-137; Hoppe Partition and Exception

Building Department:

Please Note: This is not a plan review. These are general notes based on general information provided. Plans need to be submitted and will be reviewed by a residential plans examiner to determine if there are any other requirements for this occupancy type.

Please contact the front counter for fees.

1. Applicable Building Codes are 2014 ORSC with additional Oregon amendments to the 2011 ORSC; 2014 OPSC; and 2014 OMSC. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.

2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Go to "City Departments" at top of screen; click on "Building"; click on "ELECTRONIC PLAN REVIEW (ePlans)" for information.

3. There are two expired permits on 601 Keene Dr. Permit #08-433 for a wood insert; no inspections and Permit #10-1783 for 3 branch circuits for kitchen; no final inspection. Need to activate and complete inspections. Cost is $67.20 for each permit. Total $134.40. If plan to demo the building then will not need to reactivate permits.

4. Any buildings that are demolished will require a demo permit.

CITY OF MEDFORD
EXHIBIT # 11-11
File # LDP-15-138 | E-15-137
1 of 1

Desmond M. McGeough

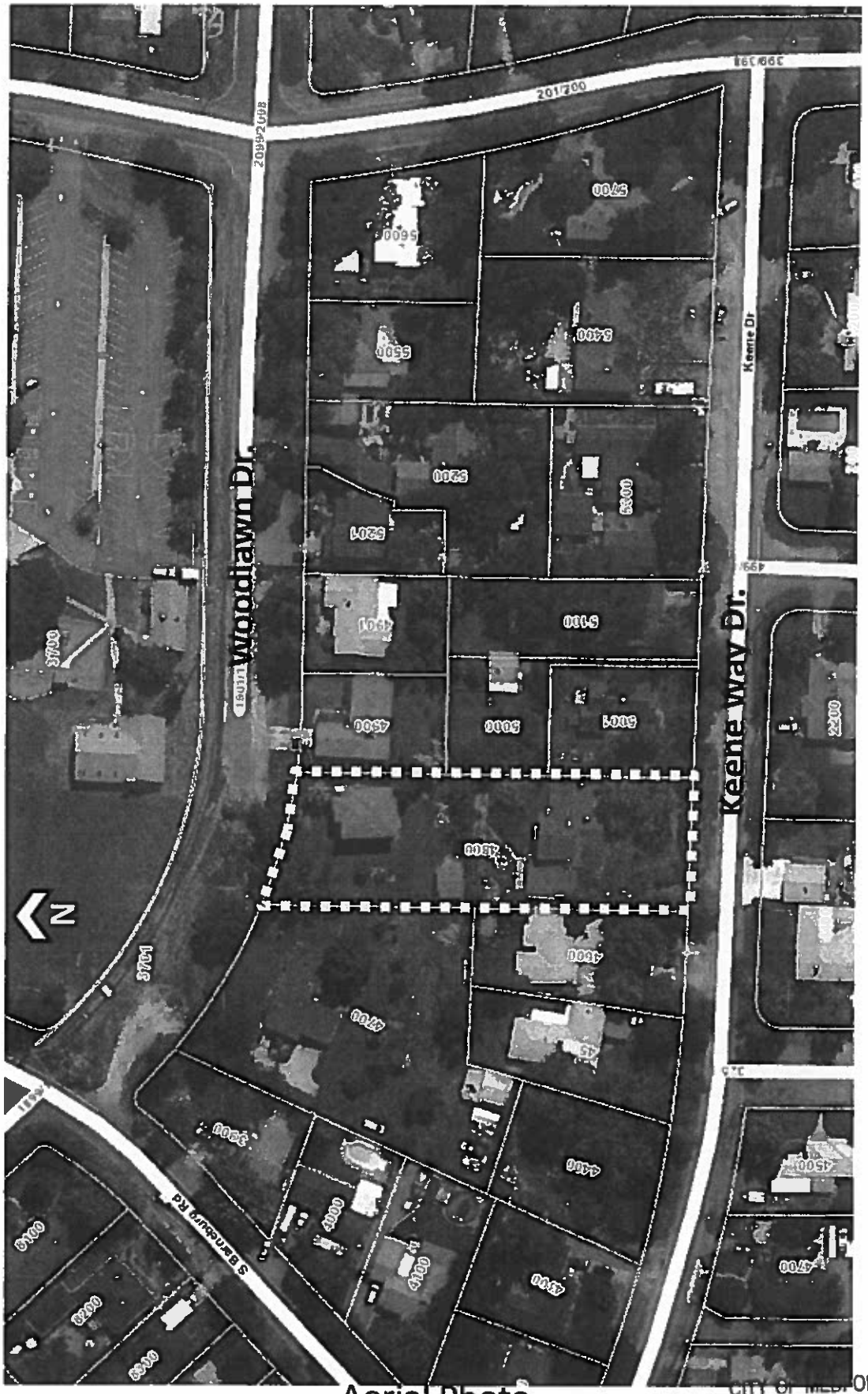
From: MOREHOUSE Donald <Donald.MOREHOUSE@odot.state.or.us>
Sent: Thursday, November 19, 2015 2:45 PM
To: Desmond M. McGeough
Subject: LDP-15-138/ E-15-137

Desmond,

Thank you for sending agency notice of a consideration of tentative plat for a 2-lot partition of a .70 acre parcel and associated exception request for the elimination of sidewalk, curb, gutter and street paving improvements for the portion of Woodlawn Drive fronting the site. The subject site is located between Keene Drive and Woodland Drive, approximately 170 feet east of Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district. We reviewed this and determined that it would not significantly affect state transportation facilities under the State Transportation Planning Rule (OAR 660-012-0060) or State Access Management Rule (OAR 734-051-000). We have no further comments at this time.

Don Morehouse
Senior Transportation Planner
ODOT Region 3, District 8 (Rogue Valley Tech Center)
Ph: (541) 774-6399
Fax: (541) 774-6349
Donald.Morehouse@odot.state.or.us

CITY OF MEDFORD
EXHIBIT # "L"
File # LDP-15-138 | E-15-137



Aerial Photo
Exhibit "L"

CITY OF MEDFORD
EXHIBIT # "L"
File # LDP-15-138 / E-15-137
1 of 1

RECEIVED
DEC 10 2015
PLANNING DEPT.

Proposed Conditions

The following are offered in lieu of the conditions identified in the Public Works Department report regarding LDP 15-138/E-15-137 identified as Exhibit "G: dated November 18, 2015.

1. Pave the Woodlawn Drive frontage section (approximately 22 feet (+/-) in width and 235 feet (+/-) in length with a paving surface equal to that of the existing pavement east of the subject property to the terminus of the west boundary line of the subject property. *The City shall not be responsible for the maintenance of Woodlawn Drive until improved to full city standards

2. Dedicate 1.5 foot wide strip of land along the Keene Way Drive frontage for future Keene Way Drive construction.

3. The subject property will agree to enter into a non-remonstrance agreement to participate in a Local Improvement District (LID) for the future construction of street section proportionate to each frontage for both Keene Way Drive and Woodlawn Drive should the entire street section from Barneburg Road on the west to Groveland Avenue on the east when the paving of street sections – Keene Way Drive and Woodlawn Drive occurs in the future.

4. Pay the Systems Development Charge (SDC) difference between the fee charged for an Accessory Dwelling Unit (ADU and a Single-Family Residence (SFR).

CITY OF MEDFORD
EXHIBIT # "M"
FILE # LDP-15-138 & E-15-137
1 of 1

12/10/2015
DM

City of Medford

Planning Department

Vicinity Map

File Number:

LDP-15-138
E-15-137

Project Name:

Hoppe Partition and Exception

Map/Taxlot:

371W29BD TL 4800

0 250 500 Feet

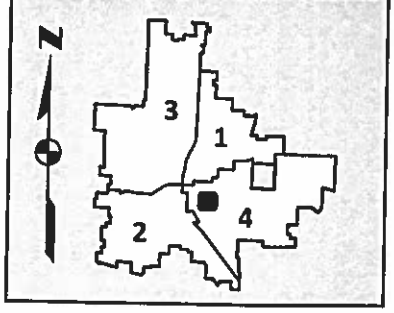
10/14/2015

Subject Area

Medford Zoning

Tax Lots

Medford UGB with Wards



Minutes

from Public Hearing on **December 10, 2015**

The regular meeting of the Planning Commission was called to order at 5:30 PM in the City Hall Council Chambers on the above date with the following members and staff in attendance:

Commissioners Present
David McFadden, Chair
Patrick Miranda, Vice Chair
Tim D'Alessandro
David Culbertson (left at 8:14 p.m.)
Norman Fincher
Joe Foley
Bill Mansfield
Mark McKechnie
Jared Pulver

Staff Present
Bianca Petrou, Assistant Planning Director
Kelly Akin, Principal Planner
John Adam, Principal Planner
John Huttl, Deputy City Attorney
Alex Georgevitch, City Engineer
Greg Kleinberg, Fire Marshal
Terri Rozzana, Recording Secretary
Desmond McGeough, Planner III
Praline McCormack, Planner II
Jennifer Jones, Planner III
Aaron Harris, Planner II
Tracy Carter, Planner II

10. Roll Call

20. Consent Calendar/Written Communications.

20.1 ZC-15-117 Final Order for a zone change from SFR-10 (Single Family Residential – 10 dwelling units per gross acre) to C-S/P (Service Commercial and Professional Office) on three lots on East Jackson Street between Mae Street and Marie Street with addresses of 300 Mae Street, 1027 E. Jackson Street, and 1029 E. Jackson Street. Ryan Cantor, Mike Malepsy and James Kell, Applicants (Ryan Kantor, Agent).

20.2 ZC-15-127 Final Order for a zone change from SFR-6 (Single Family Residential – 6 dwelling units per gross acre) to MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre) on two parcels on the west side of Orchard Home Drive approximately 400 feet north of Westwood Drive (372W35DA Tax Lots 1300 & 1400). Housing Authority of Jackson County, Applicant (Scott Sinner Consulting, Inc., Agent).

20.3 ZC-15-119 Final Order for a request for a change of zone from SFR-6 (Single Family Residential, six dwelling units per gross acre) to MFR-20 (Multiple-Family Residential, 20 dwelling units per gross acre) on approximately 1.12 acres generally located at the northeast corner of the intersection of Howard Avenue and Berrydale Avenue. Michael & Carolyn Mabry, Applicant (Richard Stevens & Associates, Agent).

Motion: Adopt the consent calendar.

Moved by: Vice Chair Miranda Seconded by: Commissioner McKechnie

Voice Vote: Motion passed, 9–0.

30. Minutes

30.1. The minutes for November 12, 2015, were approved as submitted.

40. Oral and Written Requests and Communications. None.

John Huttl, Deputy City Attorney, read the Quasi-Judicial Statement.

50. Public Hearings – Continuance Request

50.1 LDS-15-118 Consideration of a tentative plat application for a mixed-use development to be known as West Meadows Village, consisting of a total of 15 lots on 9.14 acres within a SFR-10 (Single-Family Residential – 10 dwelling units per gross acre) and MFR-20 (Multiple-Family Residential – 20 dwelling units per gross acre) with PUD (Planned Unit Development) Zoning Overlay. Subject tentative plat consists of 5 Single-family lots, 5 duplex lots, 2 commercial lots and 3 multi-family lots. The site is generally located on the east side of Lozier Lane on the north and south sides of Meadows Lane. (David & Elahe Young Family Trust, Applicant; Richard Stevens & Associates, Agent)

Kelly Akin, Principal Planner, stated that the applicant is requesting additional time to perfect the proposed street alignments. They have requested to continue the item to the January 28, 2016, Planning Commission meeting.

Chair McFadden stated that if there was anyone in the audience that would not be able to make the January 28, 2016, Planning Commission meeting could testify at tonight's meeting. No one came forward.

Motion: Continue LDS-15-118, as per the applicant's request, to the January 28, 2016, Planning Commission meeting, to allow time to perfect the proposed street alignments.

Moved by: Vice Chair Miranda Seconded by: Commissioner Foley

Voice Vote: Motion passed, 9–0.

New Business

50.2 CP-11-007 / CP-11-008 Consideration of Class "B" minor quasi-judicial amendments to the General Land Use Plan Element, the Public Facilities Element and the General Land Use Plan Map of the Comprehensive Plan to remove the Limited Service Area Overlay from 50 parcels totaling approximately 36 acres in the Lone Pine/Foothill area. (City of Medford, Applicant).

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. None were disclosed.

Chair McFadden inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Praline McCormack, Planner II, reviewed the history, the criteria for the review and amendment section of the *Comprehensive Plan* and amendments to Goals, Policies and General Land Use Plan Map designations and highlighted the findings.

The public hearing was opened and there being no testimony the public hearing was closed.

Motion: Based on the findings and conclusions that all of the approval criteria are met or are not applicable, the Planning Commission initiates this amendment and forwards a favorable recommendation for approval of CP-11-007 and CP-11-008 to the City Council per the Staff Report dated December 3, 2015, including Exhibits A through D.

Moved by: Vice Chair Miranda Seconded by: Commissioner D'Alessandro

Roll Call Vote: Motion passed, 9–0.

50.3 SV-15-114 Request for the vacation of 10,379 square feet of public street right-of-way at the southwest corner of the intersection of South Holly Street and Garfield Street. (City of Medford Public Works Department, Applicant)

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. None were disclosed.

Chair McFadden inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Jennifer Jones, Planner III, reviewed the proposal, read the street vacation criteria and gave a staff report.

Chair McFadden asked if the property would be given to the adjoining property owners? Ms. Jones replied that will be determined by the County. It is her understanding from the Public Works Department conversations with the County that the property will be given to the adjacent property owners.

The public hearing was opened.

a. Nancy Hemstreet, 1646 Dove Lane, Medford, Oregon, 97501. Ms. Hemstreet's property, that is not mentioned, is adjacent to part of the street vacation that is going to be given to the adjacent property owners. She wanted to make it part of the public record that she is interested in obtaining it. Garfield and South Holly are mentioned in

the staff report but Dove Lane and Holly Street is not mentioned. She is in favor of the project.

Mr. Huttl stated that the Planning Commission would not decide who the property goes to. There is a State law that governs the disposition of vacated property.

b. Ester Clemence, 215 Garfield, Medford, Oregon, 97501. Ms. Clemence is the other property owner adjacent to the street vacation. She also would like to apply for this property. Her concern is that she had a driveway that was her private driveway. If the property line went straight out the beginning of her driveway would be on the adjacent property. She wants a private driveway like she had before. She does not want to share her driveway. Her driveway is on Holly Street and her house faces Garfield Street.

Alex Georgevitch, City Engineer clarified that through the realignment of Holly Street Public Works pushed the road to the east and realigned the driveway. Through this vacation process they are purposing a perpetual easement on the property that would be vacated to the south for that driveway.

Commissioner McKechnie asked that once this land is agreed to be abandoned by the City, does the City pay for the partitioning etc. or is it the responsibility of the homeowners? Mr. Georgevitch stated that there will be no partitioning. It is a vacation so the underlying easement of right-of-way goes back to the adjoining property owners that the land originally came from. In this case, south of Dove Lane the easterly right-of-way line of Holly Street was outside the urban growth boundary. All this property should be going to the properties on the west.

Commissioner McKechnie asked if the Public Works Department has prepared the easement and will be filed? Mr. Georgevitch reported that is correct. It is not the responsibility of the homeowner.

Mr. Huttl asked that the City has already filed an easement and if the City vacates the right-of-way the easement survives or is the City vacating the right-of-way subject to easement for existing "this that and other"? Mr. Georgevitch stated that the City is vacating the right-of-way subject to easements for utilities as well as perpetual driveway. Currently it is public right-of-way and the City cannot have an easement on top of that. Once it is vacated, Public Works has all the easements in place so it will be a combined recording of both.

The public hearing was closed.

Motion: The Planning Commission forwards a favorable recommendation to the City Council for approval of SV-15-114 per the Staff Report dated December 3, 2015, including Exhibits A through E.

Moved by: Vice Chair Miranda Seconded by: Commissioner McKechnie

Roll Call Vote: Motion passed, 9–0.

50.4 ZC-15-126 Consideration of a request for a zone change from SFR-4 (Single Family Residential, four dwelling units per acre) to C-C (Community Commercial) on a 2.5 acre parcel located at the northeast corner of East McAndrews Road and Springbrook Road. (Thomas Fox Properties, LLC, Applicant; Ian Foster, Agent)

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. Commissioner Pulver stated that he has involvement with this application and recused himself. Commissioner McKechnie stated the same goes for him and he recused himself.

Chair McFadden inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Aaron Harris, Planner II, read the zone change criteria and gave a staff report.

The public hearing was opened.

a. Ian Foster, 2435 Lyman Avenue, Medford, Oregon, 97504. Mr. Foster reported that the applicant requests a slight modification or amendment to the stipulation regarding sewer outflows. The current condition as it is worded states that future development on the site shall not exceed the output of what is currently allowed under the SFR-4 Zoning District until the developer makes improvements to the downstream sanitary sewer system to alleviate the existing capacity constraints. The applicant requests that instead of it requiring the developer make the improvements to the downstream sanitary sewer system it should simply say "until the necessary improvements are made to the downstream sanitary sewer system to alleviate the existing capacity constraints." They feel that the stipulation as is does not meet the proportionality test having a developer for this site make the sewer improvements several miles downstream is a balanced approach to alleviating the problem. It would be more of a collaborative effort among more than one stakeholder in the City. The number they were given to fix the sewer problem was approximately $600,000 which is more than twice the value of the property they are discussing this evening.

b. Joan Baer, 2543 E. McAndrews, Medford, Oregon, 97504. Ms. Baer stated that her concern is that this has been a residential area all this time. Supposedly a retirement home is being built across the street and now a commercial on the other corner. Her concern is that it would devalue her home. She is also concerned with flooding of her backyard field.

Mr. Georgevitch addressed the drainage issue stating that Public Works does not do a detailed drainage analysis at time of zone change. They verify there is adequate capacity. When a specific development plan comes in they will require hydrology analysis to determine that they will not be impacting any adjoining property owners and

making sure it naturally flows through the site is adequately handled through this development.

Mr. Georgevitch commented on the Public Works staff report stating that item I. Sanitary Sewer Facilities states "...or the Developer make improvements to the downstream sanitary sewer system to alleviate the capacity constraints". Public works has no problem striking "Developer" and adding "when there are adequate facilities to the downstream sanitary sewer system to alleviate the capacity constraints", which is their normal process. It would be up to the applicant to be able to prove that and go through Section 10.228 of the Code to have that removed through the Planning Director.

Chair McFadden asked Mr. Foster if he wanted to exercise his rebuttal time. Mr. Foster indicated that he did not need any rebuttal time.

The public hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and adopts the Final Order for approval of ZC-15-126 per the staff report dated December 3, 2015, including Exhibits A through J and changing the wording on the Public Works staff report, page 95, Item I. Sanitary Sewer Facilities, by striking the word "Developer" and adding "when there are adequate facilities to the downstream sanitary sewer system to alleviate the capacity constraints".

Moved by: Vice Chair Miranda Seconded by: Commissioner Fincher

Roll Call Vote: Motion passed, 7–0-2, with Commissioner Pulver and Commissioner McKechnie recusing themselves.

50.5 ZC-15-143 Consideration of a request for a change of zone from SFR-10 (Single Family Residential, ten dwelling units per gross acre) to MFR-20 (Multiple-Family Residential, 20 dwelling units per gross acre) on approximately 6.36 acres located on the west side of North Ross Lane approximately 400' south of West McAndrews Road. (Housing Authority of Jackson County, Applicant; Scott Sinner Consulting, Inc., Agent)

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. Commissioner McKechnie disclosed that Mr. Sinner is his neighbor but it would not affect his decision on this application.

Chair McFadden inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Tracy Carter, Planner II, stated that the zone change criteria was read in the previous application and gave a staff report.

Commissioner McKechnie stated that over the past several months the Planning Commission has seen a lot, especially in west Medford, of long narrow lots come in for high density development. In some SFR-6 and SFR-10 they end up with oddball streets that are meandering through all these properties that have only one way out to some obscure side road. Are there any plans to make this area look more urban with multiple ways around, a grid system? Mr. Carter deferred the question to Mr. Georgevitch.

Mr. Georgevitch reported that currently there is no plan in place. The area is also known as the West Main TOD area. They have been working on trying to get an adoption of that but have not been successful on getting a circulation plan which was part of that TOD adoption. Since they have been unsuccessful of the TOD they have adopted a block length ordinance to help alleviate some of the problems with having long narrow lots and making sure they eventually get adequate connectivity in that area.

Commissioner Fincher asked at what point is a traffic impact analysis required for something like this application? Ms. Akin replied that when no more than 250 new trips are generated over the existing zoning. The new density would not generate no more than 250 new trips than the current density would allow.

Commissioner D'Alessandro asked what calculation would be used to determine the trips based on 6 acres and in an MFR-20 zoning district? Mr. Georgevitch reported that generally speaking when they are looking at trip generations, they look at the underlying zoning. In this case, it is SFR-10 that would be generating approximately 63 dwelling units at 9.57 trips per dwelling unit. Using 10, one would get 630 adt and then 20 dwelling units times 6 equals 120 to 130 apartments at 6.65 trips per unit. Multiply that number and subtract the underlying zoning. If it is less than 250 trips, then no traffic study is required per Section 10.461 of the Code.

The public hearing was opened.

a. Scott Sinner, Scott Sinner Consulting, Inc., 4401 San Juan Drive, Medford, Oregon, 97504. Mr. Sinner reported that the zone change is dealing with the capacities in the Code. They believe they have met all the criteria. They have met the capacities for sanitary, storm, streets and water. All service facilities are available. With respect to the traffic study one of the required submittals is to have a traffic impact form signed by the Public Works Department. That form was submitted and signed. It was below the 250 trip threshold of the Code, so no traffic impact analysis was required. Further development will come through. There are schematic discussions going on now but whatever it is, it will meet the current Code including block length.

Mr. Sinner had a minor change on the staff report. On page 108 under Recommended Action, it states "...per the staff report dated November 5, 2015...", it should read "...per the staff report dated December 3, 2015...".

The public hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and adopts the Final Order for approval of ZC-15-143 per the staff report dated December 3, 2015, including Exhibits A through H and the date correction on page 108 under Recommended Action, it states "...per the staff report dated November 5, 2015...", it should read "...per the staff report dated December 3, 2015...".

Moved by: Vice Chair Miranda Seconded by: Commissioner McKechnie

Roll Call Vote: Motion passed, 9–0.

50.6 LDP-15-136 Consideration of a request for a partition to create three parcels from an 89.1 acre lot located at the southern terminus of Industry Drive (300 feet south of the intersection of Industry Drive and Enterprise Drive), within the I-G (General Industrial) zoning district. (Airport One LLC, Applicant; Farber Surveying, Agent)

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. None were disclosed.

Chair McFadden inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Aaron Harris, Planner II, read the land division criteria and gave a staff report.

The public hearing was opened.

a. Herb Farber, Farber Surveying, 431 Oak Street, Central Point, Oregon, 97502. Mr. Farber reported that they have reviewed the staff report and have no objections to it and accept all conditions of approval.

The public hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and adopts the Final Order for approval of LDP-15-136 per the Planning Commission Report dated December 10, 2015, including Exhibits A through K.

Moved by: Vice Chair Miranda Seconded by: Commissioner Foley

Roll Call Vote: Motion passed, 9–0.

50.7 LDP-15-138 / E-15-137 Consideration of tentative plat for a 2-lot partition of a 0.70 acre property, and associated exception request of elimination of sidewalk, curb, gutter and street paving improvements for the portion of Keene Way Drive fronting the site and elimination of curbs, gutters, and sidewalks on Woodlawn Drive. The subject site is located between Keene Way Drive and Woodlawn Drive, approximately 170 feet east of

Lynnwood Avenue, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district. Joseph Hoppe et al, Applicant (Stephen Terry, Land Use Planning Inc., Agent).

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. None were disclosed.

Chair McFadden inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Desmond McGeough, Planner III, stated that the land division criteria were read for the previous application. Mr. McGeough read the exception criteria and gave a staff report.

Commissioner McKechnie asked if it was correct that on Keene Way Drive that as a condition of approval the applicant is being required to put in curb, gutter and sidewalk? Mr. McGeough replied that is correct.

Commissioner McKechnie asked if there would be additional asphalt right-of-way pavement? Mr. McGeough reported that the Public Works staff report indicates that pavement is also needed to extend from the center line to the curb. There would be additional pavement.

Commissioner McKechnie asked that since Woodlawn is not paved there, if the applicant was required to pave half the street and add curb, gutter and sidewalk on Woodlawn? Mr. McGeough stated that is what the Code requires.

Commissioner McKechnie stated that on Woodlawn one side is gravel and the other side is not passable. Would that remain unimproved until the person on either side was required to make the improvements? Mr. Georgevitch reported that the requirements that are in the staff report state they need a paved access from the extension of existing Woodlawn to their frontage and then build half street plus twelve that the Code requires. The applicant is asking for an exception from that. The applicant has some language that they would like to present to see if they can convince the Planning Commission of something different than what Public Works is requesting per the Code.

Commissioner McKechnie asked if there was an option where they could provide a bond in lieu of providing the improvements? Mr. Georgevitch stated that if a Deferred Improvement Agreement is entered into it is 125% of the cost that they put up in some form of security. It is typically cash or some other form that would be immediately available to the City.

Commissioner McKechnie stated that none of the blocks in that area have curb, gutter, sidewalks and apparently wide enough street sections to meet current standards. Does the City have any future plans, twenty or thirty years out, to improve the streets in this area? Mr. Georgevitch reported that he cannot speak for twenty to thirty years out.

The Transportation System Plan does not envision working on low order streets. It is the property owner's responsibility. There are several streets throughout the community that are similar to this and potentially can never be improved. In this particular neighborhood there are several streets. There are concerns if this meets reasonable tests; essentially Dolan. That is something staff does not judge. An analysis is put in the Public Works staff report per the Code and it is up to the Planning Commission to decide if it is reasonable to levy the conditions or if there are some other modifications to that condition.

Commissioner Pulver asked if the intersection of Highland, Keene Way Drive and Barneburg will be improved? Mr. Georgevitch stated that Highland and Barneburg are listed in the Transportation System Plan as a project to be looked at for improvements. Barneburg as well as Highland are high order streets. Public Works would be looking at some day improving them with curb, gutter and sidewalk and potentially fully reconstructing the road bed that is there today. They are higher order streets and Public Works is able to spend system development charges on those roads. All the surrounding roads in this area would not be eligible and Public Works would not be looking to do any improvements unless the neighborhood wanted to support a Local Improvement District (LID) and then Public Works would participate with the neighborhood to get a facility built.

Commissioner Pulver stated that he thought in Mr. McGeough's presentation that to meet the tentative plat approval criteria, specifically Criterion 1, it required that the exception be approved. Is that correct? Mr. McGeough reported that as the applicant submitted the application with the exception it would require an approval of the exception in order to say they meet Criterion 1. Staff's recommendation feels that it has not fully met the criteria in the exception criteria that the subdivision be approved based on the standard improvements as required in the Public Works report and approve the development with those standards would meet Criterion 1.

The public hearing was opened.

a. Stephen Terry, Land Use Planning Consultant Inc., P. O. Box 8083, Medford, Oregon, 97501. Mr. Terry walked the Planning Commission through the project. Mr. Terry noted that the majority of the lots in this area were created in the 1950's by deed. The City did not have a partition ordinance until 1980. Mr. Terry also described the ages of the surrounding dwellings, noting that only one of the properties on the block could be further divided. In 2003 the accessory dwelling unit was administratively approved as part of the subject property, so the subject property is fully developed.

In 1997 a lot down the street was divided and the City Engineer requested improvement to Woodlawn Drive across the property frontage to the City's specifications including curb, gutter, street lighting and a 5 foot wide sidewalk. That was superseded and a revised report stated that prior to final plat the developer shall pave a 20 foot wide

driveway from the existing driveway on Parcel 2 to Groveland Avenue, and that the City shall not be responsible for the maintenance of Woodlawn Drive until improved to full City standards. Mr. Terry speculates that there are several street development patterns that were developed in the County. One of them required a local access street to be maintained by the property owners. The report from the City Engineer was possibly a discovery that maintenance was the responsibility of the abutting properties.

Mr. Terry filed the Exception application in anticipation of the Code required public improvements. The Public Works Staff Report requests sidewalk, curb, gutter, dedication for public right-of-way and a street light on Keene Way Drive. It requires a short paved section from the terminus of paving on Woodlawn and a City approved section of sidewalk, curb, gutter, half-street with a street light as well. The development exists on site and vertical construction is complete. The dwelling has been there since 1946. The applicant believes this does not meet Dolan because it does not meet the rough proportionality test. Mr. Terry presented a possible solution and resolution to the public facilities requirements as required in the Code. Mr. Terry presented the "proposed conditions" in lieu of the conditions identified in the Public Works Department report regarding LDP-15-138 / E-15-137 identified as Exhibit "G" dated November 18, 2015.

Mr. Huttl stated that earlier Mr. Terry showed a partition on a different property. The conditions imposed by the Planning Commission at that time also had what Mr. Terry is proposing in his "proposed conditions" item 1. It does not have the maintenance agreement that the older one had. Would Mr. Terry agree to add the condition that the City shall not be responsible for the maintenance of Woodlawn Drive until improved to full City standards? Mr. Terry stipulated to that.

b. Richard Jurgens, 1996 Woodlawn Drive, Medford, Oregon, 97504. Mr. Jurgens has lived there since 1986. We have all been here before doing the same thing. The Planning Commission approved it and nothing happened because the applicant did not want to do what he was supposed to do. Why is that? Why are we doing this again? We are dealing with a 605 Keene Way Drive address. It was supposed to be an ADU on the property that by Code is 900 square feet. This one is 1050 over a garage that is framed in to probably be another living unit. It does not look anything like the other house; nothing similar except for the roof. He does not think it should be partitioned or anything. If it is approved and the applicant paves it, there should be grading, storm drains and curbs.

c. Brad Youngs, 2000 Woodlawn Drive, Medford, Oregon, 97504. Mr. Youngs is the guy who eighteen years ago split a lot that was shown and discussed earlier. Mr. Youngs was required to pave the road to the end of the property. It was basically about dust abatement. In 1966 Woodlawn was platted as either a 64 or 80 foot easement. If there were curbs, gutters and sidewalks they would be so far from what is now the road. There are no sidewalks for at least a mile in either direction. The idea that Woodlawn

will ever go through is the scariest thing because as it has already been pointed out, there is a terrible intersection on Keene Way Drive and Barneburg. If one is on the other half of Woodlawn and come to Barneburg it is very dangerous because you cannot see either direction. He has no problem with the partitioning of the subject property. He does agree that it would be smart to continue the pavement for dust abatement.

The Planning Commissioners took a 10 minute recess. The meeting reconvened at 7:48 p.m.

Mr. Georgevitch reported that Mr. Terry provided him with the "proposed conditions". Public Works has to make their staff report based on the requirements of the Code. They do a Dolan analysis for the Planning Commission to decide if it is acceptable or not. Mr. Georgevitch asked that if Mr. Terry's "proposed conditions" is substituted into the Public Works report that it only applies to B1 public streets and the lighting portion of B2, not the signage portion. It would not supersede the entire Public Works report.

Vice Chair Miranda asked if Mr. Terry's "proposed conditions" be inserted into Exhibit G or would it be Exhibit H? Mr. Huttl stated that if it goes in as Exhibit H it would have the language that Exhibit H technically substitutes Exhibit G conditions B1 for the streets and B2 for the lighting but not for the signage. The other point is that there is not a second meeting this month and Final Orders were prepared for tonight, otherwise, the Final Order will not be approved until January.

Commissioner McKechnie requested clarification that he understands the street improvements and lighting but he does not see in the Public Works report regarding signage. Mr. Georgevitch apologized that there is nothing on signage.

Vice Chair Miranda stated that he has heard comments regarding Keene Way Drive and Keene Drive. Would staff please validate which one is accurate for this project? Mr. Terry replied that it is what appears on the Assessor's plat. It is Keene Way Drive.

Commissioner Mansfield asked what changes for the applicant? There are two houses on this property that are being occupied as houses. Assuming this partition were granted, what changes? Commissioner McKechnie stated that with the houses one is owner occupied and the other is a rental. If they get the partition then they both can be sold.

Commissioner Mansfield asked regarding the constitutional issues, what were Mr. Huttl's views on this application? Mr. Huttl reported that the constitutional standards have been set out. There has to be a nexus between the government and what they are asking of the development. Then there has to be rough proportionality between what the government is asking and what the impacts of the development are. The Planning Commission heard the nexus where they will have connectivity, safe multi-modal access, etc. It is roughly proportional. Staff is asking for the frontage improvements on this particular development. The applicant made a couple of arguments on what will be

the impacts. The one slight nuance is that on the Woodlawn Drive side he understands that it is just an ADU not and SFR. The Code would technically allow a brand new SFR there as well. The counter to that by the applicant was connectivity, sidewalks and multi-modals. The Planning Commission heard that the Transportation System Plan allows low order streets to be improved when there is development. There are not opportunities for a lot of redevelopment in that area to continue that. They have made some counter arguments. To get everything that the Public Works report asks would be legally hard to support on the record that they have. Imposing something to address some of the impacts from what will happen makes sense.

Mr. Terry clarified that the ADU on the subject property is 900 square feet.

Mr. Huttl asked if Mr. Terry's "proposed conditions" that he presented during his presentation substitutes the exception? Mr. Terry replied yes.

The public hearing was closed.

Chair McFadden asked whether there was enough time to adopt the final order at the January 14 meeting. Ms. Akin stated no, there was not sufficient time left on the 120-day clock for appeals. Mr. Terry waived the 120 day rule from the gallery.

Motion: The Planning Commission adopts the findings as recommended by staff and the "proposed conditions" as presented by the applicant and directs staff to prepare a Final Order for approval of LDP-15-138 per the Staff Report dated December 3, 2015, including Exhibits A through L and the "proposed conditions" from the applicant as Exhibit M.

Moved by: Commissioner McKechnie Seconded by: Commissioner Mansfield

Commissioner Fincher asked with the "proposed conditions" why this could not have been resolved prior to this meeting? Mr. Huttl reported that the Code requires the Public Works Department to impose the public improvements and develop findings to support those conditions. The options get presented to the Planning Commission because they are the decision makers.

Roll Call Vote: Motion passed, 8-1, with Commissioner Fincher voting no.

Commissioner Culbertson left the meeting at 8:14 p.m.

Motion: The Planning Commission denies the Exception E-15-137.

Moved by: Commissioner McKechnie Seconded by: Vice Chair Miranda

Roll Call Vote: Motion passed, 8-0.

50.8 LDS-14-072 Consideration of a request for revision to a Tentative Plat condition of approval for Annapolis Drive Estates (LDS-14-072), pertaining to pavement improvement width required for Normil Terrace. The subject site is located at the western terminus of Annapolis Drive, and the northeast side of Normil Terrace, approximately 700 feet east of Foothill Road, within an SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district. (Buntin Construction LLC, Applicant; Maize & Associates, Inc., Agent)

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. None were disclosed.

Chair McFadden inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Desmond McGeough, Planner III, stated that the land division criteria had been previously read and gave a staff report.

The public hearing was opened.

a. Jim Maize, Maize and Associates, Inc., P. O. Box 628, Medford, Oregon, 97501-0042. Mr. Maize stated that he was present tonight representing Buntin Construction LLC for the Annapolis Drive Estates revision. This is sort of the poster child for what the Hillside Ordinance was intended to do. The slopes in the subject area are 25% and 50%. The applicant is eliminating the parking strip on the uphill side of Normil Terrace. When they were ready to do the construction drawings they realized in order to do the half +12 it was going to push them out over the edge of the existing paving on the south side. In order to protect that edge of the pavement with a couple feet of shoulder the applicant met with Planning and Public Works staff and they recommended Option 2. They would end up with 26 feet of paving, more than what is there now. There will be no parking on the uphill side. All access is on the upper side of the development.

The public hearing was closed.

Motion: The Planning Commission adopts the Findings of Fact and Conclusions of Law as submitted, and adopts the Final Order of approval for allowing the revision to LDS-14-072, finding that Criterion 1 has been fully addressed by Option 2, per the Staff Report dated December 3, 2015, including Exhibit A.

Moved by: Vice Chair Miranda Seconded by: Commissioner D'Alessandro

Roll Call Vote: Motion passed, 8–0.

60. Reports

60.1 Site Plan and Architectural Commission.

Commissioner D'Alessandro reported that the Site Plan and Architectural Commission met on Friday, December 4, 2015. The Commission heard three applications that were all approved. They heard Americas Tire on Industry Drive, a 46 unit apartment project on Stewart Avenue and Orchard Home Drive and Northgate Phase II, 179,000 square feet of commercial buildings on approximately 18 acres between Highway 238, McAndrews and Central Avenue.

60.2 Report of the Joint Transportation Subcommittee. None.

60.3 Planning Department

Kelly Akin, Principal Planner, reported that the Planning Commission study session scheduled for Monday, December 14, 2015, has been cancelled.

The Planning Commission meeting scheduled for Thursday, December 24, 2015, will be cancelled due to the holiday.

The next Planning Commission meeting is scheduled for Thursday, January 14, 2016.

On November 19, 2015, the City Council heard the vacation that the Planning Commission heard. They approved some housekeeping amendments. They also heard the appeal of the Site Plan and Architectural Commission decision that they did not have jurisdiction on a project. The City Council upheld the Site Plan and Architectural Commission's decision and denied the appeal.

Last week the City Council continued work on the Urban Growth Boundary project. They continued it yet again. The record has been left opened until December 17, 2015. Property owners in MD-2, 3, 4 and 5 met on November 30, 2015, and came back to the City Council and requested they leave the record opened until December 17, 2015.

Ms. Akin wished all the Planning Commissioners a safe and happy holiday.

70. Messages and Papers from the Chair. None.

80. Remarks from the City Attorney. None.

90. Propositions and Remarks from the Commission. None.

100. Adjournment

The meeting was adjourned at 8:34 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

110. Photographs for January Luncheon.

Photographs for the January Luncheon were taken.

Submitted by:

Terri L. Rozzana
Recording Secretary

David McFadden
Planning Commission Chair

Approved: January 14, 2016

WRITTEN COMMUNICATION

Project	Fire Station 4 – Elevation Revisions Applicant: City of Medford, Greg McKown Agent: ORW Architecture	
File no.	CUP-14-128	
To	Planning Commission	*for January 14, 2016 hearing*
From	Kelly Akin, Principal Planner KA.	
Date	January 7, 2016	

BACKGROUND

Proposal

Incorporation of revised elevations into the approved Conditional Use Permit for City of Medford Fire Station 4 located on a 3.54 acre parcel on the south side of Berrydale Avenue, approximately 500 feet east of Table Rock Road and west of the Railroad Park, within the MFR-20 (Multiple-Family Residential – 20 dwelling units per gross acre) zoning district.

ISSUES AND ANALYSIS

Background

On November 25, 2014, the applicant submitted two Conditional Use Permit applications to reconstruct Fire Stations 3 and 4 and a Site Plan Review application to construct Fire Station 2. As the proposed buildings were all of the same design and the Planning Commission often relies on the Site Plan and Architectural Commission to review site and architectural design, staff scheduled the site plan hearing prior to the Planning Commission hearing on the two Conditional Use Permits. In the end, the Site Plan and Architectural Commission approved what became a "typical" elevation for the three fire stations. On April 9, 2015, the Planning Commission adopted the final order approving the Conditional Use Permit for the construction of Fire Station 4 and incorporated the SPAC approved elevations.

On December 14, 2015, the applicant submitted revised elevations for Fire Stations 2 and 4. SPAC approved the changes to Fire Station 2 at a public hearing on December 19, 2015.

Minor Modification

Medford Land Development Code (MLDC) Section 10.250(B) contains the criteria for determining whether a revision to an approved Conditional Use Permit is a Minor or Major Modification. Staff has determined that the proposed revision is a Minor Modification and does not require a decision by the Planning Commission. The purpose of this communication is to advise the Commission of the staff decision on the Minor Modification to incorporate the revised elevations into the Conditional Use Permit for Fire Station 4.

Summary of Proposed Revisions

The applicant does not propose to change the footprint or interior function of the building. The site layout will not change. The applicant is not requesting any change to the approved Exception.

Architectural Changes

The most significant architectural changes include the removal of the tower feature at northeasterly corner of the building, change in roof style from flat roof to include a shed roof at the apparatus bay, and removal of the clerestory. No changes to the windows are proposed. The result is a more modest structure.

Material Changes

The red brick material will be replaced with a scored panel system painted in a red brick color. Horizontal lap siding in an earth tone will provide interest on each elevation.

Conditions of Approval

The proposal will not result in any changes to the previous conditions of approval. They will stand as previously approved.

RECOMMENDED ACTION

Accept and file the approved Minor Modification to CUP-14-128.

EXHIBITS

A Minor Modification Approval Letter
Vicinity map

PLANNING COMMISSION AGENDA: **JANUARY 14, 2016**

December 31, 2015

Greg McKown, Facilities and Project Manager
City of Medford
411 W 8th Street
Medford OR 97501

Original Decision Date: April 9, 2015
File No: CUP-14-128

RE: Fire Station 4
Minor Modification to Conditional Use Permit

Dear Mr. McKown:

This correspondence is sent in response to your request of December 14, 2015, to incorporate revised elevations into the Planning Commission decision approving the reconstruction of Medford Fire Station 4 located on a 3.54 acre parcel on the south side of Berrydale Avenue, approximately 500 feet east of Table Rock Road and west of the Railroad Park, within the MFR-20 (Multiple-Family Residential – 20 dwelling units per gross acre) zoning district.

On April 9, 2015, the Planning Commission adopted the final orders approving the Conditional Use Permit for the construction of a new fire station, a detached apparatus bay, and temporary housing to be used during construction of the new facility as well as the related Exception to allow a driveway width in excess of the maximum allowed. When deciding a Conditional Use Permit, the Planning Commission has the authority to delegate its decision making authority on architectural and site details to SPAC or the Planning Director. In this case, the Planning Commission relied on and incorporated the Site Plan and Architectural Commission (SPAC) decision to approve Fire Station 2 in lieu of delegating its authority.

On December 14, 2015, the applicant submitted revised elevations for Fire Station 2, and SPAC approved the changes at a public hearing on December 19, 2015.

Upon review of the revised elevations, I have found the proposal meets all provisions of MLDC 10.250(A)(2) as described below. Therefore, proposed changes to the elevations do not constitute a major modification.

(a) Meets all requirements of the Land Development Code and other legal requirements.

The Site Plan and Architectural Commission approved the revised elevations for Fire Station 2 on December 19, 2015. Additionally, the proposed elevation changes are not affected by any Land Development Code standard.

(b) The amount of open space and landscaping is not decreased.

The approved site plan is not affected by the proposal.

(c) No relocation of vehicle access points and parking areas where the change will generate an impact that would adversely affect off-site or on-site traffic circulation.

The approved site plan is not affected by the proposal.

(d) No reduction or elimination of any project amenities such as recreational facilities, significant natural resources (streams, creeks, landform), fencing and other screening material.

The approved site plan is not affected by the proposal.

(e) Modifications to facilities and utilities conform to the adopted facility plans.

There are no changes proposed to the footprint of the building. No changes to utilities are anticipated.

(f) Modifications to any other components of the plan conform to standards of the Land Development Code.

Only the architectural treatment of the structure is proposed to change. No other components of the plan are affected by the proposal.

(g) No modification to any condition of approval.

The conditions of approval are not affected by the revision.

Staff acknowledges the changes described in the attached letter and revised elevations from Andrew Owen, Project Manager from ORW Architecture received December 14, 2015. These findings are based on the information contained in the attachments and the Site Plan and Architectural Commission decision of December 19, 2015.

Construction plans for building permit conforming to the revised elevations may now be submitted. The original Conditional Use Permit approval is based on the findings and subject to the conditions and time periods set forth in the Planning Commission Report dated April 9, 2015. This decision does not affect the prior expiration date of April 9, 2016.

In order to obtain a building permit, all conditions contained in the April 9, 2015, report must be completed. If you have any questions, please contact me via e-mail at kelly.akin@cityofmedford.org or (541) 774-2380.

Sincerely,

Kelly Akin
Acting Planning Director

:ka

Enclosures:
- Letter from ORW Architecture received December 14, 2015
- Proposed Elevations received December 14, 2015
- Approved Elevations
- Approved Site Plan

cc: Andrew Owen, ORW Architecture
File

RECEIVED
DEC 14 2015
PLANNING DEPT

ORW
ARCHITECTURE
WWW.ORWARCHITECTURE.COM
2950 EAST BARNETT ROAD
MEDFORD OR 97504
541 779 5237
541 772 6172

City of Medford
Planning Department
Lausmann Annex
200 South Ivy Street
Medford, Oregon 97501
Attn.: Kelly Akin

14 December 2015

Re:
Proposed Architectural Changes to Medford Fire Stations #2 & #4
(AC-14-129 & CUP-14-128)

Dear Kelly,

We would like to outline the changes to the Medford Fire Stations #2 & #4. These changes are graphically indicated on the revised elevation & Landscape drawings attached.

The changes to the design of the Fire Stations are in the exterior wall finishes, roof heights & Landscape plans.

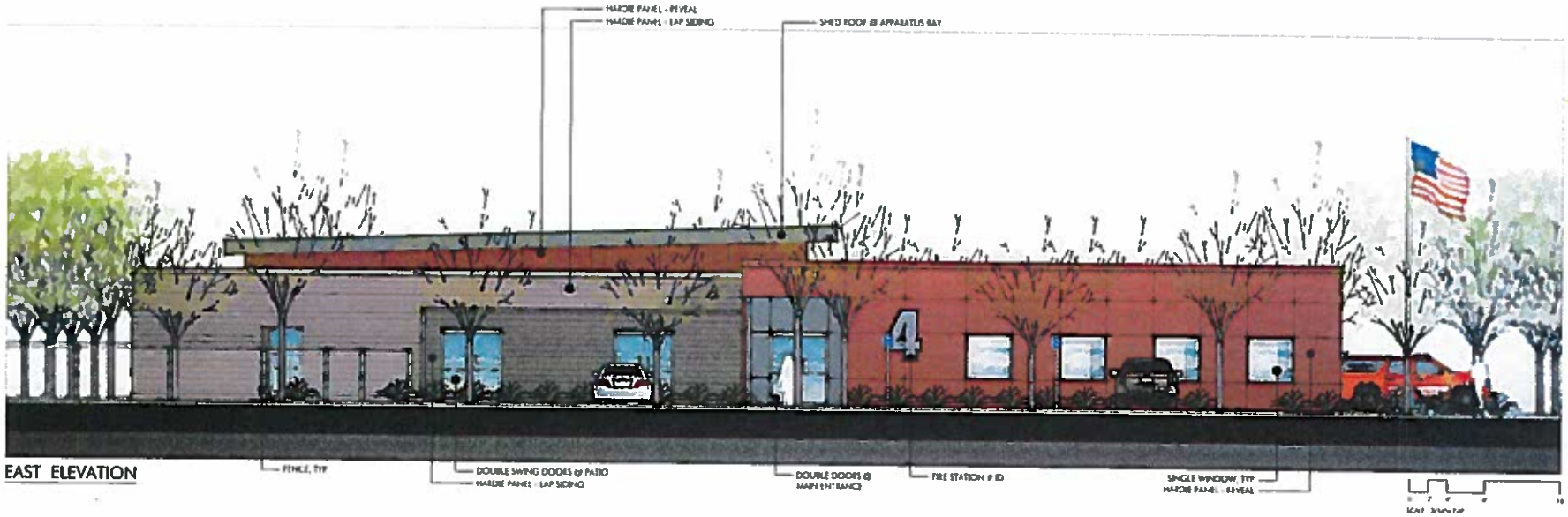
Changes to the drawing are as follows:

1) Landscape Plan – Revised planting (FS#2).
    a. Reduction of vegetative ground cover in the vicinity of the retention swale.
    b. Addition of gravel ground cover to the rear of the property.
    c. Reduction of planting near the front apparatus drive aisle.
2) Exterior Elevations – Revised elevations.
    a. Removal of brick façade.
    b. Removal of clerestory windows.
    c. Removal of curtain wall/storefront glazing systems.
    d. Lowering of apparatus bays roof & lower parapets.
3) Addition of cementitious reveal panel siding and cementitious lap siding.

In the end, we believe that with the intended revisions, the Fire Stations remains in compliance with the applicable review criteria (MDC 10.290). We would be happy to answer further questions you might have regarding these proposed changes. Please feel free to contact either David Wilkerson, or myself.

Best Regards,

Andrew Owen, AIA NCARB
Project Manager



EAST ELEVATION

NORTH ELEVATION

FIRE STATION 4 - ELEVATIONS

CITY OF MEDFORD

11.24.15

ORW ARCHITECTURE

RECEIVED
DEC 14 2015
PLANNING DEPT

WEST ELEVATION

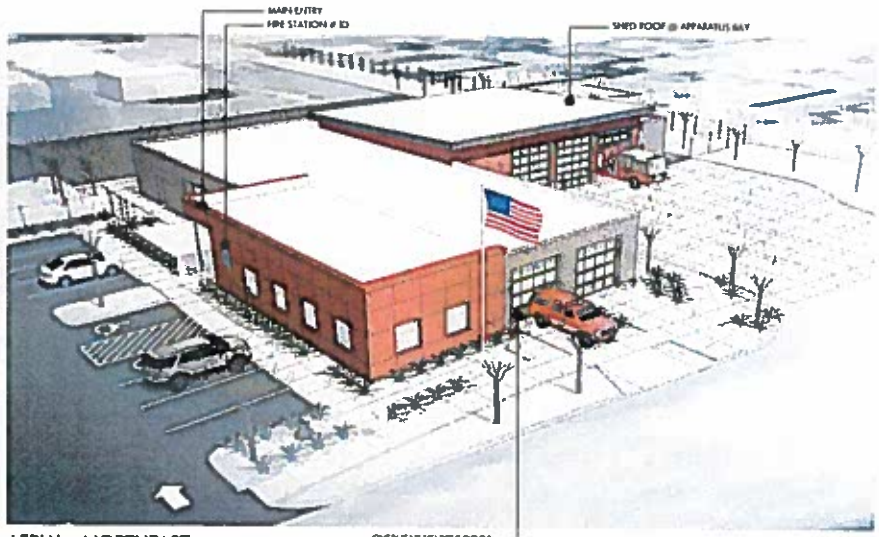
SOUTH ELEVATION

FIRE STATION 4 - ELEVATIONS
CITY OF MEDFORD
11 24 15

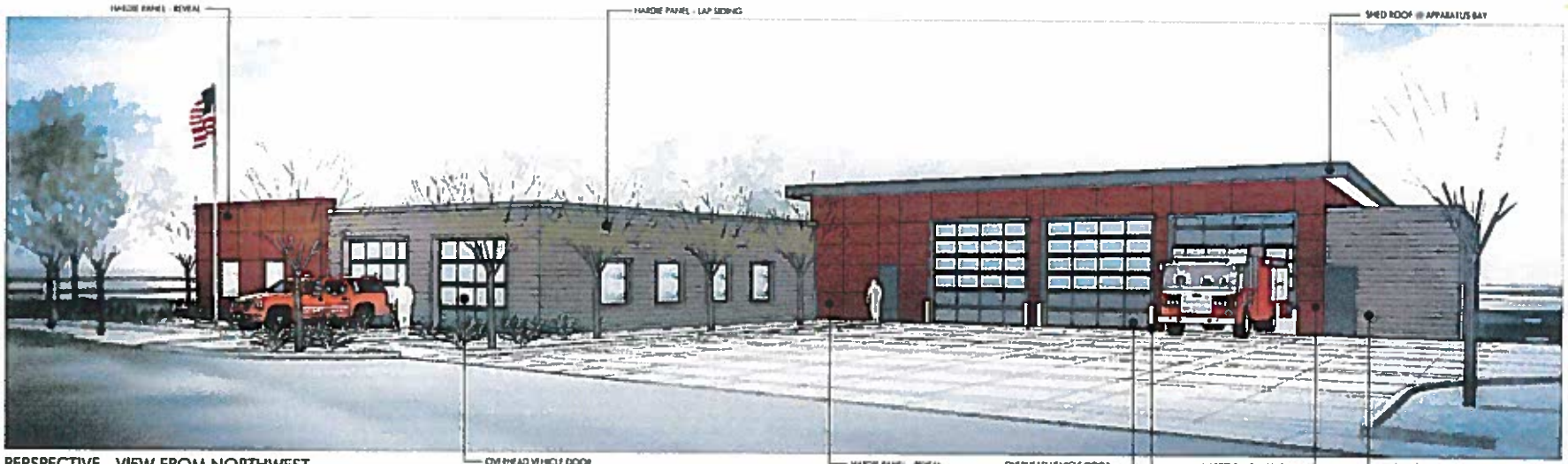
ORW ARCHITECTURE

RECEIVED
DEC 14 2015
PLANNING DEPT

AERIAL - NORTHWEST



AERIAL - NORTHEAST

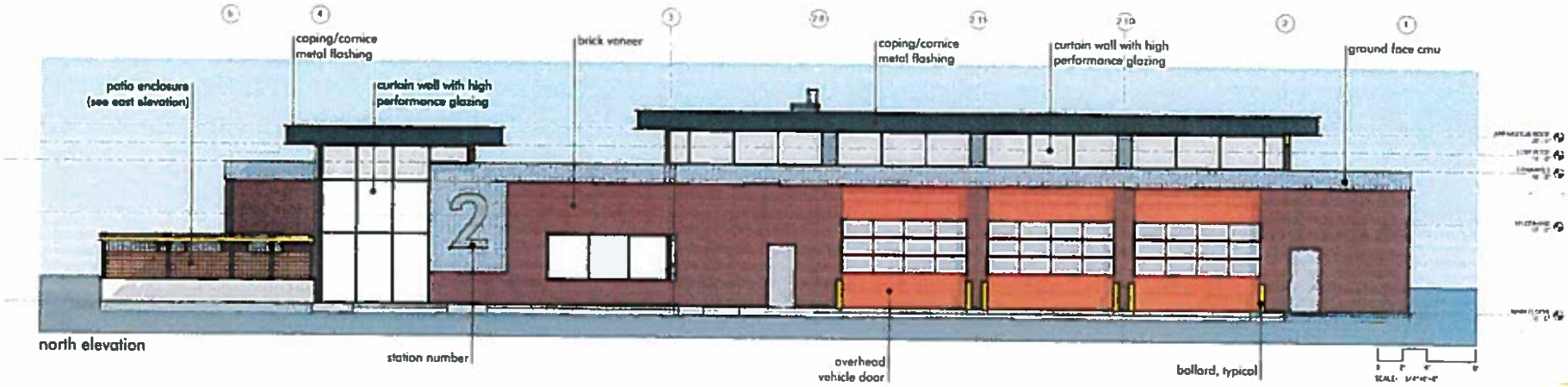


PERSPECTIVE - VIEW FROM NORTHWEST

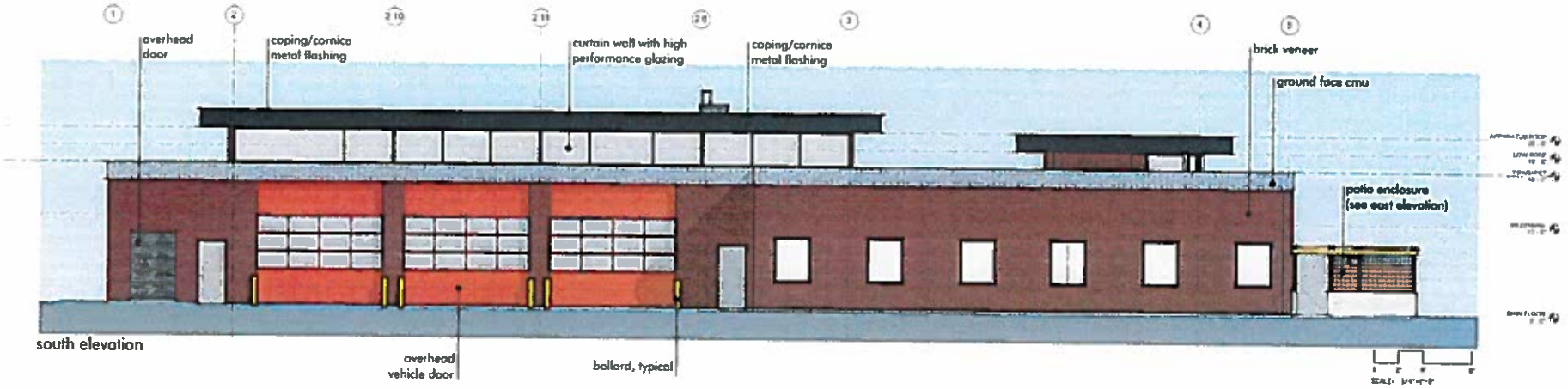
FIRE STATION 4 - ELEVATIONS
CITY OF MEDFORD
11.24.15

ORW ARCHITECTURE

RECEIVED
DEC 14 2015
PLANNING DEPT



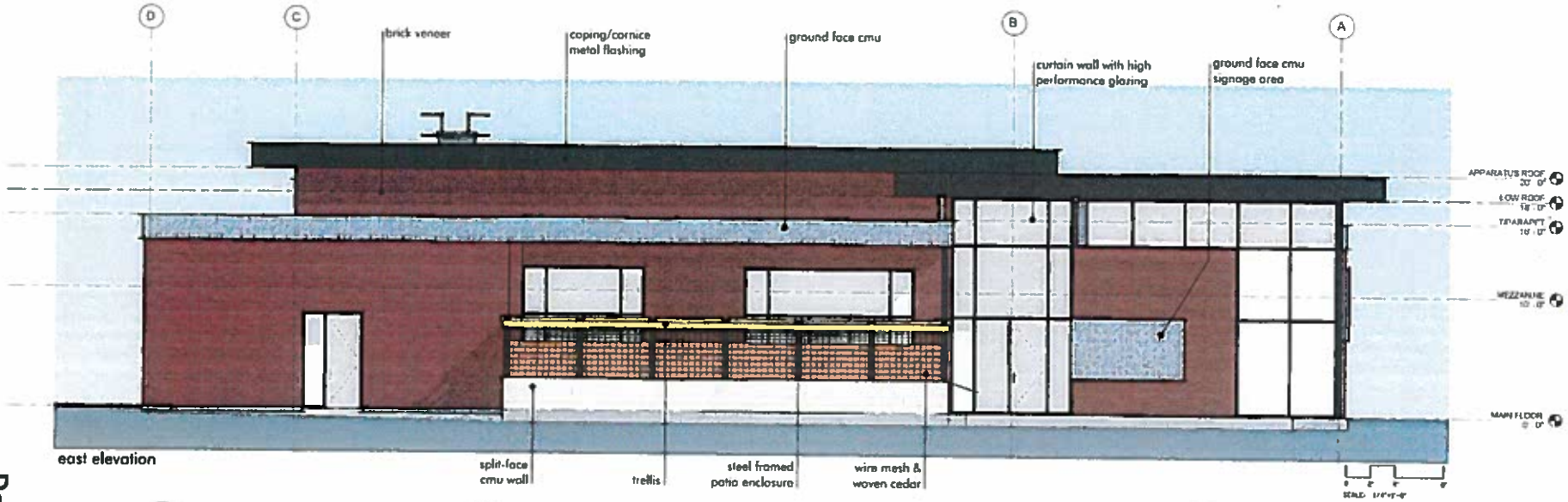
north elevation



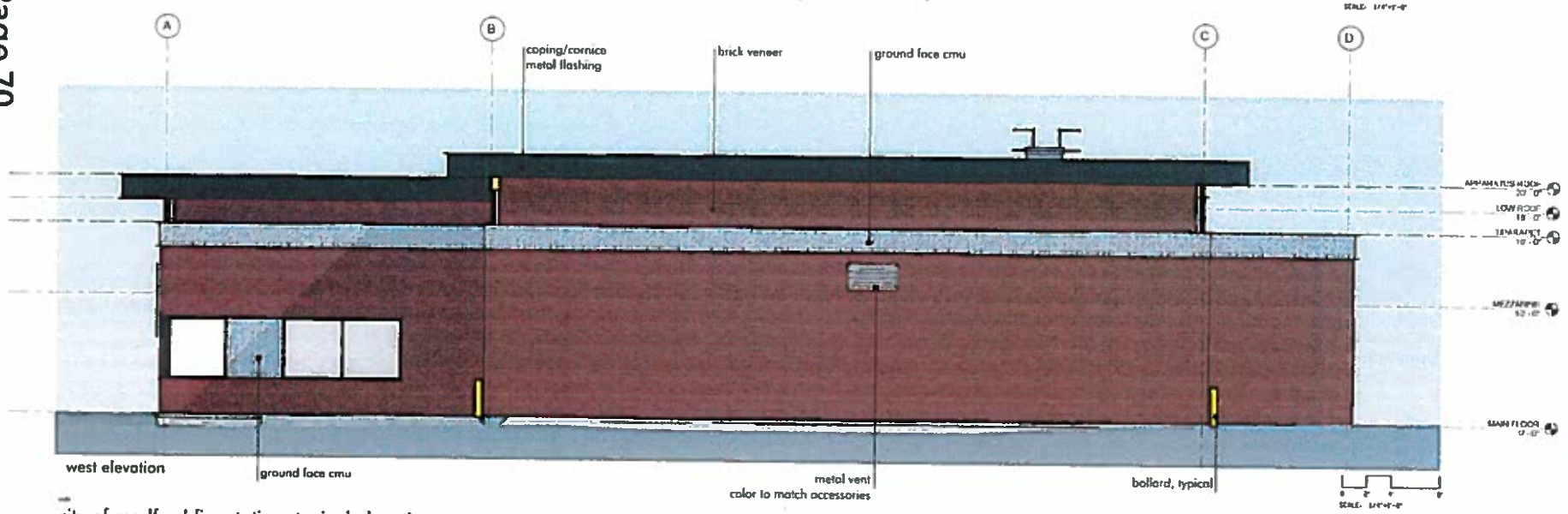
south elevation

city of medford fire station, typical elevations

30 january 2015



east elevation

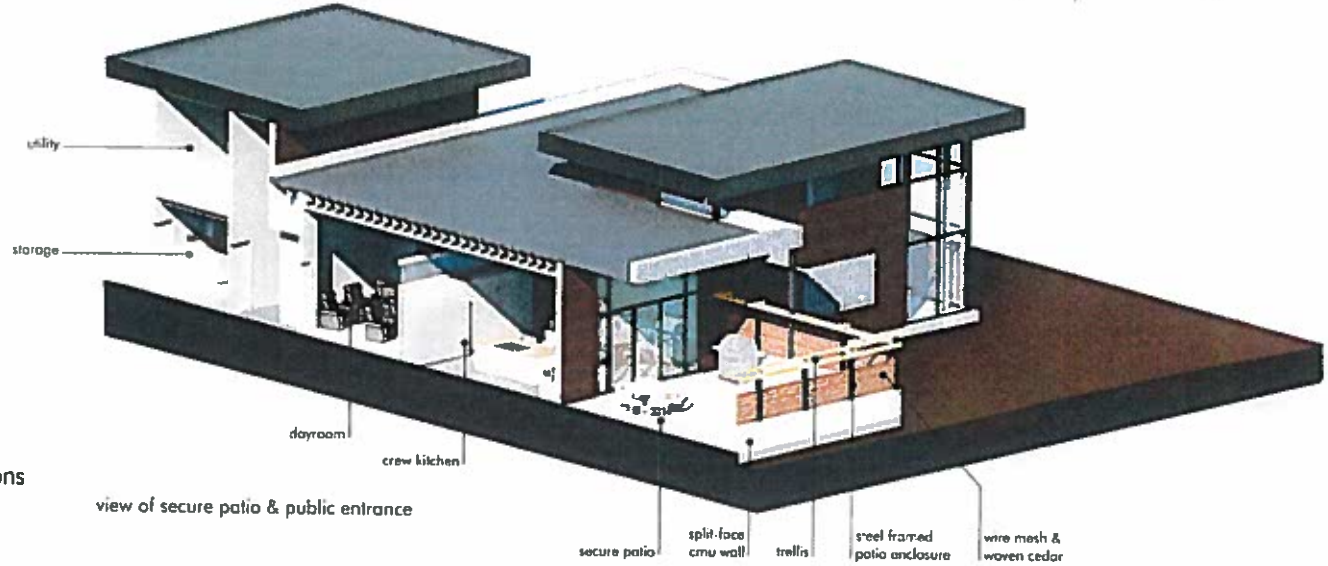


west elevation

city of medford fire station, typical elevations

30 january 2015

view from street, north-east

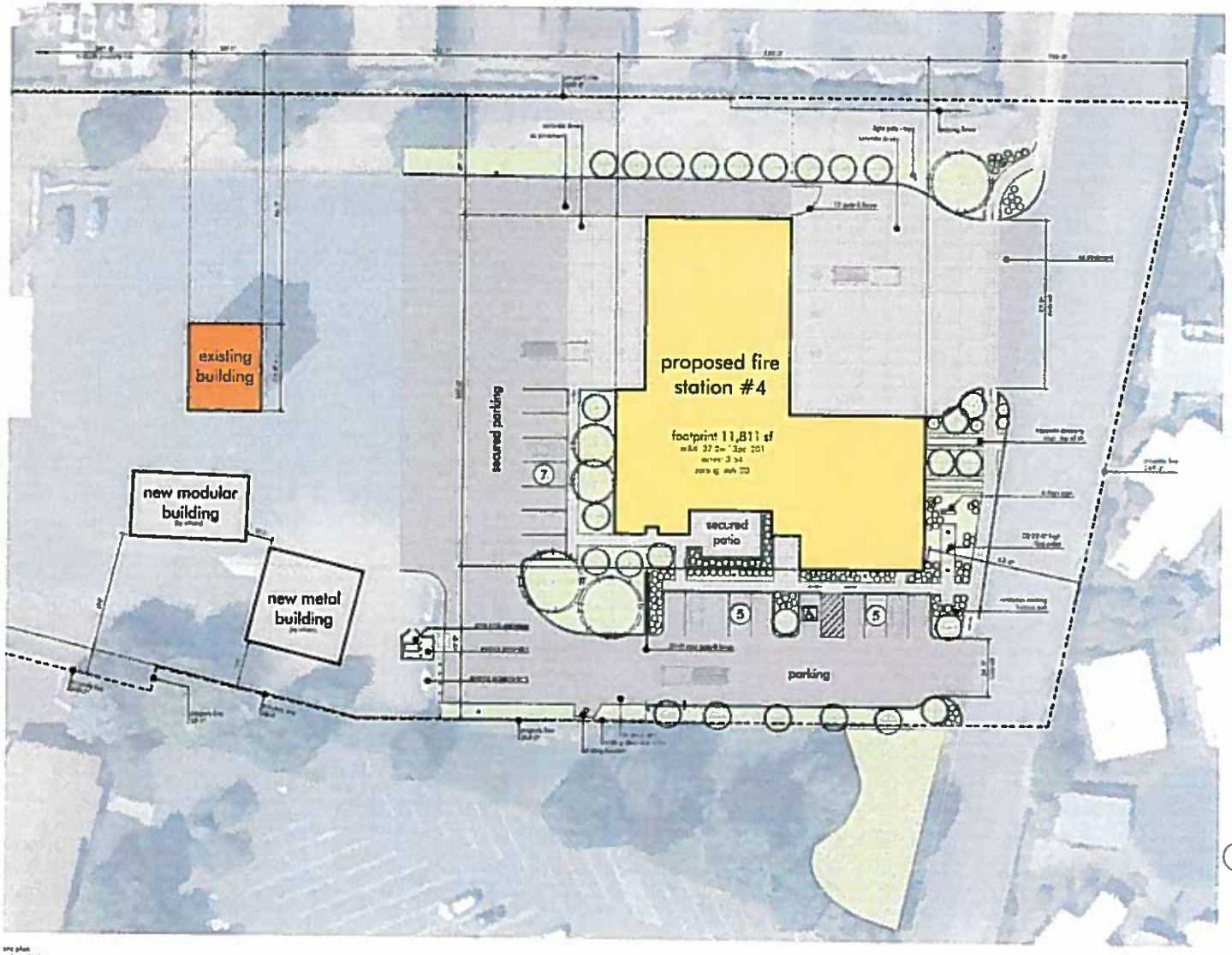


view of secure patio & public entrance

city of medford fire station, typical elevations

30 January 2015

ORW ARCHITECTURE



project summary:

statistics:

building area calculations

setbacks

materials

building height

parking (10.743)

legend

general notes

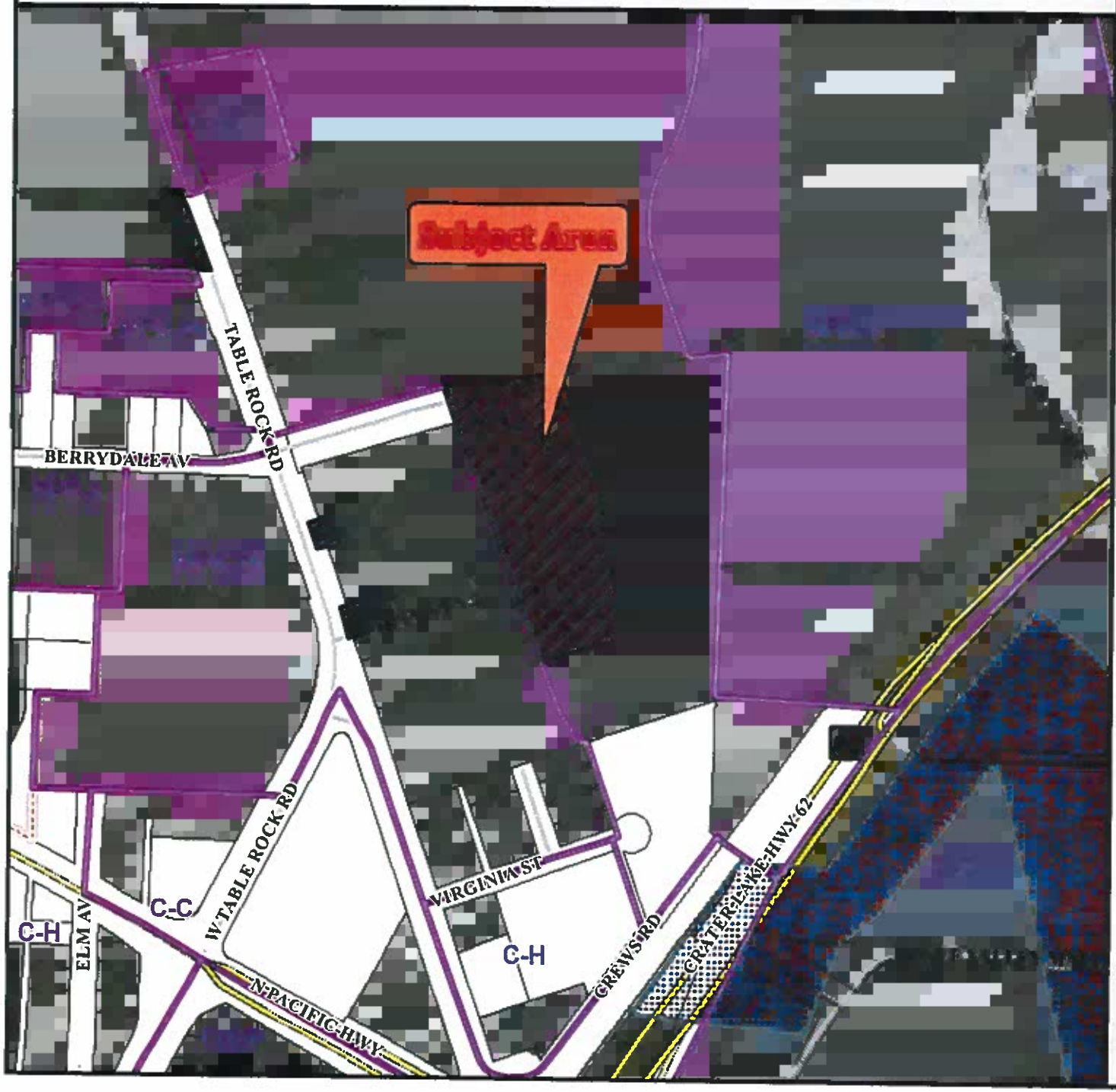
1 site plan

city of medford fire station #4
2208 table rock road medford, oregon 97504
19 january 2015

ORW ARCHITECTURE

CITY OF MEDFORD ✦ PLANNING DEPARTMENT

Vicinity Map



Application Name/Description:
Fire Station 4

Proposal:
Fire station & exception to driveway standards

File Numbers:
CUP-14-128 & E-15-027

Applicant:
City of Medford: Fire-Rescue Department

Map/Taxlot:
371W13DC TL 201

- Subject Area
- Medford Zoning
- UGB
- Tax Lots
- Freeway Overlay
- PUD

Area of Map

02/19/2015

STAFF REPORT

for a Class-A legislative decision: **Comprehensive Plan Amendment**

Project	Rogue Valley International–Medford Airport Master Plan Update related to the Transportation System Plan, the Environmental Element, and the Transportation Element of the Comprehensive Plan	
File no.	CP-13-076 & CP-13-077	
To	Planning Commission	*for 01/14/2016 hearing*
From	Carla Angeli Paladino, Planner IV	
Reviewer	John Adam, AICP, Principal Planner	
Date	January 7, 2016	

BACKGROUND

Proposal

Consideration of a Class-A (Major) legislative amendment to revise the Environmental Element, Transportation System Plan, and the Transportation Element of the Comprehensive Plan and incorporate and adopt by reference the 2013 Rogue Valley International–Medford Airport Master Plan. (Exhibits A, B, and C)

Note: The entire 2013 Rogue Valley International–Medford Airport Master Plan can be viewed at the Planning Department office or on-line at http://jacksoncountyor.org/airport/General/About-Us/Master-Plan

History

The Rogue Valley International–Medford Airport is located within the city limits of Medford. It is publicly owned by Jackson County and operated by the Jackson County Board of Commissioners. The airport is managed by an Airport Director and is assisted by an Airport Advisory Committee. The Committee is composed of nine members appointed by the County Commissioners.

The County hired Barnard Dunkelberg and Company in December 2010 to update the Airport Master Plan. The previous update to the plan took place in 2001 with the Airport Layout Plan updated in 2009. The final report from Barnard Dunkelberg was completed in February 2013. The plan focuses on the airport facility as a whole and how to

best meet future aviation needs while working within the existing property boundaries and its surroundings.

The Federal Aviation Administration submitted a letter to the airport director approving the Rogue Valley International Airport Layout Plan dated February 2013. (Exhibit D) A letter was submitted by Bern E. Case, Airport Director in July 2013, providing a copy of the master plan update and asking that the information be incorporated into the City's Comprehensive Plan. (Exhibit E)

These amendments are included in the City's 2015–2020 Strategic Plan. The Planning Commission reviewed these amendments during a study session in March 2015.

Related projects

CP-13-078. A Comprehensive Plan Amendment to modify the General Land Use Plan map for properties owned by Jackson County and surrounding the airport. (Ordinance 2015-079 – Approved in July 2015).

DCA-13-080. A Development Code Amendment to amend Chapter 10 of the Municipal Code related to airport provisions.

ZC-13-079. An amendment to the Medford Zoning Map to create a new Airport Area of Concern overlay, adding the airport fence line, and amending the existing Airport Approach overlay.

The DCA and ZC projects are being considered along with the Comprehensive Plan amendments.

Authority

This proposed plan authorization is a Class-A legislative Comprehensive Plan Amendment. The Planning Commission is authorized to recommend, and the City Council to approve, amendments to the Comprehensive Plan under Medford Municipal Code §§10.102–122, 10.164, and 10.184.

ANALYSIS

The 2013 Airport Master Plan Update provides information about the characteristics of the airport and serves as a guide to direct future changes to the operation and development of the airport into the future. Data from the plan was used to update the relevant elements of the Medford Comprehensive Plan that reference airport facilities, operations, and improvements. The 2013 Update is proposed to be adopted by reference only. Any disagreements with the language in the Update are specifically addressed in the elements of the Comprehensive Plan.

FINDINGS AND CONCLUSIONS

Applicable criteria

For the applicable criteria the Medford Municipal Code §10.184(1) redirects to the criteria in the "Review and Amendments" chapter of the Comprehensive Plan. The applicable criteria in this action are those for conclusions and goals and policies. The criteria are set in *italics* below; findings and conclusions are in roman type.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Conclusions] shall be based on the following:

1. *A change or addition to the text, data, inventories, or graphics which substantially affects the nature or one or more conclusions.*

   Findings

   The Comprehensive Plan does not include Conclusions related to the air transportation system. The goals, policies, and implementation strategies are still relevant to the 2013 Update. The City is following through on the measures by reviewing and updating the applicable elements of the Comprehensive Plan and making changes as necessary.

   Environmental Element: The Environmental Element includes a section on Airport Hazards. This section has been amended to reflect new information related to relocating the Aircraft Rescue and Firefighting Facility (ARFF) in the future and land acquisition needs in order to protect the Runway Protection Zone located at either end of the runway. In terms of noise, the element includes language that discusses the different noise modeling represented in the Update and its extent of impact. The 2013 Update makes reference to requiring noise abatement strategies and avigation easements for new, private development surrounding the airport. The City takes the position that such noise abatement requirements with building construction and avigation easements will be required on a case-by-case basis. The Airport will be notified of new development and given an opportunity to comment on projects and submit conditions of approval. The request for noise abatement or avigation easements will need to be demonstrated by a set of findings that support the need for those requirements rather than as a guaranteed requirement.

   Transportation System Plan and Transportation Element: The City's Transportation System Plan (TSP) discusses different elements of air transportation. Information from the 2013 Update was used to amend the data in the TSP to reflect current and future conditions. The existing tables that identify air operations and passenger information and air cargo forecasts were revised as well. Select capital improvement projects were taken from the Airport Master Plan and incorporated into the TSP to reflect upcoming airport projects. The Transportation Element is an excerpt of the TSP and the air transportation information was adjusted to reflect the updated data.

Conclusions

The Comprehensive Plan does not include any Conclusions related to air transportation. The various Comprehensive Plan elements have been updated to reflect the revised data and continue to support this regional resource. Criterion 1 is satisfied.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Goals and Policies] shall be based on the following [criteria 1–6]:

1. *A significant change in one or more Conclusion.*

Findings

As noted above, the Comprehensive Plan does not include any Conclusions related to air transportation.

Conclusions

This criterion is not applicable to the amendment.

2. *Information reflecting new or previously undisclosed public need.*

Findings

The 2013 Update provides a phasing schedule and estimated budget for future land acquisition and site improvements needed at the airport over the next twenty years. This information helps inform the Federal Aviation Administration, the Oregon Department of Aviation, and the County about future budget needs and priorities. It addresses the airport's needs into the future and keeps this regional resource relevant and up-to-date.

Conclusions

The 2013 Update provides updated information about identified projects at the airport into the future. Criterion 2 is satisfied.

3. *A significant change in community attitudes or priorities.*

Findings

The amendments do not reflect a change in community attitudes or priorities. The Comprehensive Plan supports the continued use and expansion of the airport and the benefit it provides to Medford and the region.

Conclusions

The airport is acknowledged as a valuable resource. The amendments help to keep the latest available data current. Criterion 3 is satisfied.

4. *Demonstrable inconsistency with another Plan provision.*

Findings

No inconsistencies with other Plan provisions have been identified.

Conclusions

Criterion 4 is not applicable.

5. *Statutory changes affecting the Plan.*

Findings

Airport planning is addressed in Oregon Administrative Rule 660-013-0010 through 660-013-160, Oregon Revised Statutes Chapter 836, and Statewide Planning Goal 12 (Transportation). There are no statutory changes affecting the Plan.

Conclusions

Criterion 5 is not applicable.

6. *All applicable Statewide Planning Goals.*

Goal 1—Citizen Involvement

Findings

The City has an adopted Citizen Involvement Element in compliance with Statewide Planning Goal 1. Notice of the amendment was provided to the Department of Land Conservation and Development for review and comment. The proposal was also sent to the Federal Aviation Administration and Oregon Department of Aviation for input. The amendments are posted on the City's website to inform citizens of the proposed changes and provide an opportunity to submit comments. The review bodies (Planning Commission and City Council) will consider and vote on the proposed amendment during televised public hearings, providing an additional forum to discuss the proposal. The Planning Commission will provide a recommendation on the amendments on January 14, 2016. The City Council will hear the proposal on February 4, 2016.

Amendments to the Environmental and Transportation Elements as well as the Transportation System Plan were prepared by the Medford Planning Department staff. The 2013 Rogue Valley International–Medford Airport Master Plan Update was completed by Barnard Dunkelberg and Company, consultants hired by the Airport Authority. The 2013 Update is proposed to be adopted by reference only into the Comprehensive Plan.

Conclusions

The proposal complies with Goal 1.

Goal 2—Land-use Planning

Findings

Goal 2 ensures compliance and incorporation of various plans into the City's Comprehensive Plan. The 2013 Airport Master Plan Update provides best available data, an inventory of existing conditions, and future projections and projects for the long-term operation of the airport. The Update has been reviewed and portions of the plan incorporated into the various elements of the Comprehensive Plan. The addition of the entire 2013 Update will be incorporated by reference into the City's Plan.

Relevant federal, state, and local agencies have been informed about the proposed changes and been given an opportunity to comment. Two public hearings will take place in order to provide additional opportunities for public comment and feedback.

Conclusions

The proposal complies with Goal 2.

Goal 3—Agricultural Lands does not apply in this case.
Goal 4—Forest Lands does not apply in this case.

Goal 5—Natural Resources, Scenic & Historic Areas, and Open Spaces

Findings

The 2013 Update has researched historic and cultural resources and park facilities in the vicinity of the airport. One historic property listed on the National Register of Historic Places is approximately 1.25 miles from the airport. Several parks and trails are also in close proximity to the airport such as the Railroad Park, the Bear Creek Greenway and others located in Central Point. No impacts are proposed to these resources.

Conclusions

The proposal complies with Goal 5.

Goal 6—Air, Water, and Land Resources Quality

Findings

The Airport Master Plan addresses air and water quality issues that may affect the operations of the airport. Research was conducted regarding soils types, wetlands, endangered species and solid waste. All these factors are important considerations as the airport expands and changes over time.

Conclusions

The proposal complies with Goal 6.

Goal 7—Areas Subject to Natural Hazards

Findings

Portions of the airport property interact with Lone Pine Creek and Midway Creek and their related floodplains. These natural hazards are mapped in the 2013 Update and flood information is available at the Planning Department and on the FEMA website. Projects associated with floodplain areas are subject to more detailed review to minimize the impacts to the floodplain boundaries and ensure applicable floodplain regulations are being enforced.

Conclusions

The proposal complies with Goal 7.

Goal 8—Recreation Needs does not apply in this case.

Goal 9—Economic Development

Findings

The airport is a regional resource providing the transport of goods and people into and out of the region. The airport itself employs people in a range of jobs. Services that support the operation of the airport also create economic opportunities for new businesses and employment – hotels, rental car businesses, food service, and transport of goods to name a few.

Conclusions

The proposal complies with Goal 9.

Goal 10—Housing does not apply in this case.

Goal 11—Public Facilities and Services

Findings

The airport is situated in the Northwest portion of the City and provides a major transportation facility for the City and the region. Air transportation is a component in the Transportation System Plan. The extension of public services and street infrastructure to both serve the airport and surrounding uses is important to evaluate as plans are updated and assist in prioritizing projects and allocating funds.

Conclusions

The proposal complies with Goal 11.

Goal 12—Transportation

Findings

The Comprehensive Plan and the Transportation System Plan identify air transportation as an important transportation facility as well as a means to support economic development through the transfer of goods and services. The 2013 Update provides information to inform future decisions regarding transportation projects within the airport boundary. The goals and policies of the Comprehensive Plan seek to improve access to the airport through all modes of transportation and provide infrastructure upgrades that support airport development. State law regarding airport planning has been reviewed for compliance and consistency.

Conclusions

The proposal complies with Goal 12.

Goal 13—Energy Conservation does not apply in this case.

Goal 14—Urbanization does not apply in this case.

Goals 15–19 do not apply to this part of the State.

RECOMMENDED ACTION

Based on the findings and conclusions that all of the applicable criteria are either satisfied or not applicable, forward a recommendation for approval of CP-13-076 and CP-13-077 to the City Council per the staff report dated January 7, 2016, including Exhibits A through F.

EXHIBITS

A Amended Environmental Element
B Amended Transportation System Plan
C Amended Transportation Element
D Letter dated March 8, 2013 from Carol A. Suomi, Manager, Seattle Airports District Office
E Letter dated July 18, 2013 from Bern E. Case, Airport Director
F Planning Commission Study Session Minutes, March 23, 2015

The 2013 Airport Master Plan update can be found at the link below:
http://jacksoncountyor.org/airport/General/About-Us/Master-Plan

PLANNING COMMISSION AGENDA: JANUARY 14, 2016

Exhibit A

Amended Environmental Element

[Cover sheet]

CITY OF MEDFORD COMPREHENSIVE PLAN ENVIRONMENTAL ELEMENT

PREPARED BY
CITY OF MEDFORD PLANNING DEPARTMENT
200 SOUTH IVY STREET
MEDFORD, OREGON 97501
plnmed@ci.medford.or.us

JAMES E. HUBER, AICP, PLANNING DIRECTOR

COMPREHENSIVE PLANNING SECTION
BIANCA PETROU, AICP, ASSISTANT PLANNING DIRECTOR
JOHN ADAM, AICP, PRINCIPAL PLANNER
~~**SUZANNE MYERS, AICP, PRINCIPAL PLANNER**~~
~~**CARLY GUILLORY, PLANNER**~~
CHRIS OLIVIER, GIS COORDINATOR ~~**PLANNER**~~
~~**DESMOND MCGEOUGH, PLANNER**~~
~~**JOHN ADAM, AICP, PLANNER**~~
PRALINE MCCORMACK, PLANNER
CARLA ANGELI PALADINO, PLANNER
JENNIFER JONES, PLANNER

ADOPTED BY
MEDFORD CITY COUNCIL
ON FEBRUARY 17, 2000
BY ORDINANCE NO. 1999-213
REVISED ON April 17, 2003
BY ORDINANCE NO. 2003-135
Amended (minor changes) December 2, 2010
REVISED ON October 6, 2011
BY ORDINANCE 2011-123
REVISED ON XX,XX,XXXX
BY ORDINANCE 2016-XXX

Airport-Related Noise Compatibility
Airport-related noise compatibility is discussed below under "Airport Hazards."

***

AIRPORT HAZARDS

The Rogue Valley International–Medford Airport encompasses ~~more than 925~~ 885 acres in the northern portion of the City. It is the major airport serving southwestern Oregon and the far northern part of California. Use of the facilities continues to increase steadily, although in 1998, the airport was operating at about 50% of capacity. The 1986 *Airport Master Plan and Noise Compatibility Study for the Medford-Jackson County Airport*, Coffman Associates, studied land uses surrounding the airport as related to hazards and noise. Most of the actions recommended by the study to address incompatible land uses have been completed by the airport, which is managed by Jackson County.

Most of the safety hazards associated with airports are related to takeoffs and landings. In 1985, the Airport constructed an aircraft rescue and firefighting facility (ARFF) that is staffed with contract ARFF-certified airport staff. ~~station with room for seven firefighters.~~ It is located south of the passenger terminal building that was opened in 2009. ~~near the terminal, with three engines having a response time of two to five minutes.~~ Future consideration for relocating the ARFF in order to meet Federal Aviation Regulations (FAR) and International Civil Aviation Organization (ICAO) standards is explained in the *Rogue Valley International–Medford Airport Master Plan Update, Final Report, February 2013*, prepared by Barnard Dunkelberg Company. The consideration to relocate the ARFF in the future closer to the mid-point of the runway will assist in meeting federal and international standards for responding to an emergency situation at the airport.

Airport approach and departure paths are critical areas in terms of land use compatibility. The Federal Aviation Administration (FAA) has adopted Federal Aviation Regulations (FAR) Part 77 regarding *"objects affecting navigable airspace~~ and safety zones~~."* FAR Part 77 provides guidance to control the height of objects in the area surrounding the airport and to protect the airport's airspace and approaches from hazards. Safety zones consist of Runway Protection Zones (formerly Clear Zones), Runway Safety Areas, and Runway Object-Free Areas. The Runway Safety Areas and Object-Free Areas are located within the airport proper, but Protection Areas often extend beyond the boundaries of an airport.~~, although t~~The FAA recommends that airports own as much of the Protection Areas as possible. For most of the Protection Areas identified in the 1986 Airport Master Plan, the airport undertook a noise compatibility program that prioritized the areas for purchase, and then acquired them. The *Medford-Jackson County Airport Master Plan Update, 1993*, prepared by Airport Technology and Planning Group, Inc. identified the "Imaginary Surfaces" used to determine potential obstructions to air navigation.

The plan identified the existing obstructions within these areas, such as trees, buildings, antennas, navigation aids, etc. The Airport Master Plan 2013 Update includes a set of maps that depict these imaginary approach surfaces including the Runway Protection Zones (RPZ) that extend off the ends of the runways. The plan identifies recommended land acquisition areas that encompass the existing and future RPZs.

~~Prior to annexation to the City of Medford, the airport was governed under several Jackson County zoning districts. These included the Airport Development - Mixed Use (AD-MU) zoning district which restricts residential uses, and limits light and glare; the Airport Approach (A-A) Overlay Zone, which also prohibits electrical interference, and the Airport Concern (A-C) Overlay Zone, which limits height and requires residential deed restrictions (Avigation Easements) recognizing the existence of the airport and its inherent noise.~~

Within the City of Medford, the airport and its environs are generally designated and zoned for industrial uses. The City adopted an Airport Approach (A-A) Overlay Zone in 1991. The area encompassed by the A-A Overlay Zone, the "Approach Surface," is one of the FAA "Imaginary Surfaces" noted above. The A-A Overlay Zone prohibits places of assembly, and restricts light, glare, and other causes of impaired visibility. ~~Avigation easements are required for plan authorizations and other development approvals for properties located within the A-A Overlay Zone.~~ According to the Airport Master Plan 2013 Update, the FAA approved the closure of Runway 9/27 (running east/west) and converting the pavement to a taxiway. This modification will result in a change to the A-A overlay zone. An Airport Radar (A-R) Overlay Zone was adopted in 1992. It prohibits objects in excess of 40 feet in height, and requires all construction to be reviewed by the Oregon Department of Aviation (ODA) and the Federal Aviation Administration (FAA). ~~and approved by the FAA.~~ The airport~~, which previously had no radar,~~ installed a $23 million radar system in 1995 located near Crater Lake Highway. The A-R Overlay Zone generally encompasses an area extending east of the airport to Crater Lake Highway, and south of Vilas Road to the westerly extension of Coker Butte Road.

While local governments must strive to assure land use compatibility with airport operations, airports usually take on the responsibility of minimizing their noise impacts. Airports can often affect noise impacts through a variety of means, including proper airport design, runway use, curfews, takeoff, climbing, and landing procedures, noise monitoring, etc. The FAA has guidelines for land use compatibility related to airport-generated noise. Most land uses are considered incompatible with noise levels exceeding 75DNL[1], and residential development is considered incompatible with noise levels exceeding 65DNL.

[1]DNL - Yearly day-night average sound level noise contour - a method for measuring noise generated by an airport.

The 1986 noise compatibility study established the runway noise contour lines for the Medford Airport. These were updated in 1999 as part of ~~the~~ an environmental assessment by David Evans and Associates for a runway expansion project. (See Figure 15 for the year 2000 noise contours). In Medford, the airport has few residentially designated areas nearby, although the Central Point Urban Growth Boundary (UGB) is in close proximity to the northwest. The residential areas most impacted by airport noise (within the 65DNL contour) are located between Corona Avenue and Crater Lake Avenue, north of Johnson Street in Medford, and the area west and north of the intersection of Table Rock Road and Vilas/Hamrick Road in the Central Point UGB.

The *Airport Master Plan 2013 Update* used the FAA's Integrated Noise Model (INM) Version 7.0b to model the noise environment at the airport for 2010, 2020, and 2030. The results are depicted graphically in the master plan update and explain the following: In 2010, the 65 DNL (day-night sound level) noise contour encompasses roughly 270 acres with the 65 DNL noise contour remaining primarily on airport property.

The 2020 model was developed to show the anticipated effects of the proposed parallel runway project identified in the Conceptual Development Plan Phase 1. The 65 DNL contour is wider with the proposed parallel runway. The 65 DNL noise contour encompasses roughly 336 acres. The overall cumulative effect of the parallel runway is a positive change in noise exposure in that the more populated residential areas to the south of the Airport would be exposed to less aircraft noise.

The 2030 model was developed to show the anticipated effects of the proposed upgrade to the ARC C-II of the parallel runway included in the Conceptual Development Plan Phase II. The area of 65 DNL is again enlarged and encompasses roughly 364 acres. The information indicates the overall cumulative effect of the upgraded parallel runway is a positive change in noise exposure to the south compared to the existing contour, but an increase in noise exposure to the south compared to the 2020 contours.

The 2013 Update identifies the requirements for deed declarations and noise abatement strategies for private properties where the noise level may be at or above 55 DNL. The City may impose such requirements after notification of the project is sent to the Airport and the Airport provides written justification for the specific requirements.

~~Since residential and other noise-sensitive development should be well-separated from airports, new development must be coordinated with future airport expansion plans to prevent conflicts as flights increase. Future designation of residential areas by the City of Medford, City of Central Point, and Jackson County must be coordinated with the Airport Master Plan to avoid conflicts with flight patterns, hazard areas, and expansion areas. The 1986 study recommended that no new residential development be allowed inside the 65DNL, and that new residential development inside the 60 DNL be required to attain, through construction techniques, a maximum indoor noise level of 45DNL.~~

The updated airport master plan also refers to requirements for avigation easements from private property owners. The City does not concur with the blanket requirement of these easements and chooses not to apply the requirement on lands within the Airport Approach or Airport Area of Concern overlays. Instead, as part of the land use application process, the City will include the airport as a referral agency, giving the airport the opportunity to review development proposals within these areas on a case-by-case basis and then require an avigation easement if it is warranted. This decision is based upon LUBA Case No. 2010-11 (*Barnes v. City of Hillsboro*).

The Oregon Department of Aviation (ODA) and the Federal Aviation Administration (FAA) review hazards to air navigation, as required by Oregon Administration Rule (OAR) 738-070. Both agencies have guidelines for land use compatibilities that include both noise levels as well as land uses on real properties. Each agency will issue a determination of "hazard" or "no hazard" related to development proposed in the overlays.

The Rogue Valley International–Medford Airport Master Plan Update, Final Report, February 2013, is adopted by reference.

Exhibit B

Amended Transportation System Plan

[Cover sheet]

City of Medford

Transportation System Plan

Adopted
November 20, 2003
Amended by Ordinance No. 2016-XXX , XX,XX, 2016

Chapter 1
Introduction and Executive Summary

***

Air Transportation Plan

Air Transportation Needs and Deficiencies

The Rogue Valley International~~/~~–Medford Airport is the area's only provider of regularly-scheduled commercial airline service providing a national and international connection for the region. ~~The airport is also the focal point for regional air cargo activity and employment growth in the adjacent Foreign Trade Zone (FTZ) and other business parks.~~ The airport also provides for the air freight needs of the Rogue Valley area.

The *Rogue Valley International~~–~~Medford Airport Master Plan* *dated 2001 and the 2013 Master Plan* serve~~s~~ as the primary guide~~s~~ to future development at the airport. The document identify~~ies~~ facility improvements and additions that the airport will need in the coming decades to sufficiently handle increases in passenger and freight activity while also meeting Federal Aviation Administration requirements. While growth in passenger volumes largely dictates the timing of airport improvements, the *2013 Master Plan* includes a prioritized list of capital improvement~~s~~ projects separated into three phases. The improvement list relates to the Airport Layout Plan drawing found in the plan and the Capital Improvements Program (CIP) that is updated by airport management and the Federal Aviation Administration (FAA). ~~based on short-, intermediate-, and long-term planning horizons.~~ In addition, the City's Level of Service Study that identified street system needs and deficiencies throughout the Medford UGB~~,~~ addresses airport landside access issues~~,~~ and deficiencies.

~~Along with issues related to airport on-site development needs to meet anticipated travel demand for this mode and the off-site airport landside access needs as identified above, a~~Airports typically can have significant impacts on land uses in their vicinity. These impacts include not only potential safety issues related to both aircraft operations and risks to surrounding land uses, but also potentially neighborhood quality of life issues related to airport noise. The economic and transportation needs associated with airport use and development must be balanced against these potential land use issues.

To address airport area land use issues, the Oregon Administrative Rules (Section 660-013-Airport Planning) requires local agencies with planning authority for one or more airports or for areas within safety or compatibility zones around airports to adopt comprehensive plan and land use regulations for airports consistent with the requirements to that division and ORS 836.600 through 836.630. These plans and regulations are intended to encourage the long-term viability and compatibility of airports with their surrounding communities. Medford currently has provisions in its Municipal Code to address airport compatibility issues including the Airport Approach (A-A) and Airport Radar (A-R) ~~Zoning Districts.~~ overlays. The A-C overlay triggers notification to the Federal Aviation Administration (FAA) and Oregon Department of Aviation (ODA).

However, review of these code provisions is appropriate to ensure that they meet all of the requirements of OAR 660-013.

The 2013 Master Plan identifies the requirements for deed declarations and noise abatement strategies for private properties where the noise level may be at or above 55 DNL. The City may impose such requirements after notification of the project is sent to the Airport and the Airport provides written justification for the specific requirements.

The plan also refers to requirements for avigation easements from private property owners. The City does not concur with the blanket requirement of these easements within the Airport Approach or Airport Area of Concern overlays. Instead, as part of the land use application process, the City will include the airport as a referral agency, giving the airport the opportunity to review development proposals within these areas on a case-by-case basis and then request an avigation easement if it is warranted based on written justification. This decision is based upon LUBA Case No. 2010-11 (*Barnes v. City of Hillsboro*).

The most recent update to the airport master plan is the Rogue Valley International–Medford Airport Master Plan Update, Final Report, February 2013, which is adopted by reference.

Air Transportation Strategies

Improvements at or in the vicinity of the Rogue Valley International~~/~~–Medford Airport include those related to on-site enhancement, off-site improvements, and land use compatibility.

- On-site - The City of Medford ~~should~~ will work with the Jackson County Airport Authority (the owner/operator of the airport) to implement the recommendations of the ~~*Rogue Valley International-Medford*~~ *Airport Master Plan 2013 Update* or as amended.

- Off-site - Improvements in the vicinity of the airport to enhance off-site transportation system access include the following:

  - ~~Construct the North Medford Interchange improvements included in the Highway 62 Unit 1 strategy.~~
  - Improve existing and likely future traffic operations at the intersection of Highway 62 with Poplar Drive by adding additional vehicle turning lanes. Further consideration of potential ~~of~~ modifications as part of the Oregon 62 Expressway project. ~~grade separation of this intersection should be made as part of the ongoing study for Highway 62 Unit 2 improvements.~~
  - Improve the intersections of Highway 62 with Delta Waters Road and West Vilas Road.
  - Address long-term improvement needs at the existing at-grade intersection of Highways 99, 62 and 238 which could include future grade-separation.
  - ~~Extend and provide bicycle and pedestrian facilities along Biddle Road to the airport terminal access roads.~~
  - Support and encourage provision of public transportation services to the airport to meet the travel needs of passengers, employees and other airport visitors.

- ~~Work with Jackson County to develop an appropriate long-term strategy for airport terminal area access (identified in the *Airport Master Plan* as a future grade separation).~~

- Land Use - To address land use ~~compatibility~~ issues in the vicinity, the City of Medford ~~should~~ will work cooperatively with the Jackson County Airport Authority to evaluate the City's current Comprehensive Plan and Code as necessary to ensure compatibility with the Airport and applicable state and federal regulations. ~~the following:~~

  - ~~That the types and levels of public facilities and services needed to support development located at or planned for the airport are provided;~~
  - ~~That there is adequate mapping of the airport area as required by OAR 660-013;~~
  - ~~Develop and consider any ordinances necessary to carry out the requirements of OAR 660-013 consistent with applicable statewide planning requirements. This might include revisions to the City's existing Airport Approach (A-A) and Airport Radar (A-R) Zoning Districts if these are determined to be inadequate to meet the requirements of OAR 660-013 for the safety provisions of an Airport Overlay Zone;~~
  - ~~Consider land use plans in the vicinity of the airport to minimize potential safety and noise related impacts associated with the airport.~~

***

Chapter 2
Previous Work/Background Studies

Overview

The purpose of this chapter is to review existing plans and to identify important transportation and land use issues that need to be considered in the preparation of the Medford *Transportation System Plan* (TSP). A variety of transportation studies, transportation plans, and other transportation-related documents have been produced in the past. The relevance of each of these documents in relation to the preparation of the Medford TSP varies widely. This chapter will provide a synopsis of the following documents: Oregon Transportation Plan, all State modal plans, 2004-2007 Statewide Transportation Improvement Program (STIP), Jackson County *Comprehensive Plan Transportation Element*, *Medford Bicycle Master Plan*, *Jackson County Bicycle Master Plan*, *2001-2023 Rogue Valley Regional Transportation Plan* (RTP) and modal components, Transit Oriented Design and Development (TOD) Study, *Southern Oregon Commuter Rail Study*, *Southeast Medford Plan*, *City Center Design Concept '99*, *Downtown 2050 Plan*, *Medford in the 21st Century Vision Strategic Plan*, Highway 62 Corridor Solutions project, South Medford Interchange project, *Rogue Valley International–Medford Airport Master Plan* as amended, *Oregon Aviation Plan*, as updated, and various other transportation studies. In addition, the City's *Public Facilities Element* of the *Comprehensive Plan* contains goals and policies for the city related to transportation. The salient components of each study are described below.

***

Air Transportation Component

The Medford metropolitan area, Jackson County and a large area of southern Oregon ~~is~~ are served by the Rogue Valley International-Medford Airport, which is located north of the City and east of I-5, between Crater Lake Highway and Table Rock Road. This airport is owned and operated by Jackson County and provides both passenger and air freight service~~, as well as~~and serves~~ing~~ numerous private aircraft operations. The airport ~~h~~was ~~been~~ designated a foreign trade zone (FTZ), which wa~~i~~s intended to help the airport develop to its fullest potential and boost the local economy in the southern Oregon region. The FTZ wa~~i~~s projected to increase employment in the immediate vicinity of the airport and produce an annual increase in revenue of more than $3 million. Over the past ten years, the FTZ has been on inactive status and re-establishment is not currently planned.

The ~~recently adopted~~ Rogue Valley International~~–~~–Medford Airport Master Plan Update 2001 and 2013 Update provides guidance for future development at the airport including both landside and airside facilities. The Oregon Aviation Plan (Chapter 8) also describes the economic impact of the airport on the region. The RTP identifies the following air transportation policy:

Policy: *Local governments shall take actions to promote air transportation in the region and its connections with the other areas in the state, nation and abroad. This includes ensuring that good ground transportation is available for passengers and freight, and that the Airport Master Plan is periodically updated as necessary.*

***

Rogue Valley International~~–~~–Medford Airport Master Plan (2001) and (2013 Update)

An Airport Master Plan was completed in February of 2001 for the Rogue Valley International~~–~~ Medford Airport and revised and updated in February 2013. Th~~i~~ese Master Plans provide~~s~~ for anticipated aviation facility needs over the next twenty-year period ~~(~~and beyond~~)~~. The improvements identified in the *Airport Master Plans* will allow the airport to meet growing demands of commercial passenger air service, air cargo, military, and general aviation needs. In addition to addressing aviation needs, the plan also identifies airport-owned properties that are not anticipated for aviation-related development. These properties may be used for other purposes to enhance airport revenues. The plan generally recommends that proposed improvements be implemented as airport activity demands them. ~~Recommended improvements include:~~

- ~~Expanding the loop road in order to provide additional parking capacity~~
- ~~Construction of a grade-separated interchange between Biddle Road and the airport access road~~
- ~~Construction of an additional runway to handle projected airline activity~~

Implementation of these and other recommendations related to development of the airport are the responsibility of Jackson County using County, Federal Aviation Administration (FAA), and other funding. Airport-related recommendations are further addressed in Chapter 9 of the TSP.

***

Chapter 3
Existing Conditions

Overview

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The inventory data comes from a variety of sources. Although all transportation system modes are inventoried, the street inventory is the most data intensive. The street inventory effort includes detailed tables describing arterial and collector roadway features including number of lanes, posted speeds, functional classification, on-street parking, intersection traffic control, sidewalks and bicycle facilities. The detailed tables are included in Appendix A. This information was obtained through a combination of the Rogue Valley Metropolitan Planning Organization (RVMPO) travel model roadway inventory database and City of Medford staff review of existing roadway documents. The Rogue Valley Transportation District (RVTD) provided information related to transit service ~~provided~~ in the Medford area. Aviation data was supplied by the Jackson County Airport Authority. The most recent airport master plan is adopted by reference and is known as the Rogue Valley International–Medford Airport Master Plan Update, Final Report, February 2013. Freight-related information including trucking, freight rail, and pipelines was obtained from the RVMPO.

***

Air Transportation

The majority of the following discussion was derived from information contained in the Rogue Valley International~~–~~Medford Airport's *Airport Master Plan (2001) and (2013)* and the *2001~~–~~2023 Rogue Valley Regional Transportation Plan*. Additional data were~~as~~ provided by the Jackson County Airport Authority and updates made based on information contained in the most recent Rogue Valley International–Medford Airport Master Plan Update, Final Report, February 2013.

Rogue Valley International-Medford Airport

The Rogue Valley International~~–~~Medford Airport is a non-hub, commercial service airport with four air carriers that serve eight hubs. ~~the area's only provider of regularly scheduled commercial airline service.~~ The airport offers air passenger and air freight transportation opportunities to residents and businesses in the Rogue Valley by providing a national and international connection to the region. Currently, air passenger service is provided by Allegiant Air, Delta Airlines, United, and Alaska Air. These carriers provide service to Portland, San Francisco, Seattle, Denver, Salt Lake City, Los Angeles, Las Vegas, and Phoenix. ~~Horizon Airlines (linking Medford to Portland, Seattle and Los Angeles), United Express (connecting to Portland, San Francisco and Denver), and America West (connecting to Phoenix).~~ The Airport also provides an operating location for all classes of aircraft, including small general aviation aircraft, corporate business jets, and commercial service passenger aircraft.~~The airport also provides service to general aviation aircraft, as well as offering private, commercial, non-passenger related services (such as Erickson Air Crane) that operate from private helipads.~~ Reliever service for general aviation and air

freight service is provided at the Ashland Municipal Airport when visibility in Medford is below minimums due to fog or other inclement weather.

~~The Rogue Valley International-Medford Airport is located north and east of I-5 between Highway 62 (Crater Lake Highway) and Table Rock Road, entirely within the Medford Urban Growth Boundary (see Figure 3-4). Parking is available at the airport operating 24 hours a day, seven days a week. Current parking rates range from $2.00 per hour for short-term parking with a $12.00 per day maximum to $1.25 per hour for long-term with a $5.50 per day maximum.~~

Public transportation to the airport from various locations in Medford is available through privately operated taxis~~,~~ and shuttle services~~, and RVTD~~. ~~Upon advance request, RVTD will deviate Route 60 to serve the airport~~. Bicycle and pedestrian facilities are available to the airport site along Biddle Road, however, facilities for direct access to the terminal using these modes are minimal.

Airport Facilities

The airport consists of both airside and landside facilities. Airside facilities include runways, taxiways, lighting and navigational aids. There is ~~are two~~ one active runway~~s~~ at the Rogue Valley International~~-~~Medford Airport identified as~~.~~Runway 14~~-~~/32 ~~(the primary runway)~~ which is 8,800 feet long by 150 feet wide~~, while Runway 9-27 (the secondary crosswind runway) is 3,155 feet long by 100 feet wide.~~ This~~e~~ ~~primary~~ runway can accommodate most aircraft operating in the commercial fleet~~, while the crosswind runway is limited to small aircraft weighing less than 12,500 pounds.~~

Landside facilities include the passenger terminal facilities, aircraft parking aprons, Fixed Base Operator (FBO) facilities, the Aircraft Rescue and Fire Fighting (ARFF) facility, general aviation facilities, fuel storage facilities, and access roadways. Other facilities such as the Airport Traffic Control Tower (ATCT), Mercy Flights, and the U.S. Forest Service facilities are located around the airport. ~~terminal, fixed-base and corporate aviation facilities, storage hangars, the U.S. Forest Service facilities, and various facilities that support airport operations including the Federal Aviation Administration's airport traffic control tower and the airport's administration buildings.~~

Air Passenger Activity

Table 3-16 presents a summary of recent aircraft operations and passenger activity at the airport. ~~As indicated in the table, air passenger activity increased by an annual average rate of about 4 percent between 1998 and 2000, while actual aircraft operations declined, primarily as a result of a drop in local civil aircraft operations. The increases in passenger activity have shown potential for growth in the air transportation mode as an important component in the regional transportation system. Aircraft and air passenger activity also increased in the early months of 2001. However, since September 2001, air operations and passenger activity has dropped consistent with the experience of other airports throughout the United States.~~

Table 3-16
Rogue Valley International-Medford Airport
Air Operations and Passengers

	~~1998~~ 2010	~~1999~~ 2011	~~2000~~ 2012	~~2001~~ 2013	~~2002~~ 2014 ~~*~~	~~1998-2001~~ 2010-2014 Change (%)
Aircraft Operations - Itinerant						
• Air Carrier	~~16,235~~ 5,953	~~16,724~~ 5,062	~~19,203~~ 5,060	~~18,195~~ 5,071	~~9,861~~ 5,416	~~-~~ 1.80% ~~+12.1%~~
• Air Taxi	~~2,119~~ 12,287	~~2,279~~ 10,520	~~2,509~~ 10,549	~~2,113~~ 10,952	~~1,321~~ 12,470	0.30% ~~0.3%~~
• General Aviation	~~26,133~~ 20,039	~~25,648~~ 18,145	~~24,181~~ 17,620	~~24,100~~ 16,931	~~13,529~~ 15,794	-4.24% ~~-7.8%~~
• Military	~~340~~392	~~350~~ 456	~~368~~ 269	~~286~~ 252	~~183~~ 359	-1.68% ~~-15.9%~~
Total Itinerant Operations	~~44,827~~ 38,671	~~45,001~~ 34,183	~~46,261~~ 33,498	~~44,694~~ 33,206	~~24,894~~ 34,039	-2.40% ~~-0.3%~~
Aircraft Operations – Local						
• Civil	~~25,166~~ 11,271	~~25,862~~ 7,728	~~20,901~~ 7,548	~~17,380~~ 6,994	~~12,018~~ 5,278	-10.39% ~~-30.9%~~
• Military	~~224~~ 104	~~442~~ 152	~~96~~ 118	~~183~~ 116	~~66~~ 186	15.77% ~~-18.3%~~
Total Local Operations	~~25,390~~ 11,375	~~26,304~~ 7,880	~~20,997~~ 7,666	~~17,563~~ 7,110	~~12,084~~ 5,464	-10.39% ~~-30.8%~~
Total Operations	~~70,217~~ 50,046	~~71,305~~ 42,063	~~67,258~~ 41,164	~~62,257~~ 40,316	~~36,978~~ 39,503	-4.21% ~~-11.3%~~
Passengers						
• Enplanements	~~218,593~~ 320,298	~~228,783~~ 310,477	~~245,874~~ 322,426	~~234,779~~ 316,491	~~126,840~~ 337,483	1.07% ~~+7.4%~~
• Deplanements	~~235,213~~ 319,381	~~228,013~~ 307,718	~~246,191~~ 320,143	~~229,756~~ 314,743	~~127,001~~ 326,940	0.47% ~~-2.3%~~
Total Passengers	~~453,806~~ 639,679	~~456,796~~ 618,195	~~492,065~~ 642,569	~~464,535~~ 631,234	~~253,831~~ 664,423	0.77% ~~+2.4%~~

Source: Jackson County Airport Authority~~,~~
~~4-year percentile change in data is for 1998 through 2001.~~
~~* Data is for period from January through July, 2002 inclusive~~

In 2001, the *Rogue Valley International–Medford Airport Master Plan* was completed. and later updated in February 2013. Thiese documents serves as the primary guide to future development of the airport. The 2001 *Airport Master Plan* includesd documentation and an assessment of existing airport activity, a discussion of planning assumptions that related to future demand for airport-related services, and a summary of recommended improvements. Key assumptions and conclusions that awere important for the development of the Medford TSP included forecasts of passenger enplanements (the number of passenger boardings for air carrier or scheduled airline service), expectations for growth in air cargo activity and potential future employment in the developing Foreign Trade Zone (FTZ) located on airport property. The passenger enplanement and employment assumptions lead directly to increased traffic volumes on the airport access road, as well as all major roadways leading to the airport and the Foreign Trade Zone. Principal roads affected by a growth in airport traffic include: I-5, Highway 62, and Biddle Road.

~~According to the *Airport Master Plan*, passenger enplanements are forecast to increase substantially from the 1998 level of approximately 219,000 passengers. Several different forecasting methods were used to determine the likely future demand for air-passenger service at the Rogue Valley International-Medford Airport with the preferred method being based on a per capita ratio that related growth in demand to the area's growing population and propensity to fly. The preferred forecast was prepared in five year increments through 2020, with the outlying year estimated at 379,300 passengers or a 74 percent increase over 1998 levels. This translates to slightly over 1,000 passengers on an average day, which is not significant, compared with forecast daily traffic volumes on I-5 of over 50,000 vehicles at both the north and south study area boundaries.~~

The 2013 updated plan provides passenger enplanement forecasts for 2010 through 2030 (Table B-3 in the Plan). The forecast includes three scenarios, representing scenario one (the selected scenario), scenario two (the low) and scenario three (the high) forecasts for the identified timeframe. Scenario one projects enplanements to increase at an average annual growth rate of 2.4 percent which is equal to the projected growth rate of the Terminal Area Forecast (TAF) for Medford through 2030. The low forecast projects an average annual growth rate of 1.5. This number is equal to the projected growth rate of Jackson County through 2030. The high forecast is 3.0 and equals the projected national enplanement growth rate for regional carriers according to *FAA Aerospace Forecast Fiscal Years 2010–2030*. Scenario one was selected to be submitted to the FAA for approval and will be used as the basis for facility needs documentation.

Existing land uses around the airport are largely a mix of scattered single family residential, industrial/commercial development, and agricultural uses. The density of development is greater on the south side of the airport where there has been extensive recent commercial and industrial land development, and to the northwest where there has been new residential development in Central Point. A 1986 study of airport land use compatibility resulted in the Airport's acquisition of a number of properties that were determined to be incompatible with existing airport noise levels. The city has ~~two~~ three airport overlay zones (Airport Approach (A-A), ~~and~~ Airport Radar (A-R), and Airport Area of Concern (A-C)) to ensure compatibility of land uses around the airport by restricting land uses and structure heights in the airport's imaginary sur-

faces. These imaginary surfaces radiate outward from the existing runways at specified angles in relation to the ground. They are intended to identify the area within which height restrictions should be enforced on development adjacent to the airport to maintain a safe flight path. Imaginary surfaces are depicted in the *2001 Airport Master Plan* *and in the 2013 update*.

~~One significant and growing land use in the airport vicinity is the Foreign Trade Zone (FTZ No. 206). The FTZ was designated in 1995 and is intended to help the airport develop to its fullest potential and to boost the local economy of southern Oregon through enhanced trading opportunities and job creation. FTZ No. 206 is one of four in Oregon, the others being located in Coos County, Klamath Falls, and Portland. The FTZ is projected to increase employment in the immediate vicinity of the airport and to produce an annual increase in revenue of more than $3 million. Those who work in the FTZ are expected to live throughout the region. The FTZ and air cargo activity at the airport are discussed more fully below in the discussion of air cargo activity.~~

Air Cargo

Along with air passenger and general aviation services, the Rogue Valley International–Medford Airport provides for the air freight needs of the Rogue Valley area, connecting the region to national and international markets. Air freight is handled by both all-cargo carriers and the scheduled airlines, while air mail is handled only by the latter. ~~Five companies currently operate under contract with cargo-carrying companies such as FedEx, United Parcel Service (UPS) and Airborne Express, to carry air freight to and from the Medford area using a combination of small turboprop planes and jets.~~

In the mid-1980s, it was reported that only about 1.4 million total pounds of air freight were carried. This had increased by nearly 8 million pounds by 1993, at which point demand appeared to level off. Based on information in the 2001 *Airport Master Plan*, over 8 million pounds of air freight were carried in 1998, with the cargo-only carriers performing 5,800 annual operations. Table 3-17 illustrates updated air cargo activity at the Rogue Valley International–Medford Airport from 2010 to 2030. ~~over the past few years.~~

Table 3-17
Rogue Valley International-Medford Airport, Air Cargo ~~Activity~~ Forecast

	~~1998~~ 2010	~~2000~~ 2015	~~2001~~ 2020	~~2002 *~~ 2025	2030
(pounds)	5,437,787[2]	6,033,244	6,693,906	7,426,913	8,240,186
~~Mail~~					
• ~~Pounds On~~	~~678,770~~	~~588,735~~	~~393,454~~	~~267,161~~	
• ~~Pounds Off~~	~~27,569~~	~~51,110~~	~~60,967~~	~~15,610~~	
~~Total~~	~~706,339~~	~~639,845~~	~~454,421~~	~~282,771~~	
~~Air Freight~~					
• ~~Pounds On~~	~~3,397,785~~	~~3,584,127~~	~~3,062,367~~	~~1,751,719~~	
• ~~Pounds Off~~	~~4,362,396~~	~~5,908,274~~	~~3,848,590~~	~~2,292,911~~	
~~Total~~	~~7,760,181~~	~~9,492,401~~	~~6,910,957~~	~~4,044,630~~	

[2] Airport Personnel

~~Total Pounds of Air Cargo~~	~~8,466,520~~	~~10,132,246~~	~~7,365,378~~	~~4,327,401~~

Source: Barnard Dunkelberg and Company. ~~Jackson County Airport Authority~~
~~* Data is for period from January through July, 2002 Inclusive~~

Based on the 2013 update, the Medford Airport has two small cargo operators, Ameriflight (contracted with UPS and various banks) and Empire Air (contracted with FedEx) conducting air cargo flights six days a week (Monday–Saturday) with turboprop aircraft. There is a FedEx air cargo building adjacent to the ARFF building and facility used by Secured Couriers. The plan states there were approximately 5.4 million pounds of freight and mail which passed through the Airport in 2010. The percentage of air cargo is projected to increase by an average annual growth rate of 2.1 percent. In 2011, two additional buildings were planned to hold freight/cargo operations.

~~FedEx, United Parcel Service and Airborne Express operate air cargo facilities at the airport. FedEx constructed its facility south of the airport terminal in 1990. Airborne has constructed a facility on airport property at the northern end of the storage hangar area. Medford Air Cargo operates a facility to the south of the terminal, as well as a nearby storage and inspection facility with cold storage and a truck loading dock. The air cargo handling company has been very active in the development of air cargo facilities at the airport including expansion of on-field cargo handling capacity and in the establishment of an airport commerce park.~~

~~Future projections of air freight activity reflect a gradual "phasing in" of facilities on the east side of the airport in the Foreign Trade Zone (FTZ), and continuing development of markets in Southwest Oregon and Northwest California. FTZ No. 206 includes more than 700 acres divided among 12 sites in Jackson and Josephine Counties. Within the Medford UGB are located the following FTZ properties:~~

1. ~~Airport Commerce Park (east of the airport) 95 acres~~
2. ~~Crater Lake Center (east of the Airport Commerce Park) 38 acres~~
3. ~~North Medford Business Center (north of Crater Lake Center) 54 acres~~
4. ~~Medford Industrial Park 215 acres~~

~~The Foreign Trade Zone (FTZ) of Jackson County is a legally secured area considered to be outside the United States for purposes of customs, duties, and quotas. Imports are admitted to a FTZ duty free facility to be stored, processed, manufactured, distributed, exhibited or inspected. The FTZ is designed to open the region to increased foreign and domestic trade opportunities and to enhance efficiency in reaching global markets with locally produced commodities. The heart of the FTZ is located on 95 acres owned by Jackson County on the east side of the Rogue Valley International Medford Airport (see Figure 3-4), adjacent to the old Medco Haul Road.~~

~~The FTZ is a new international port of entry although customs and immigration services are not presently available. An agricultural quarantine and inspection center began service in the FTZ in 1996. The new air cargo and cold storage warehouse in the FTZ is one of the largest available at an airport between Los Angeles, California and Vancouver, B.C.[3] Regional access to the FTZ is available from Highway 62 north of the interchange with I-5. Direct road access to the FTZ includes Commerce Drive, Vilas Road, Table Rock Road and the Medco Haul Road. Recently Vilas Road was widened to accommodate increased traffic, and Coker Butte Road is being extended west of Crater Lake Highway to service the vicinity of the FTZ. Truck traffic on roads in this area is consistent with the pattern of truck activity common in other industrial areas.~~

~~In comparison with the demand for truck freight movement on Interstate 5, air freight is currently a small percentage of total freight movement in the Medford area. It is anticipated that the airport and FTZ will have minimal impact on the regional roadway system during the next few years. As operations in the FTZ grow and business interests increase, the adequacy of the existing surface transportation system will become increasingly important to accommodate expected increases in cargo handling and associated truck traffic. A significant increase of cargo moving in and out of this area could provide the impetus for development of an intermodal system for handling freight containers and trailers to increase the efficiency of cargo handling. It will be important to monitor activities related to air freight and the FTZ during the next few years for future TSP updates.~~

Chapter 9
Air Transportation Plan

Overview

This chapter includes a review and assessment of needs, deficiencies, policies and improvement options affecting the air transportation system within the Medford Urban Growth Boundary (UGB). Included is a discussion of the local and regional policy context for developing and maintaining this travel mode, an evaluation of needs and deficiencies in the existing system, and a discussion of ~~various short, mid and longer term~~ improvement projects for enhancing and expanding this system.

~~Information contained in this memo was obtained largely from the recently completed *Rogue Valley International-Medford Airport Master Plan* that includes forecasts of air passenger and cargo demand and identifies options and recommendations for airport improvement. In addition, the city's Level of Service study evaluated critical connections in the roadway system around the airport and provides insight into the airport landside access benefits realized by the implementation of currently funded roadway improvement projects that are expected to be completed within the 20-year planning horizon. Additional improvement needs to the roadway system around the airport were also identified in this study. A key transportation issue to be addressed will be the adequacy of multi-modal transportation access to the Rogue Valley Inter-~~

~~[3] Southern Oregon Regional Economic Development, Inc., January, 2002.~~

~~national-Medford Airport, particularly in light of the growth in air passenger and air cargo activity that is anticipated in the *Airport Master Plan.*~~

Policy Context and Background

The *2001-2023 Rogue Valley Regional Transportation Plan (RTP)* prepared for the Medford Urbanized Area by the Rogue Valley Metropolitan Planning Organization and adopted in 2002, establishes regional policy direction with respect to the air transportation system within the Medford UGB. The Rogue Valley International-Medford Airport provides an important passenger and freight connection to the remainder of the state, as well as to other national and international destinations. Because of the regional significance of this facility, the RTP recommends that *"Local governments shall take actions to promote air transportation in the region and its connections with the other areas in the state, nation, and abroad. This includes ensuring that good ground transportation is available for passengers and freight, and that the Airport Master Plan is periodically updated as necessary."* (Policy 13-1) Subsequently, Regional Transportation Plans have been adopted, including the 2009–2034 and the 2013–2038 plans. These updated plans do not include any new policies or goals related to air transportation.

The City's existing *Comprehensive Plan* includes a goal and policies specifically directed at protecting and enhancing the air transportation system. Goal 6~~7~~ indicates that the City will take actions ~~*"To assure that land use planning and development approval processes are fully coordinated with the present and future needs of the Rogue Valley International-Medford Airport, thereby protecting and enhancing this valuable regional resource."*~~ *"To facilitate the provision of efficient, safe, and competitive movement of people and goods to and from the Rogue Valley International–Medford Airport, recognizing the value of Rogue Valley International–Medford Airport as a regional resource.*

~~Adopted city policies related to air transportation include the following:~~

- ~~*"Policy 1: The City of Medford shall encourage and support in every way possible the continuation and expansion of the Rogue Valley International-Medford Airport facilities and services as an important transportation mode. This "Public Facilities Element" shall be amended as appropriate as airport facility plans are updated by Jackson County."*~~

- ~~*"Policy 2: The City of Medford shall be an active participant in all matters related to airport land use planning. Special emphasis shall be placed on providing protective land use regulations, such as the existing Airport Approach (AA) Overlay district, and any other such measures that are determined to be necessary."*~~

- ~~*"Policy 3: The City of Medford shall consider the airport area (MATS sectors 10, 11, and 12) as a priority area for providing urban levels of public facilities and services."*~~

The *Comprehensive Plan* goal and accompanying policies were reviewed and modified as appropriate during the development of the TSP. ~~New~~ Goals, policies and implementation strategies are included in Chapter 13.

In addition to local and regional policies related to air transportation, development of the air transportation portion of the Medford TSP must also consider Oregon Administrative Rules related to airport planning (OAR 660-013). These rules address the issues related to the on-going operation and vitality of Oregon's system of airports including the need to address land use planning in the vicinity of airports to reduce risks to aircraft operations and nearby land uses.

Needs

The Rogue Valley International–Medford Airport is the area's only provider of regularly-scheduled commercial airline service providing a national and international connection for the region. ~~The airport is also the focal point for regional air cargo activity and employment growth in the adjacent Foreign Trade Zone (FTZ) and other business parks. The location of the airport is illustrated in Figure 3-4.~~

The *Rogue Valley International–Medford Airport Master Plan* serves as the primary guide to future development of the airport. Completed in 2001 and updated in 2013, the *Airport Master Plan* includes planning assumptions with respect to future community growth and business activity, identifies future needs for air passenger, air cargo and general aviation activities, evaluates potential options to enhance the airport to meet anticipated needs, and outlines recommendations for a staged airport improvement program.

~~Based on projected airport activity, the Jackson County Airport Authority plans to improve and expand several airport facilities including runways, parking facilities and vehicle accessways. These improvements will affect both internal airport circulation, as well as the surrounding transportation system. Improvement recommendations are based on an assessment of future air passenger and air cargo demands that are largely driven by increased population and economic activity both in Medford and throughout southern Oregon. A discussion of airport needs and deficiencies is presented below.~~

Demand for Airport Services

Since the 2001 Airport Master Plan, changes have occurred within the aviation industry at all levels (locally and nationally) that impact the facilities and services at the Airport. Such changes made it important to re-evaluate the Airport Master Plan as a means of analyzing current and forecast operational characteristics and facilities, in addition to looking at airport development into the future. Tables identified in the 2001 Master Plan regarding ~~Key information gleaned from the *Airport Master Plan* and used in the development of this multi-modal TSP includes~~ forecasts of passenger enplanements (the number of passenger boardings for air carrier or scheduled airline service), forecasts of air cargo tonnage, and itinerant and local aircraft operations, including both civil and military aircraft, have been revised to reflect updated and forecast numbers. ~~Estimates of employment growth in the developing Foreign Trade Zone (FTZ) located adjacent to and east of the existing airport facility, have also been considered in evaluating both the demand for on-site airport improvements and off-site airport access needs (this analysis is focused on several key intersections in the vicinity of the airport).~~

~~According to the *Airport Master Plan*, passenger enplanements are forecast to increase substantially from the 1998 level of approximately 219,000 passengers. Several different forecasting~~

~~methods were used to determine the likely future demand for air passenger service at the Rogue Valley International-Medford Airport with the preferred method being based on a per capita ratio that correlates growth in travel demand to the area's growing population and propensity to fly. The preferred forecast was prepared in five-year increments through 2020, with the outlying year estimated at 379,300 passengers or a 74 percent increase over 1998 levels. This translates to slightly over 1,000 passengers on an average day, which is not significant compared with forecast daily traffic volumes on I-5 of over 50,000 vehicles at both the north and south ends of the Medford UGB study area. Table 9-1 illustrates the projected growth in air passenger demand at the Medford Airport.~~

Table 9-1
Rogue Valley International-Medford Airport
~~Projected~~ Air Operations and Passengers

	~~1998~~2011	~~2005~~2012	~~2010~~2013	~~2020~~2014
Passenger Enplanements	~~218,593~~ 310,477	~~268,950~~ 322,426	~~303,630~~ 316,491	~~379,300~~ 337,483
Aircraft Operations - Itinerant				
• Air Carrier	~~16,235~~5,062	~~18,120~~5,060	~~19,100~~5,071	~~21,900~~5,416
• Air Taxi	~~2,119~~ 10,520	~~4,000~~10,549	~~4,500~~10,952	~~5,500~~12,470
• General Aviation	~~26,133~~18,145	~~28,000~~17,620	~~30,000~~ 16,931	~~34,500~~15,794
• Military	~~340~~456	~~375~~269	~~375~~252	~~375~~359
Total Itinerant Operations	~~44,827~~34,183	~~50,495~~33,498	~~53,975~~33,206	~~62,275~~34,039
Aircraft Operations - Local				
• Civil	~~25,166~~7,728	~~28,000~~7,548	~~30,000~~6,994	~~34,500~~5,278
• Military	~~224~~152	~~200~~118	~~200~~116	~~200~~186
Total Local Operations	~~25,390~~7,880	~~28,200~~7,666	~~30,200~~7,110	~~34,700~~5,464
Total Operations	~~70,217~~42,063	~~78,695~~41,164	~~84,175~~40,316	~~96,975~~39,503
Total Aircraft Based at Airport	206~~150~~	213~~160~~	194~~168~~	201~~184~~
• Single-Engine	~~124~~145	~~128~~149	~~129~~141	~~132~~139
• Multi-Engine	~~15~~22	~~17~~26	~~20~~23	~~25~~25
• Jet	317	~~9~~28	~~11~~23	~~15~~27
• Helicopter	~~4~~8	~~6~~8	~~8~~7	~~12~~10

Source: ~~Unpublished data from Jackson County Airport Authority (for 1998) and *Rogue Valley International-Medford Airport Master Plan*, February 2001 (for future year estimates).~~ Data from Jackson County Airport Authority

~~Table 9-1 also outlines projected growth in aircraft operations including the air carriers responsible for accommodating most of the projected passenger growth. Along with air passenger growth, air carrier operations are expected to grow by 35 percent by 2020. Other aircraft oper-~~

~~ations include air-taxi (expected to more-than-double by 2020), general aviation (expected to grow by about 35 percent by 2020), and military operations (expected to grow very slightly). Total aircraft operations are expected to grow by a little less than 40 percent between 1998 and 2020.~~

~~In addition to serving air-passenger and general aviation demand, the Rogue Valley International-Medford Airport provides for the air freight needs of the Rogue Valley area, connecting the region to national and international markets. Both all-cargo carriers and the scheduled airlines handle air freight, while air mail is handled only by the latter. Five companies currently operate under contract with cargo-carrying companies such as FedEx, United Parcel Service (UPS) and Airborne Express, to carry air freight to and from the Medford area using a combination of small turboprop planes and jets.~~

~~According to the 2001 *Airport Master Plan*, over 8 million pounds of air freight were carried in 1998, with the cargo-only carriers performing 5,800 annual operations. In comparison with the demand for truck freight movement on Interstate 5, air freight is currently a small percentage of total freight movement in the Medford area. Future projections of air freight activity reflect a gradual "phasing in" of air cargo facilities on the east side of the airport in the Foreign Trade Zone (FTZ), and continuing development of markets in Southwest Oregon and Northwest California. A significant increase of cargo moving in and out of this area could provide the impetus for development of an intermodal system for handling freight containers and trailers to increase the efficiency of cargo handling. Table 9-2 identifies both existing and projected air cargo activity.~~

~~**Table 9-2**~~
~~**Rogue Valley International-Medford Airport**~~
~~**Projected Air Cargo Activity**~~

		1998	2005	2010	2020
Mail					
• Pounds On		678,770	864,000	1,026,000	1,450,000
• Pounds Off		27,569	35,000	42,000	59,000
	Total	706,339	899,000	1,068,000	1,509,000
Air Freight					
• Pounds On		3,397,785	4,980,000	6,540,000	11,280,000
• Pounds Off		4,362,396	6,390,000	8,390,000	14,470,000
	Total	7,760,181	11,370,000	14,930,000	25,750,000
Total Pounds of Air Cargo		8,466,520	12,269,000	15,998,000	27,259,000

~~Source: *Rogue Valley International-Medford Airport Master Plan*, February 2001.~~

On-Site Airport Improvement Needs

Significant airport improvements have been made since the 2001 Airport Master Plan was adopted. In 2009, a new passenger terminal building and Airport Traffic Control Tower were

constructed and opened. New parking facilities to serve short--term and long- term parking needs were provided at the Airport, and three entry points are available to access the Airport from the north, south, and west.

The updated Master Plan looks at the entire facility and its surroundings, and plans for the development of an aviation facility that can meet future needs. It provides forecasts of aviation activity, looks at how the airport facilities can safely and efficiently meet the needs of those activities, evaluates the Airport use related to surrounding uses, and identifies future development at and adjacent to the Airport properties. The 2013 Update includes a project list based on a Capital Improvements Project list created by the airport management staff and the Federal Aviation Administration (FAA). The list is prioritized into three phases with select projects noted in Table 9-3 below. ~~The *Airport Master Plan* identifies facility improvements and additions that the airport will need in the coming decades to sufficiently handle increases in passenger and freight activity while also meeting Federal Aviation Administration (FAA) requirements. While growth in passenger volumes largely dictate the timing of airport improvements, the *Airport Master Plan* includes a prioritized list of improvements based on short-, intermediate-, and long-term planning horizons. Short-term needs lie within the period between 2001 and 2005. Intermediate and long-term needs span the 2006-2010 and 2011-2020 timeframes, respectively.~~

~~Operating with nearly 219,000 enplanements during 1998, the Rogue Valley International-Medford Airport is deficient in terms of space and facilities to accommodate air passenger demand. According to airport planning standards developed by the FAA, the overall passenger terminal area is too small to handle the number of passengers currently being served. In addition, public parking capacity is below FAA standards for an airport of this size. With air passenger demand anticipated to grow by nearly 75 percent between 1998 and 2020, the need for terminal and parking area expansion is evident.~~

~~Determining facility needs for general aviation depends on the number of annual operations, number of aircraft based at the airport, and the varying types of fleet being served. Both local and itinerant general aviation operations are anticipated to increase in the coming decades. While the number of based aircraft is expected to grow, the fleet mix is expected to remain generally the same as it exists today. Projected military activity is not expected to vary much from current levels, therefore static projections were used in the forecasts. Terminal and storage facilities for general aviation currently meet both short- and intermediate-term needs, however, apron area and parking facilities are currently deficient. Realignment of Taxiway "A" is also identified as a short-term need.~~

~~The airport's air cargo facilities presently do not meet short-term needs. The current 20,000 square feet of available building space is less than the 25,000 square feet estimated to be needed. In addition, there are only 5,000 square yards of apron space available for air cargo activity, while short-term demand is estimated at 9,700 square yards.~~

~~Off-Site Airport Access Needs~~

~~Based on the information prepared as part of the city's Level of Service (LOS) Study, some current deficiencies exist with respect to multi-modal transportation system access to the Rogue Valley International-Medford Airport. The analysis of existing (2002) conditions indicates that there are several intersections in the vicinity of the airport that currently operate below the city's existing LOS D standard during the PM peak hour, including:~~

- ~~Highway 62 at Poplar Drive/Hilton Road (currently operating at LOS D/E)~~
- ~~Highway 62 at Delta Waters Road (currently operating at LOS E)~~
- ~~I-5 NB on and off ramp at Biddle Road (currently operating at LOS E)~~
- ~~Biddle Road at N Withams/Hilton Road (also operating at LOS E)~~

~~Based on output from the regional travel demand model maintained by the Rogue Valley COG, traffic growth in the vicinity of the airport is expected to be significant. This traffic growth assumes an increase in both air passenger and air cargo demand as well as future employment in the Foreign Trade Zone (FTZ) adjacent to the east side of the Medford airport. Future intersection traffic operations exceeding the city's LOS D standard include:~~

- ~~Highway 99/Highway 62/Highweay 238 (expected to operate at LOS D with a v/c of 1.00)~~
- ~~Highway 62/Poplar Drive (expected to operate at LOS F with a v/c of 1.14)~~
- ~~Highway 62/Delta Waters Road (expected to operate at LOS F with a v/c of 1.37)~~
- ~~Highway 62/West Vilas Road (expected to operate at LOS E with a v/c of 1.02)~~

~~The identified future problems along Highway 62 in the vicinity of the airport are expected to occur even with the proposed Unit 1 improvements in the vicinity of the I-5/Highway 62 interchange.~~

~~To ensure that landside access to the airport includes not only adequate facilities to address anticipated future travel demand by automobiles and trucks, consideration must also be given to the needs of those who travel to the airport by other means. These travelers could include not only airline passengers, but also airport area employees, visitors and others with a need to reach the airport. Currently, RVTD bus service to the Rogue Valley International-Medford Airport is provide upon request only with a requirement for advance reservations. Service is also available by taxi and airport shuttle. Access to/from the airport by walking and bicycling is incomplete with pedestrian and bicycle facilities extended only part way along Biddle Road northward from the city.~~

Land Use Issues

~~Along with issues related to airport on-site development needs to meet anticipated travel demand for this mode and the off-site airport landside access needs as identified above, a~~Airports typically can have significant impacts on land uses in their vicinity. These impacts include not only potential safety issues related to both aircraft operations and risks to surrounding land uses, but also potentially neighborhood quality of life issues related to airport noise. The economic and transportation needs associated with airport use and development must be balanced against these potential land use issues.

To address airport area land use issues, the Oregon Administrative Rules (Section 660-013-Airport Planning) requires local agencies with planning authority for one or more airports or for areas within safety or compatibility zones around airports to adopt comprehensive plan and land use regulations for airports consistent with the requirements to that division and ORS 836.600 through 836.630. These plans and regulations are intended to encourage the long-term viability and compatibility of airports with their surrounding communities.

To meet the requirements of the OAR, local governments are required to:

- Adopt an Airport Safety Overlay Zone (Airport Area of Concern (A-C) overlay) to prohibit structure, trees and other objects of natural growth from penetrating airport imaginary surfaces (e.g., in particular, height limitations in areas used by aircraft to approach or depart from the airports runways);

- Adopt airport compatibility requirements to prohibit new residential development and public assembly within the Runway Protection Zone (RPZ) (the RPZ is incorporated in the Airport Approach overlay); to limit establishment of specified uses within a noise impact boundary; to prohibit siting of new industrial uses and the expansion of existing industrial uses that could cause emissions of smoke, dust or steam that would obscure visibility within airport approach corridors; to limit outdoor lighting that would project directly onto an existing runway or taxiway or into existing airport approach corridors; to coordinate siting of transmission facilities with ODA~~OT~~ (Oregon Department of Aviation) ~~Aeronautics Division~~; and to regulate water impounds and the establishment of new landfills near airports (that might attract birds).

Medford currently has provisions in its Municipal Code to address airport compatibility issues including the Airport Approach (A-A) and Airport Radar (A-R) overlays. The Airport Area of Concern (A-C) will also be added as an overlay. The A-C overlay triggers notification to the Federal Aviation Administration (FAA) and Oregon Department of Aviation (ODA). ~~However, review of these code provisions is appropriate to ensure that they meet all of the requirements of OAR 660-013.~~

~~Strategies~~

~~Airport Master Plan~~

~~Based on the assessment of existing conditions and estimates of future needs, the 2001 *Airport Master Plan* identifies several alternatives for implementing needed improvements. Each alternative was analyzed and documented in the *Airport Master Plan* to provide a foundation for the plan's recommendations. Several functional areas at the airport were considered as the various alternatives were developed, including the airfield, passenger terminal, air cargo complex (including the Foreign Trade Zone), general aviation facilities, and other airport support facilities. The *Airport Master Plan* outlines several combinations of improvements and summarizes the results based on extensive analysis. Table 9-3 identifies key components of the improvement options that were considered for the each of major functional areas at the airport.~~

~~Of particular significance for the City of Medford's TSP is the identified need to improve the airport's vehicular entrance on Biddle Road. The existing access roads to the airport terminal are stop-sign-controlled at Biddle Road. Based on existing volumes, no significant traffic operational problems were observed. The *Airport Master Plan* recommends grade separation of the southern airport terminal entrance road with Biddle Road as an intermediate-term improvement (needed between 2006 and 2010). However, there has been recent industrial park development activity in the vicinity of the existing at-grade intersection that would need to be acquired and removed in order to build the proposed grade separation. This would increase the cost of such an improvement over the level anticipated in the *Airport Master Plan*.~~

Table 9-3
Rogue Valley International-Medford Airport
~~Improvement Alternatives Considered~~
Select Capital Improvement Projects

~~**Airfield Considerations**~~

- ~~Extension of Runway 14-32 to 8,800 feet (project completed)~~
- ~~Consider longer runway for trans-Pacific air cargo flights (subsequently determined not to be feasible)~~
- ~~Realign Taxiway A at south end to provide 400-foot separation from runway~~
- ~~Reserve area for parallel runway to increase capacity~~

~~**Terminal/Access Considerations**~~

- ~~Short-term need to expand terminal (bag claim, holdroom and rental car)~~
- ~~Short-term need to expand public parking area~~
- ~~Evaluate entrance/exit onto Biddle Road~~

~~**General Aviation Considerations**~~

- ~~Consider current hanger expansion proposals~~
- ~~Evaluate development potential if Runway 9-27 is closed~~

~~**Air Cargo Considerations**~~

- ~~Consider current layout for air cargo facilities prepared for Airport Commerce Park~~
- ~~Maintain segregation of large aircraft cargo facilities from other commercial or general aviation facilities~~

Phase I Projects

- Rehabilitate Taxiway A, South Taxiway C (old runway intersection)
- Rehabilitate Taxiway A, North of Taxiway C (old runway intersection)
- Acquire Runway 14 RPZ Land
- Acquire 80 Acre Parcel on East Side of Airport

Phase II Projects

- Apron Construction Adjacent to Taxiway "C" loop
- Construct Large Hangars along Milligan Way
- Runway 14L/32R Environmental Assessment
- Construct Parallel Runway 14L/32R and Associated Taxiways – Design/Earthwork Phase I

Phase III Projects

- Construct Eastside Access Public Road at South end of Airport
- Relocate ARFF Station

- Runway 14L/32R Upgrade Environmental Assessment
- Construct Runway 14/32R Upgrade/Extension Design/Earthwork Phase I

Source: *Rogue Valley International-Medford Airport Master Plan Update*, February 2001~~3~~13.

The complete list of projects is provided in the 2013 Master Plan Update (Tables G1 and G2).

~~Off-Site Transportation System Improvement Strategies~~

~~One of the more significant roadway improvement projects proposed in the vicinity of the Rogue Valley International-Medford Airport is the North Medford interchange project. This project will eliminate Hilton Road, which currently runs from Biddle Road to the Poplar/ Highway 62 intersection. Bullock Road currently intersects Hilton Road very close to its intersection with Highway 62. Bullock Road provides access to the south side of the airport, largely for industrial and/or air cargo purposes. However, due to long queues on Hilton Road approaching Highway 62, vehicles cannot make a southbound left turn from Bullock Road onto Hilton Road (and thus reach Highway 62) during peak traffic periods. This makes Bullock Road unattractive for vehicles exiting the airport desiring to get to Highway 62 via this route. Under the North Medford Interchange project Bullock Road will be realigned to become the fourth leg of the Poplar/ Highway 62 intersection. This will enhance the attractiveness of this route, which would reduce some reliance on the airport roadway connections to Biddle Road.~~

~~There has also been some consideration of providing a new link to Bullock Road from Lear Way. This alignment would connect from Lear Way to the curve at the north end of Bullock Road. Such a connection would require a tunnel since it would cross the Runway Protection Zone. Given the cost of a tunnel and the current levels of congestion at Delta Waters/ Lear Way/ Highway 62, this connection is not currently recommended.~~

~~As a result of the City's LOS Study, several other street system improvements have been proposed in the airport vicinity to address likely future deficiencies and/or to enhance passenger access to the terminal and/or access to the industrial areas surrounding the airport. These improvements would include adding additional turning lanes along Highway 62 at Poplar Drive and Delta Waters (with the possible future grade separation of Highway 62 at Poplar as part of the Unit 2 improvement package); adding additional through lane capacity on West Vilas Road at Highway 62, and potentially grade separating the existing at grade intersection of Highway 99, Highway 62 and Highway 238.~~

~~Strategies~~

~~Airport Master Plan~~

~~Analysis of various development alternatives resulted in a list of recommended airport capital improvements. Although airport activity levels and facility demand ultimately drive the timing of improvements, the 2001 *Airport Master Plan* groups recommended projects into a general time-based schedule. Short-term improvements range between the years 2001 and 2005; intermediate-term improvements are recommended for implementation between 2006 and 2010; long-term improvements are generally scheduled between 2011 and 2020. Table 9-4 identifies recommended airport improvements that affect transportation planning in the Medford area. The *Airport Master Plan* contains a full list of capital improvements.~~

~~Table 9-4~~
~~Rogue Valley International-Medford Airport~~
~~Key Components of Recommended Capital Improvement Program~~

~~Short-term Improvements (2001-2005)~~

- ~~Expand loop road to accommodate additional public parking~~
- ~~Expand public parking (400 spaces)~~
- ~~Construct taxiway stub/Schultz Road (8,100 sq. yds.)~~
- ~~Construct new baggage claim/2nd level concourse (Phase 1) (14,000 sq. ft.)~~
- ~~Re-align Taxiway A (south) (30,000 sq. yds.)~~

~~Intermediate-term Improvements (2006-2010)~~

- ~~Construct new Biddle Road interchange~~
- ~~Expand surface parking (400 spaces)~~
- ~~Re-align Milligan Way (1,200 linear feet)~~

~~Long-term Improvements (2011-2020)~~

- ~~Expand general aviation apron (50,000 sq. yds.)~~
- ~~Construct parallel runway (4,650 x 75 ft.)~~
- ~~Acquire property for terminal area expansion (8.8 acres)~~
- ~~Acquire property for development (100 acres)~~

~~Source: *Rogue Valley International-Medford Airport Master Plan*, February 2001.~~

~~Projects in the short-term horizon represent those ranking highest in priority and meeting immediate needs of the airport. The shortage of public parking has strengthened the need for expansion as airport activity increases. At the same time, baggage claim expansion is also a recommended short-term improvement. The baggage claim expansion will possibly force the rental car area to be relocated into the existing parking lot, which will affect parking space availability depending on the timing of improvements.~~

~~An additional 400 public parking spaces are expected to be needed in the intermediate term. This expansion will likely occur south of the existing parking area. Concurrently, the *Airport Master Plan* recommends the construction of a grade-separated interchange at Biddle Road. To enhance safety and mobility, the plan recommends that the interchange consist of airport entrance and exit ramps passing over Biddle Road to eliminate several turning conflicts. Additional terminal expansion is also anticipated to take place during this period.~~

~~Long-term improvements include acquiring land for future development, specifically 8.8 acres in front of the terminal area as well as 100 acres at the north end of the airport property.~~

~~It should be noted that the Airport Master Plan was completed prior to September 11, 2001 and some of the recommendations discussed above may need to be reconsidered in light of any long-term drop in future passenger and/or air cargo activity.~~

Off-Site Transportation System Improvement Projects

Improvements in the vicinity of the Rogue Valley International-Medford Airport to enhance off-site transportation system access include the following:

- ~~Construct the North Medford Interchange improvements included in the Highway 62 Unit 1 strategy.~~

- Improve existing and likely future traffic operations at the intersection of Highway 62 with Poplar Drive by adding additional vehicle turning lanes. Further consideration of ~~the~~ potential modifications as part of the Oregon 62 Expressway project. ~~for grade-separation of this intersection should be made as part of the on-going study for Highway 62 Unit 2 improvements.~~

- Improve the intersections of Highway 62 with Delta Waters Road and West Vilas Road as identified and discussed in the Street Plan chapter.

- Address long-term improvement needs at the existing at-grade intersection of Highways 99, 62 and 238 which could include future grade-separation.

- ~~Extend and provide bicycle and pedestrian facilities along Biddle Road to the airport terminal access roads.~~

- Support and encourage provision of public transportation services to the airport to meet the travel needs of passengers, employees and other airport visitors.

- ~~Work with Jackson County to develop an appropriate long term strategy for airport terminal area access (identified in the *Airport Master Plan* as a future grade separation).~~

Land Use Issues

To address land use ~~compatibility~~ issues in the vicinity, the City of Medford ~~should~~ will work co-operatively with the Jackson County Airport Authority (the owner/operator of the airport) to evaluate the City's current Ccomprehensive Pplan and Land Development Ccode as necessary to ensure compatibility with the Airport and applicable state and federal regulations. ~~the following:~~

- ~~That the types and levels of public facilities and services needed to support development located at or planned for the airport are provided;~~

- ~~That there is adequate mapping of the airport area as required by OAR 660-013;~~

- ~~Develop and consider any ordinances necessary to carry out the requirements of OAR 660-013 consistent with applicable statewide planning requirements. This might include revisions to the City's existing Airport Approach (A-A) and Airport Radar (A-R) Zoning Districts if these are determined to be inadequate to meet the requirements of OAR 660-013 for the safety provisions of an Airport Overlay Zone;~~

- ~~Consider land use plans in the vicinity of the airport to minimize potential safety and noise related impacts associated with the airport.~~

Exhibit C

Amended Transportation Element

[Cover sheet]

***

Air Transportation Plan

Air Transportation Needs and Deficiencies

The Rogue Valley International–Medford Airport is the area's only provider of regularly-scheduled commercial airline service providing a national and international connection for the region. ~~The airport is also the focal point for regional air cargo activity and employment growth in the adjacent Foreign Trade Zone (FTZ) and other business parks.~~ The airport also provides for the air freight needs of the Rogue Valley area.

The *Rogue Valley International–Medford Airport Master Plan* *dated 2001 and the 2013 Master Plan* serve~~s~~ as the primary guides to future development at the airport. The documents identify~~ies~~ facility improvements and additions that the airport will need in the coming decades to sufficiently handle increases in passenger and freight activity while also meeting Federal Aviation Administration requirements. While growth in passenger volumes largely dictates the timing of airport improvements, the 2013 *Master Plan* includes a prioritized list of capital improvement~~s~~ projects separated into three phases. The improvement list relates to the Airport Layout Plan drawing found in the plan and the Capital Improvements Program (CIP) that is updated by airport management and the Federal Aviation Administration (FAA). ~~based on short-, intermediate-, and long-term planning horizons.~~ In addition, the City's "Level of Service Study" that identified street system needs and deficiencies throughout the Medford UGB, addresses airport landside access issues, and deficiencies.

~~Along with issues related to airport on-site development needs to meet anticipated travel demand for this mode and the off-site airport landside access needs as identified below, a~~Airports typically can have significant impacts on land uses in their vicinity. These impacts include not only potential safety issues related to both aircraft operations and risks to surrounding land uses, but also potentially neighborhood quality of life issues related to airport noise. The economic and transportation needs associated with airport use and development must be balanced against these potential land use issues.

To address airport area land use issues, the Oregon Administrative Rules (Section 660-013-Airport Planning) requires local agencies with planning authority for one or more airports or for areas within safety or compatibility zones around airports to adopt Comprehensive Plan and land use regulations for airports consistent with the requirements of that division and ORS 836.600 through 836.630. These plans and regulations are intended to encourage the long-term viability and compatibility of airports with their surrounding communities. Medford currently has provisions in its Municipal Code to address airport compatibility issues, including the Airport Approach (A-A) and Airport Radar (A-R) ~~Zoning Districts~~ overlays. The Airport Area of Concern (A-C) will also be added as an overlay. The A-C overlay triggers notification to the Federal Aviation Administration (FAA) and Oregon Department of Aviation (ODA). However, review of these code

provisions is appropriate to ensure that they meet all of the requirements of OAR 660-013.

The 2013 Master Plan identifies the requirements for deed declarations and noise abatement strategies for private properties where the noise level may be at or above 55 DNL. The City may impose such requirements after notification of the project is sent to the Airport and the Airport provides written justification for the specific requirements.

The plan also refers to requirements for avigation easements from private property owners. The City does not concur with the blanket requirement of these easements within the Airport Approach or Airport Area of Concern overlays. Instead, as part of the land use application process, the City will include the airport as a referral agency, giving the airport the opportunity to review development proposals within these areas on a case-by-case basis and then request an avigation easement if it is warranted based on written justification. This decision is based upon LUBA Case No. 2010-11 (*Barnes v. City of Hillsboro*).

The most recent update to the airport master plan is the Rogue Valley International–Medford Airport Master Plan Update, Final Report, February 2013, which is adopted by reference.

Air Transportation Strategies

Improvements at or in the vicinity of the Rogue Valley International-Medford Airport include those related to on-site enhancement, off-site improvements, and land use compatibility.

- On-site - The City of Medford ~~should~~ will work with the Jackson County Airport Authority (the owner/operator of the airport) to implement the recommendations of the ~~*Rogue Valley International-Medford*~~ *2013 Airport Master Plan or as amended*.

- Off-site - Improvements in the vicinity of the airport to enhance off-site transportation system access include the following:

  - ~~Construct the North Medford Interchange improvements included in the Highway 62 Unit 1 strategy.~~
  - Improve existing and likely future traffic operations at the intersection of Highway 62 with Poplar Drive by adding additional vehicle turning lanes. Further consideration of potential modifications as part of the Oregon 62 Expressway project. ~~of grade-separation of this intersection should be made as part of the on-going study for Highway 62 Unit 2 improvements.~~

- Improve the intersections of Highway 62 with Delta Waters Road and West Vilas Road.
- Address long-term improvement needs at the existing at-grade intersection of Highways 99, 62 and 238 which could include future grade-separation.
- ~~Extend and provide bicycle and pedestrian facilities along Biddle Road to the airport terminal access roads.~~
- Support and encourage provision of public transportation services to the airport to meet the travel needs of passengers, employees and other airport visitors.
- ~~Work with Jackson County to develop an appropriate long-term strategy for airport terminal area access (identified in the Airport Master Plan as a future grade separation).~~

- Land Use - To address land use ~~compatibility~~ issues in the vicinity, the City of Medford ~~should~~ will work cooperatively with the Jackson County Airport Authority to evaluate the City's current Comprehensive Plan and Land Development Code as necessary to ensure compatibility with the Airport and applicable state and federal regulations. ~~the following:~~

  - ~~That the types and levels of public facilities and services needed to support development located at or planned for the airport are provided;~~
  - ~~That there is adequate mapping of the airport area as required by OAR 660-013;~~
  - ~~Develop and consider any ordinances necessary to carry out the requirements of OAR 660-013 consistent with applicable statewide planning requirements. This might include revisions to the City's existing Airport Approach (A-A) and Airport Radar (A-R) Zoning Districts if these are determined to be inadequate to meet the requirements of OAR 660-013 for the safety provisions of an Airport Overlay Zone;~~
  - ~~Consider land use plans in the vicinity of the airport to minimize potential safety and noise related impacts associated with the airport.~~

Exhibit D

Letter dated March 8, 2013 from Carol A. Suomi

[Cover sheet]

U S Department
of Transportation
Federal Aviation
Administration

Northwest Mountain Region
Seattle Airports District Office
1601 Lind Avenue S.W., Suite 250
Renton, Washington 98057-3356

March 8, 2013

Mr. Bern E. Case
Airport Director
Rogue Valley Intl Airport
1000 Terminal Loop Pkwy, Suite 201
Medford, OR 97504

Dear Mr. Case,

The Rogue Valley International Airport Layout Plan (ALP) dated February, 2013, submitted by the firm of Barnard Dunkelberg & Co., and bearing your signature, is hereby approved. A signed copy of the ALP is enclosed.

This approval considers only the safety, utility, and efficiency of the Rogue Valley International Airport, and is conditioned on acknowledgment that any development on airport property requiring federal environmental approval must receive such written approval from the Federal Aviation Administration (FAA) prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan since action toward this end is a prerequisite of the Airport Improvement Program (AIP). Grant Assurance 21, Compatible Land Use, requires airport sponsors to take appropriate action, including the adoption of zoning laws to restrict the use of land adjacent to, or in the immediate vicinity of the airport, to activities and purposes compatible with normal airport operations including the arrival and departure of aircraft. The FAA recognizes residential development adjacent to the airport property as an incompatible land use.

Approval of the plan does not indicate that the United States will participate in the cost of any proposed development. When airport construction, alteration, or deactivation is undertaken, such action requires notification and review in accordance with the provisions of Part 77 and Part 157 of the Federal Aviation Regulations.

Please attach this letter to the approved Airport Layout Plan and retain it in the airport files for future use under the Airport Improvement Program.

Sincerely,

Carol A. Suomi
Manager, Seattle Airports District Office

Encl: MFR ALP dtd Feb 2013

cc:
Mr. Peter Van Pelt, BD & Co.

Exhibit E

Letter dated July 18, 2013 from

Bern E. Case

[Cover sheet]

JACKSON COUNTY
Airport Authority

Rogue Valley International
Medford Airport

Bern E. Case, A.A.E
Airport Director

1000 Terminal Loop Pkwy. Ste 201
Medford, OR 97504
Phone 541-776-7222
Fax 541-776-7223
casebe@jacksoncounty.org

www.jacksoncounty.org

July 18, 2013

Bianca Petrou
City of Medford
Planning Department
411 W. 8th Street
Medford, OR 97501

Re: Final Master Plan Update

Dear Bianca:

Thank you for your time and input in the Airport's Master Plan update process. Enclosed is a copy of the final report, and it is also posted on the County's web page at: www.jacksoncounty.org under the "Airport" link.

We hope the information is useful and look to the City's planners to mesh the details into Medford's Comp Plan.

Sincerely,

Bern E. Case

Bern E. Case, A.A.E.
Airport Director

Enclosure (1)

Exhibit F

Planning Commission Study Session Minutes, March 23, 2015

Excerpt

[Cover sheet]

Planning Commission Study Session Minutes, March 2015

1. **DCA-13-080/ZC-13-079 – A-A/A-R Overlays Code Amendment**
2. **CP-13-076/CP-13-077/CP-13-078 – Airport Master Plan Adoption**

John Adam, Senior Planner, reported that the airport has developed a new master plan and typically the City adopts the master plan and elements into the Comprehensive Plan by reference. The other item for discussion is beekeeping. A citizen petitioned beekeeping to the City Council for the Planning Department for a Code amendment.

Carla Paladino, Planner III, stated that the City will adopt the airports new master plan by reference into the City's Comprehensive Plan. Also, making adjustments to the development code related to the overlays (i.e. airport approach, airport radar and a new mapping category called the airport area of concern). In addition there will be zone map amendments. The General Land Use Plan Map shows the majority of the airport under the "Airport" map designation. There is outlying property owned by the County with different General Land Use Plan Map designations that will be changed from the current designation to the Airport designation. The Airport Master Plan's focus is the aviation facility and its surroundings along with meeting future demand needs.

There are three elements that will be amended in the Comprehensive Plan to incorporate the new airport update: 1) Environmental Element (avigation easements, deed restrictions and noise abatement); 2) Transportation Element; and Transportation System Plan.

The Development Code amendments would affect sections:

- 10.031 – Exemptions
- 10.146 – Referral Agencies
- 10.300 – Zoning Districts
- 10.349 – Airport Approach (application requirements)
- 10.350 – Airport Radar Overlay
- 10.414 – Airport Area of Concern (NEW) (application requirements)

Chair McFadden asked if developments outside the airports fence would still come before the City? Ms. Paladino replied yes.

Chair McFadden asked if has reviewed the tall sign ordinance such as freeway signs, etc. that there are no existing conflicts with the airport master plan update?

The City's text changes were provided to the airport. Maps were not included. Staff received positive feedback from Bern Case, Airport Director. He agrees with the changes including avigation easements and the noise abatement changes.

Staff's next step is to update the maps and make sure the airport concurs with those changes. There is a scheduled hearing before the Planning Commission on Thursday, April 23, 2015. It will be presented to the City Council in June.

STAFF REPORT

for Class-A legislative: **Zoning Map and Development Code Amendments**

Project	Updating Zoning Map and Development Code Based on Airport's Master Plan Update
File no.	ZC-13-079 / DCA-13-080
To	Medford Planning Commission *for 1/14/2016 hearing*
From	Praline McCormack, Planner II, Long-Range Planning pm
Reviewer	John Adam, Principal Planner, Long-Range Planning JA
Date	January 5, 2016

BACKGROUND

Proposal

Consideration of amendments to the Zoning Map updating the boundaries of the Airport Approach overlay, creating a new Administrative Mapping Category - the Airport's Fence Line, and adding a new zoning overlay district called the Airport Area of Concern. Also, consideration of amendments to the Land Development Code Sections 10.031, 10.146, 10.300, 10.349, consolidating Sections 10.350 thru 10.354 into Section 10.349, renumbering Section 10.355 to 10.352 and creating new Sections 10.355 and 10.414 exempting airport accessory structures from land use review, adding airport authorities as referral agencies, revising the Airport Approach and Airport Radar Overlays, creating a new zoning overlay district - the Airport Area of Concern - and creating a new administrative mapping category for the Airport Fence Line (see Exhibit A).

History

The Airport put together a Master Plan Update subcommittee of which the Assistant Planning Director was a member and hired a consultant to prepare the Update. Completed in February 2013, the Update received approval from the Federal Aviation Administration (FAA) in March 2013. The 2014–2019 City of Medford Strategic Plan directs Planning "to amend the Comprehensive Plan and Land Development Code to support the Airport Master Plan" (Goal 9, Objective 9.4, Action 9.4a). The proposed amendments will meet this directive.

Authority

These proposed land use actions are Class-A legislative amendments of the Zoning Map and Chapter 10 of the Municipal Code. The Planning Commission is authorized to recommend, and the City Council to approve, amendments to the Zoning Map and Chapter 10 under Medford Municipal Code Sections 10.102–122, 10.164, and 10.184.

ANALYSIS

Following is a summary of the substantive changes proposed in this amendment:

1. Revising the Airport Approach Overlay's boundaries. The east and west boundaries of the Overlay have been modified to reflect the recent decommissioning of the east-west runway (see Exhibit B).
2. Exempting airport accessory structures from the development permit requirement. The exempt structures would be located within the secured fence area and would not be intended for public use. In order to administer this new provision, this amendment includes the addition of the airport fence line to the Zoning Map as an administrative mapping category (see Exhibit C).
3. Creating a new Zoning Overlay called the Airport Area of Concern (see Exhibit D). Within this area, which encompasses most of the City, a request for comment will be sent to airport authorities (Federal Aviation Administration and Oregon Department of Aviation) for all code amendments, conditional use permits, exceptions, PUDs, land divisions/partitions, site plan review and transportation facilities proposed within or abutting the Area of Concern. Airport authorities will review the proposal to determine if it constitutes a hazard or obstruction to air space. Airport authorities may recommend, if warranted, an avigation easement, deed declaration, noise abatement strategies and/or hazard mitigation measures such as lighting.
4. Revising the Airport Approach and Airport Radar Overlays. Language has been updated per OAR 660-013.

FINDINGS AND CONCLUSIONS

The criteria that apply to code amendments are in Medford Municipal Code Section 10.184(2). The criteria are rendered in italics; findings and conclusions in roman type.

Land Development Code Amendment. The Planning Commission shall base its recommendation and the City Council its decision on the following criteria:

10.184 (2) (a). Explanation of the public benefit of the amendment.

Findings

The proposed amendments to the airport overlay zoning districts and the standards associated with them serve to reduce risks to both aircraft and persons/property. The mapping amendments update the City's Zoning Map to reflect current airport-related boundaries.

Conclusions

The proposed amendments update Medford's Code and mapping to match the airport's Master Plan Update and the Oregon Administrative Rules (OARs).

10.184 (2) (b). The justification for the amendment with respect to the following four factors:

1. *Conformity with goals and policies of the Comprehensive Plan considered relevant to the decision.*

   Findings

   The following goal is from the Environmental Element.

   Goal 12: To protect the citizens of Medford from the potential damage caused by hazards such as flooding, earthquakes, noise, wildfires, and airport hazards.

   The following implementation strategies are from the Transportation System Plan Element, Air Transportation.

   Implementation 6-A(1): Encourage the Jackson County Airport Authority to coordinate implementation of the Rogue Valley International-Medford Airport Master Plan, and any updates, with the City.

   Implementation 6-A(4): Prepare for consideration by the City Council, amendments to the Medford Comprehensive Plan that include the maps and information required by OAR 660-013 "Airport Planning". If the airport sponsor does not provide the economic and use forecast information required by the OAR, the City may limit the airport boundary to areas currently devoted to the airport uses described in the OAR.

   Implementation 6-A(5): Prepare for consideration by the City Council ordinances to carry out the requirements of OAR 660-013 "Airport Planning", which require an Airport Safety Overlay Zone to promote aviation safety, if the currently adopted Airport Approach (A-A) and Airport Radar (A-R) Overlay Zoning Districts are not in compliance.

Implementation 6-A(6): Prepare for consideration by the City Council ordinances to carry out the requirements of OAR 660-013 "Airport Planning" regarding airport compatibility, consistent with applicable statewide planning requirements.

Conclusions

The proposed amendments satisfy the environmental element goal and the air transportation implementation strategies.

2. *Comments from applicable referral agencies regarding applicable statutes or regulations.*

Findings

No comments were received.

Conclusions

This criterion does not apply.

3. *Public comments.*

Findings

No comments were received.

Conclusions

This criterion does not apply.

4. *Applicable governmental agreements.*

Findings

None.

Conclusions

This criterion does not apply.

RECOMMENDED ACTION

Initiate the amendments and recommend approval to the City Council per the staff report dated January 5, 2016, including Exhibits A through D.

EXHIBITS

A Proposed amendment dated December 29, 2015

B Map: Airport Approach (AA) & Runway Protection Zone
C Map: Airport Fence
D Map: Area of Concern (A-C) – Airport Notify Area

PLANNING COMMISSION AGENDA: **JANUARY 14, 2016**

Exhibit A

Proposed amendment

Deleted text is ~~struck through~~; added text is <u>underlined</u>

Chapter 10, Table of Contents

* * *

OVERLAY DISTRICTS (10.345 - 10.407)

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10.348	Limited Industrial ~~Overlay District~~, I-00~~.~~
10.349	Airport Approach ~~District~~, A-A
~~10.350~~	~~Application of Airport Approach Provisions~~
~~10.351~~	~~Permitted Uses~~
~~10.352~~	~~Conditional Uses~~
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~~10.354~~	~~Height Regulations~~
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10.360	Exclusive Agricultural ~~Overlay District~~, E-A
10.361	Permitted Activities and Development, E-A
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* * *

ADMINISTRATIVE MAPPING CATEGORIES (10.409 – 10.413)

10.409	Purpose of Administrative Mapping Categories
10.410	Downtown Parking ~~Administrative Mapping Category~~
10.411	Limited Service ~~Administrative Mapping Category~~
10.412	Planned Unit Development ~~Administrative Mapping Category~~
10.413	Restricted Zoning ~~Administrative Mapping Category~~
10.414	Airport Fence Line

* * *

ARTICLE I

* * *

10.031 Exemptions from the Development Permit Requirement.

A. An exemption from the development permit requirement does not exempt the use or development from compliance with the applicable standards of this chapter, including but not limited to access, parking, riparian protection, and landscaping.

* * *

C. The following uses or developments do not require a development permit.

* * *

(11) Airport accessory structure(s) including hangars, aircraft storage, maintenance facilities, warehouse storage, and office buildings to be located on airport property within the secured fence area (as shown on the Medford Zoning Map) not intended for public use.

* * *

ARTICLE II

10.146 **Referral Agencies, Distribution.**

This Chapter employs the use of referral agencies for the review of those plan authorizations indicated below, as shown on the Schedule which follows:

A. Major Comprehensive Plan Amendment
B. Land Development Code Amendment
C. Minor Comprehensive Plan Amendment
D. Annexation, except as provided in Section 10.199
E. Vacation
F. Zone Change, Major and Minor
G. Conditional Use Permit
H. Exception
I. Planned Unit Development
J. Land Division
K. Site Plan and Architectural Review
L. Transportation Facility Development
M. Historic Review
N. Administrative (Class D) Plan Authorizations

Numerical references in the Schedule refer to the following:

1. When the proposal is within, abutting, or affecting the referral agency's jurisdiction.

2. When the proposal is within~~,~~ or abutting the Airport ~~Approach or Airport Radar Overlay Districts~~**Area of Concern**.

3. When the proposal includes new buildings or building additions that are within the referral agency's jurisdiction.
4. When the proposal is within the Southeast Overlay District and in a Parks or Schools land use category on the Southeast Plan Map.
5. When the proposal is within or abutting a Greenway General Land Use Plan Map designation.

Referral agencies may be asked to review certain proposals not indicated on the Schedule if, in the judgment of the Planning Director, the agency may have an interest in the proposal. Additional referral agencies may be notified at the discretion of the Planning Director.

SCHEDULE OF REFERRAL AGENCY DISTRIBUTION

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
CITY DEPTS.														
Building Safety	X	X	X	X	X	X	X	X	X	X	X		X	X
City Attorney	X	X	X	X	X	X	X	X	X	X	X	X	X	
City Manager	X	X	X	X										
Engineering Division	X	X	X	X	X	X	3		X	X	X	X	X	
Fire	X	X	X	X	X	X	3		X	X	X		X	X
Parks & Recreation	X	X	X	X	X	X	3		X	X	X		X	
Parks Director	4	4	4	4	4	4	4	4	4	4	4	4	4	
Planning	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Police	X		X	X	X	X			X	X	X		X	X
Public Works	X	X	X	X	X	X	3		X	X	X		X	X
AGENCIES														
Water Commission	X	X	X	X	X	X	3		X	X	X	X	X	
Army Corps of Engineers							5	5	5	5	5	5		
Landmarks & Historic Preservation Commission	1	1	1		1	1	1	1	1	1	1	1		
Cable Television Co.			X	X	X	X	3		X	X	X		X	
City of Central Point	1	1	1	1	1	1	1	1	1	1	1	1		
City of Phoenix	1	1	1	1	1	1	1	1	1	1	1	1		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
Dept. of Land Conservation & Development	X	X	X											
Dept. of State Lands							5	5	5	5	5	5		
Federal Aviation Administration		2					2	2	2	2	2	2		2
Garbage Company				X	X									
Jackson Co. Health Dept				X						X				
Jackson Co. Planning	X	X	X					1	1		1			
Medford Irrigation District	1		1	1	1		3		1	1				
Natural Gas Company			X	X	X	X	3		X	X	X	X	X	
Oregon Dept. of Aviation		2					2	2	2	2	2	2		2
Oregon Dept. of Fish & Wildlife							5	5	5	5	5	5		
Oregon Dept. of Transportation	X		1	1		1	3		1	1	1	1		
Power Company			X	X	X	X	3		X	X	X	X	X	
Rogue River Valley Irrigation District	1		1	1	1		3		1	1				
Rogue Valley~~V~~– Medford Airport	1	1	1			1	2	2	2	2	2	2		2
Rogue Valley Sewer Services	1		1	1	1	1	3		1	1	1		1	
Rogue Valley Transportation District	X		1	1	1	X	3		1	1	X	X	X	
Medford 549C Schools	1		1	1		1	3		1	1				
Superintendent	4	4	4	4	4	4	4	4	4	4	4	4		
Phoenix-Talent Schools	1		1	1		1	3		1	1				
Superintendent	4	4	4	4	4	4	4	4	4	4	4	4		
Telephone Company			X	X	X	X	3		X	X	X	X	X	
U. S. Post Office									X	X	X	X	X	
Urban Renewal Agency			1		1	1	1	1	1	1	1	1	1	
Water Districts	1		1	1		1			1	1				

* * *

ARTICLE III

10.300 Establishment of Zoning Districts.

This Code separates the city into three ~~(3)~~ basic use classifications, ~~sixteen (16)~~ zoning districts, ~~eight~~ **nine** ~~(8)~~ overlay districts, and ~~four~~ **five** ~~(4)~~ administrative mapping categories as follows:

~~I~~**A.** RESIDENTIAL

~~(a)~~ SFR-00	Single-Family Residential	-	(1 dwelling unit per existing lot)
~~(b)~~ SFR-2	Single-Family Residential	-	(2 dwelling units per gross acre)
~~(c)~~ SFR-4	Single-Family Residential	-	(4 dwelling units per gross acre)
~~(d)~~ SFR-6	Single-Family Residential	-	(6 dwelling units per gross acre)
~~(e)~~ SFR-10	Single-Family Residential	-	(10 dwelling units per gross acre)
~~(f)~~ MFR-15	Multiple-Family Residential	-	(15 dwelling units per gross acre)
~~(g)~~ MFR-20	Multiple-Family Residential	-	(20 dwelling units per gross acre)
~~(h)~~ MFR-30	Multiple-Family Residential	-	(30 dwelling units per gross acre)

~~II~~**B.** COMMERCIAL

~~(a)~~ C-S/P	Commercial, Service and Professional Office
~~(b)~~ C-N	Commercial, Neighborhood
~~(c)~~ C-C	Commercial, Community
~~(d)~~ C-R	Commercial, Regional
~~(e)~~ C-H	Commercial, Heavy

~~III~~**C.** INDUSTRIAL

~~(a)~~ I-L	Industrial, Light
~~(b)~~ I-G	Industrial, General
~~(c)~~ I-H	Industrial, Heavy

~~IV~~**D.** OVERLAY DISTRICTS

~~(ah)~~ I-00	Limited Industrial
~~(ba)~~ A-A	Airport Approach
~~(cf)~~ A-R	Airport Radar
~~(d)~~ **A-C**	**Airport Area of Concern**
~~(eb)~~ C-B	Central Business
~~(fc)~~ E-A	Exclusive Agriculture
~~(ge)~~ F	Freeway
~~(hg)~~ S-E	Southeast
~~(id)~~ H	Historic

~~(e) F Freeway~~
~~(f) A-R Airport Radar~~
~~(g) S-E Southeast~~

~~V~~**E.** ADMINISTRATIVE MAPPING CAT~~G~~EGORIES

~~(a)~~ Downtown Parking
~~(b)~~ Limited Service

~~(c)~~ P-D Planned Unit Development
~~(d)~~ R-Z Restricted Zoning
~~(e)~~ Airport Fence Line

* * *

10.349 Airport Approach **Overlay** District, A-A.

A. Purpose of the A-A Overlay. The purpose of this **overlay** district is to ~~minimize the nuisance effects of the airport on its surroundings, to minimize the restrictions placed upon the airport operations by surrounding development, to reduce or eliminate incompatible land use development which may jeopardize the present and future operations of the airport functions. It is also the purpose of this district to recognize that the continued residential development adjacent to the airport reduces the livability of the area and adversely impacts the health, safety, and welfare of the residents. It is further recognized that certain categories of land use development are most appropriate and compatible with the airport development.~~**reduce risks to aircraft operations as well as risks of damage or injury to persons or property on the ground near the airport. This is accomplished by limiting land uses that could create hazardous conditions, and limiting building height and density of development. A use in the A-A Overlay is considered compatible if the use does not create a bird attractant, distracting light, glare, smoke, or electrical interference. Impact from airport noise is another factor to consider in terms of compatible uses. The A-A Overlay includes an area called the Runway Protection Zone (RPZ).**

B. Location of A-A Overlay. The Airport Approach is shown on the official zoning map of the City of Medford, and is defined by Federal Aviation Regulations (FAR, Part 77, OAR 660-013, and OAR 738-070). ~~The Airport Approach District shall be described as follows:~~

~~1) Main Runway: an area extending 5000 feet beyond each end of the primary surface and 1250 feet laterally from the centerline of the main runway.~~

C. ~~**10.350**~~ **Application of** ~~**Airport Approach**~~**A-A Provisions.** The A-A designation shall overlay a ~~basic~~ zoning district. If any conflict in the regulation or procedure occurs ~~with~~ **between** the ~~basic~~ zoning district **and the A-A Overlay**, the provisions of the ~~Airport Approach~~**A-A Overlay** ~~District~~ shall govern.

~~Other required conditions:~~

~~(1) The Site Plan and Architectural Commission shall consider the purpose and objectives of the A-A District when reviewing projects located wholly or partially within the A-A District and otherwise subject to their review and approval.~~

D. Noise Impacts and Compatible Land Uses in the A-A Overlay. The airport's "severe" noise impact area (70 DNL[1] and above), as illustrated in the Airport Master Plan Update, is intended to be airport property only. The "substantial"

[1] **DNL = Day-night average sound level.**

noise impact area (65-70 DNL) is an area where residential development is incompatible due to noise impacts. If public institutions are built within the substantial noise impact area, measures should be taken to reduce noise levels. Most land uses are compatible in areas impacted by noise levels less than 65 DNL.

E. ~~10.351~~ **Permitted Uses in the A-A Overlay. Uses in the A-A Overlay are limited in order to prevent hazardous conditions as described in subsection (A) above.** The following uses are permitted within the A-A **Overlay**~~District~~:

(1) Uses Permitted in the underlying zoning district.

(2) Open land uses such as cemeteries, ~~reservoirs,~~ sod farming, truck farming, other vegetable and plant crop cultivation, landscape nursery, ~~golf courses,~~ riding academies, picnic area, botanical gardens, paths or recreation areas.

(3) Roadways, parking areas and storage yards located in such a manner that vehicle lights will not make it difficult for pilots to distinguish between landing lights and vehicle lights, or result in glare or in any other way impair visibility in the vicinity of the landing approach.

(4) Customary and usual aviation- and emergency-related activities including but not limited to takeoffs, landings, aircraft hangars, tie-downs, construction and maintenance of airport facilities, fixed-base operator facilities, flight instruction, law enforcement, emergency medical flights, firefighting activities and other activities incidental to the normal operation of an airport.

~~(4) Uses consistent with the Master Airport Plan adopted by the city.~~

F. ~~10.352~~ **Conditional Uses in the A-A Overlay.** Any use listed as conditional in the underlying ~~zoning district~~**zone**.

G. ~~10.353~~ **Prohibited Uses in the A-A Overlay.** The following uses are prohibited within the A-A **Overlay**~~District~~:

(1) Places of public assembly such as churches, ~~and~~ schools, **conference/convention centers, employment/shopping centers, arenas, athletic fields, stadiums, club houses, or museums.**

(2) High-density residential development.

(3) New residential development within the Runway Protection Zone.

(4) Water treatment plants, mining, water impoundments or wetland mitigation.

(5) Golf courses (unless the applicant can demonstrate that management techniques will be used to reduce existing wild fowl attractants and avoid the creation of new wildlife attractants).

(~~6~~**2**) Any use or building material that results in glare in the eyes of the pilots using the airport **(such as flat roofs that retain water, reflecting ponds, sloped glazing, use of glass on roofs, skylights, parking lots not shielded with trees, high rib metal roofing with high gloss finish, east/west facing storefronts).**

(7~~3~~) Any use which makes it difficult for the pilots to distinguish between airport lights and other lights.

(8~~4~~) Any use that ~~produces smoke, dust, steam or any other substance that would impair visibility in the vicinity of the airport~~**would cause emissions of smoke, dust or steam that would obscure visibility within the airport approach corridor (unless the applicant can demonstrate that mitigation measures will reduce the potential for safety risk or incompatibility with airport operations to an insignificant level).**

(9~~5~~) Any use which creates electrical interference with navigational signals or radio communications between the airport and aircraft.

(10~~6~~) Any use which would create a bird strike hazard **(such as water treatment plants, golf courses, sanitary landfills, water impoundments, sewage lagoons, sewage sludge disposal facilities) if within 10,000 feet from any airport runway.**

(11) Flashing, blinking signs or any lighting projected upward. Lighting shall incorporate shielding in their designs to reflect light away from airport surfaces.

(~~7~~12) Any other use that would endanger or interfere with the landing, takeoff or maneuvering of aircraft intending to use the airport.

~~10.354~~ **H. Height Regulations in the A-A Overlay.**

Building height is limited in the A-A Overlay in order to protect airspace, and instrument approach altitudes. No structure, construction equipment, vegetation, electrical transmission lines or any other object shall be allowed to be constructed so as to penetrate the ~~airport~~ **A**approach ~~slopes~~ ~~defined~~ **Surface as defined** in ~~the~~ Federal Aviation Regulations, Part 77**.19.**

10.352~~5~~ Airport Radar Overlay **District, A-R.**

A. Purpose of the A-R Overlay. The purpose of ~~this~~ **the A-R Overlay** ~~district~~ is to ensure that development within close proximity to the radar facility does not interfere with the performance of the radar and thus affect airport operations.

B. Location of the A-R Overlay. The Airport Radar Overlay is shown on the official zoning map of the City of Medford~~The boundary of the overlay area is defined on the official zoning map of the City of Medford~~.

~~(1)~~**C. Height Restriction in the A-R Overlay.**~~:~~ No structure, construction equipment, vegetation, electrical transmission lines or any other object shall ~~be allowed to~~ exceed ~~forty (40)~~ feet in height.

~~(2) FAA ReviewAll construction within this area shall be reviewed and approved by the FAA prior to development.~~

* * *

10.355 Airport Area of Concern Overlay District, A-C.

A. Purpose of the A-C: The Airport Area of Concern is intended to reduce risks to

aircraft operations and land uses within close proximity to the airport. This is accomplished by forwarding land use applications located within the A-C to the Federal Aviation Administration (FAA), Oregon Department of Aviation (ODA) and/or the airport for review as referral agencies. These agencies shall submit comments to the Planning Department if further action is necessary regarding the proposed land use.

B. Location of the A-C: The Area of Concern is a Zoning Overlay shown on the official zoning map of the City of Medford, and is defined by Federal Aviation Regulations (FAR, Part 77, OAR 660-013, and OAR 738-070) as being lands, waters and airspace, or portions thereof comprising the civil airport imaginary surfaces.

* * *

10.414 Airport Fence Line.

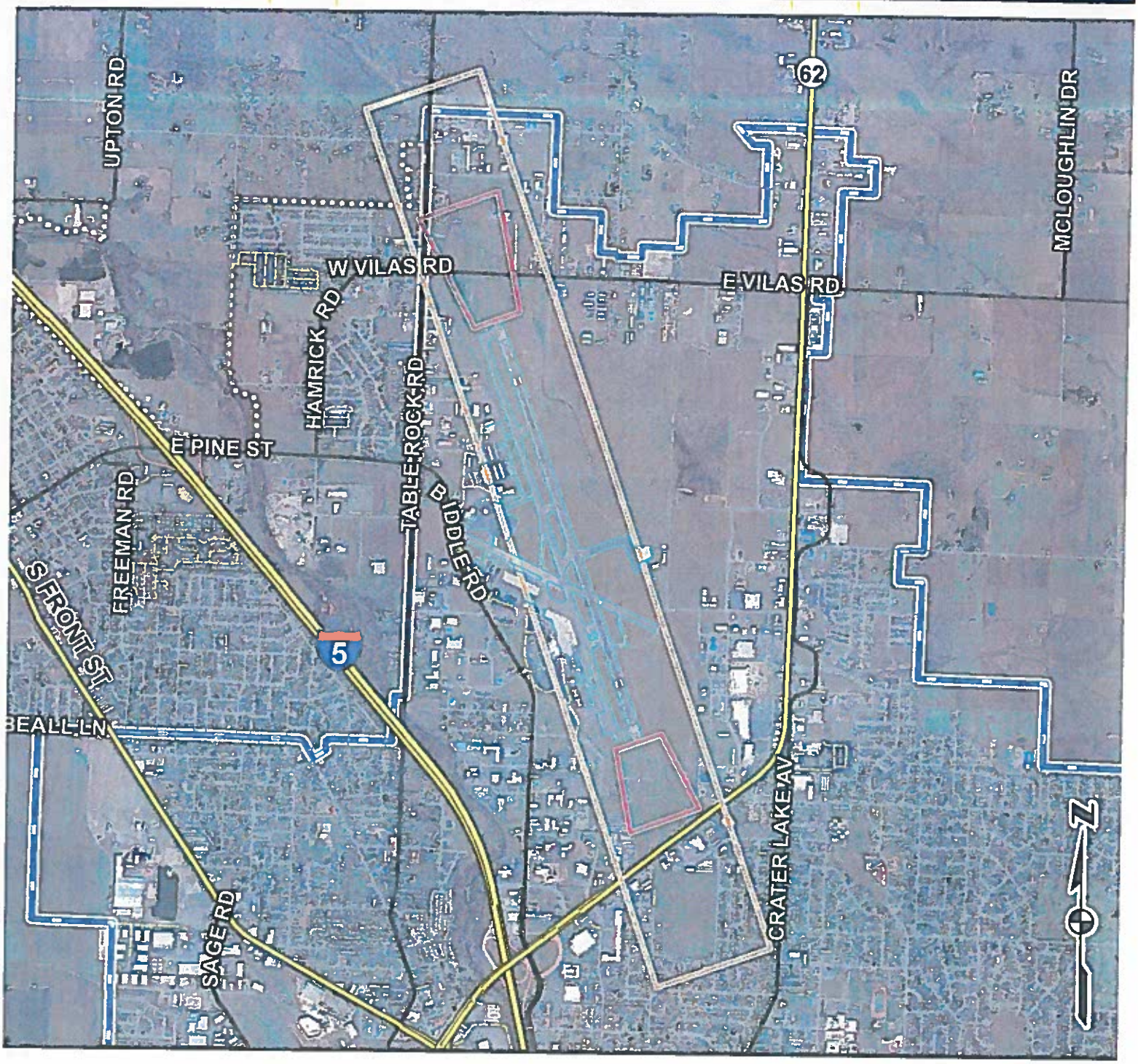
A. Purpose: For mapping of airport property that is not intended for public use.

B. Applicability: Airport accessory structures to be located within the secured fence area shall be exempt from development permit per Section 10.031(C)(11).

Airport Master Plan Update

Airport Approach (AA) & Runway Protection Zone (RPZ)

ZC-13-079



LEGEND

- Airport Approach (AA)
- Runway Protection Zone (RPZ)
- Airport Runways
- Medford UGB
- Central Point UGB

0 0.25 0.5 Miles

Medford UGB with Wards

CITY OF MEDFORD
EXHIBIT # B
File # ZC-13-079 / PCA-13-080

Airport Master Plan Update

Airport Fence

ZC-13-079

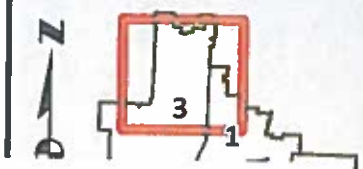
W VILAS RD
E VILAS RD
HAMRICK RD
E PINE ST
TABLE ROCK RD
62
5
BIDDLE RD
CRATER LAKE AV
N

LEGEND

- Airport Fence
- Airport Runways
- Medford UGB
- Central Point UGB

0 0.25 0.5 Mil

Medford UGB with Wards

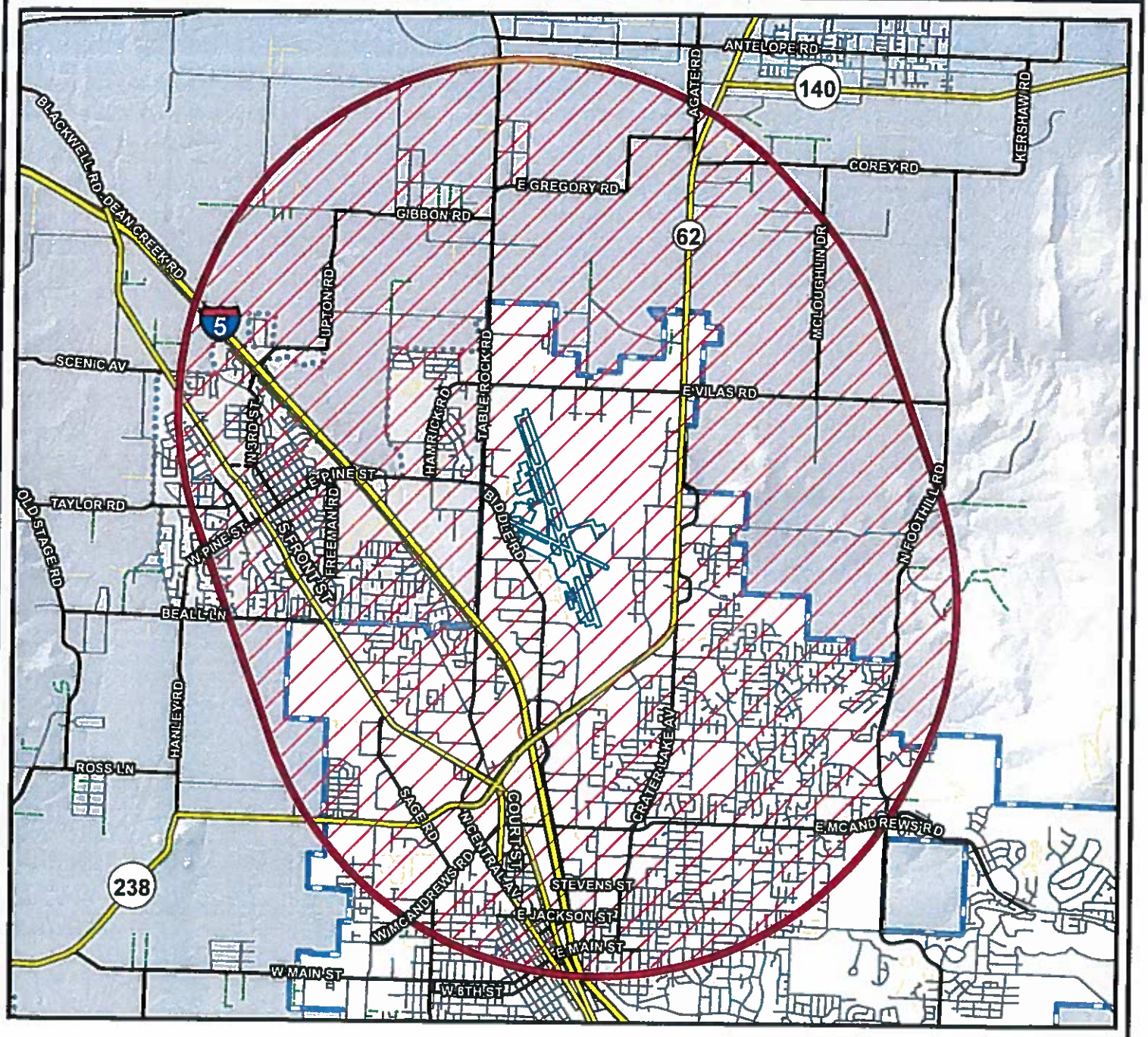


CITY OF MEDFORD
EXHIBIT # C
File # ZC-13-079/DCA-13-080

Airport Master Plan Update

Area of Concern (A-C) - Airport Notify Area

ZC-13-079

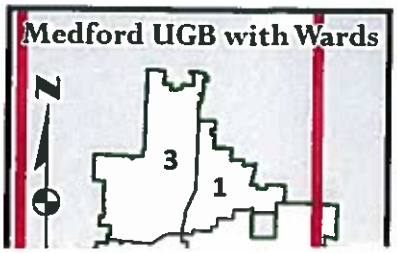


LEGEND

- Area of Concern (A-C) - Airport Notify Zone
- Airport Runways
- Medford UGB
- Central Point UGB

0 1 2 Mil

12/30/2015



CITY OF MEDFORD
EXHIBIT # D
File # ZC-13-079/DCA-13-080

BEFORE THE MEDFORD PLANNING COMMISSION
STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE ZC-15-147 APPLICATION)
FOR A ZONE CHANGE SUBMITTED BY SUSAN CAMPBELL CALZARETTA) **ORDER**

ORDER granting approval of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to SFR-6 (Single Family Residential, six dwelling units per gross acre) on approximately 0.25 acres located on the north side of Orchard Home Court approximately 275 feet east of Orchard Home Drive.

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning of real property described below from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to SFR-6 (Single Family Residential, six dwelling units per gross acre) on approximately 0.25 acres located on the north side of Orchard Home Court approximately 275 feet east of Orchard Home Drive; and

WHEREAS, the City Planning Commission has given notice of, and held, a public hearing, and after considering all the evidence presented, finds that the zone change is supported by, and hereby adopts the Planning Commission Staff Report dated January 7, 2016, and the Findings contained therein – Exhibit "A," and Legal Description – Exhibit "B" attached hereto and hereby incorporated by reference; now, therefore,

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

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

38 2W 02AA Tax Lot 600

is hereby changed from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to SFR-6 (Single Family Residential, six dwelling units per gross acre) on approximately 0.25 acres located on the north side of Orchard Home Court approximately 275 feet east of Orchard Home Drive.

Accepted and approved this 14th day of January, 2016.

CITY OF MEDFORD PLANNING COMMISSION

_____
Planning Commission Chair

ATTEST:

_____
Planning Department Representative

STAFF REPORT

for a Type-C quasi-judicial decision: Zone Change

PROJECT	Susan Campbell Calzaretta - Zone Change Applicant/Agent: Susan Campbell Calzaretta	
FILE NO.	ZC-15-147	
TO	Planning Commission	*for January 14, 2016 hearing*
FROM	Tracy Carter, Planner II	
REVIEWER	Kelly Akin, Principal Planner	
DATE	January 7, 2016	

BACKGROUND

Proposal

Consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to SFR-6 (Single Family Residential, six dwelling units per gross acre) on approximately 0.25 acres located on the north side of Orchard Home Court approximately 275 feet east of Orchard Home Drive.

Subject Site Characteristics

Zoning	SFR-00
GLUP	UR (Urban Residential)
Use	Single Family Residence and Accessory Dwelling Unit

Surrounding Site Characteristics

North & East	SFR-6	Single family homes
South & West	SFR-00	Single family homes

Related Projects

PLA-15-132 Susan Campbell Calzaretta Property Line Adjustment

Applicable Criteria

ZONE CHANGE APPROVAL CRITERIA – MEDFORD LAND DEVELOPMENT CODE SECTION 10.227

The zone change criteria that are not relevant to this particular application are hereby omitted from the following citation and noted by ***.

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

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

***

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

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

(b) Adequate streets and street capacity must be provided in one of the following ways:

(i) Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or

(ii) Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or

(iii) If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission

may find the street to be adequate when the improvements needed to make the street adequate are fully funded. A street project is deemed to be fully funded when one of the following occurs:

(a) the project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or

(b) when an applicant funds the improvement through a reimbursement district pursuant to the MLDC. The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits.

(iv) When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.

(c) In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction of covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following:

(i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards,

(ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule,

(iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

ISSUES AND ANALYSIS

Project Summary

Staff has reviewed the zone change request and finds that it meets the approval criteria in Medford Land Development Code Section 10.227. The proposed SFR-6 zone district is permitted within the UR GLUP designation, and the proposal is consistent with the Transportation System Plan (TSP). In regards to facility adequacy, the agency reports in Exhibits B, C, and D demonstrate that Category "A" Urban Services and Facilities are available or can and will be made available to serve the site at the time of issuance of building permits.

FINDINGS AND CONCLUSIONS

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

RECOMMENDED ACTION

Adopt the findings as recommended by staff and adopt the Final Order for approval of ZC-15-147 per the staff report dated January 7, 2016, including Exhibits A through E.

EXHIBITS

A Applicant's Findings of Fact received October 22, 2015
B Rogue Valley Sewer Services Report received December 8, 2015
C Public Works Department Staff Report received December 16, 2015
D Medford Water Commission Staff Memo received December 16, 2015
E Oregon Department of Transportation email received December 23, 2015
Vicinity map

PLANNING COMMISSION AGENDA: **JANUARY 14, 2016**

RECEIVED
OCT 22 2015
PLANNING DEPT.

FINDINGS OF FACT BEFORE THE PLANNING COMMISSION OF THE CITY OF MEDFORD, OREGON, OF AN APPLICATION FOR A ZONE CHANGE OF PROPERTY DESCRIBED ON THE JACKSON COUNTY ASSESSORS MAP AS:

T38-R2W- Section 02AA Tax Lot 600 located on the north side of Orchard Home Court approximately 250 feet east of Orchard Home Drive.

APPLICANT: Susan Campbell Calzaretta
1840 Orchard Home Court
Medford, Oregon 97501

I. BACKGROUND INFORMATION

Acreage: 0.25 acres

Current Zoning: City SFR-00 (Single-Family Residential – 1 dwelling unit per existing lot.

Proposed Zoning: City of Medford SFR-6 (Single-Family Residential -6 units per acre)

Present Use: Residential. The property is developed with a single family residence and an accessory dwelling unit.

Proposed Use: SFR-6. The owner proposes to continue the current use as a single-family residence and an accessory dwelling unit.

Comprehensive Plan Designation: Urban Residential (UR)

Access: Current access to the subject property is from Orchard Home Court.

Scope and Purpose of the Application:

This application will demonstrate compliance with the relevant zone change criteria for a zone change from City of Medford zoning district SFR-00 (Single-Family Residential – 1 dwelling unit per existing lot) to City of Medford zoning district SFR-6 (Single-Family Residential - 6 units per acre) consistent with the requirements of City of Medford Land Development Code Section 10.227.

The applicant is pursuing a Lot Line Adjustment for the purpose of adding a 25' X 109' strip to the subject tax lot. This strip of land is zoned SFR-6. This zone change is required because lot line adjustments require that each parcel have the same zoning designation. This zone change application will facilitate a pending lot line adjustment.

CITY OF MEDFORD
EXHIBIT #
File # ZC-15-147

Public Facilities:

The property has access to the full spectrum of public facilities. These findings detail the availability of Category "A" public facilities and compliance with the Oregon Transportation Planning Rule.

II. RELEVANT APPROVAL CRITERIA:

Medford Land Development Code (MLDC) Section 10.227 requires that a request for zone change must demonstrate that the request conforms to the following criteria prior to approval by the Planning Commission.

The Criteria for approval are:

1. The proposed zone is consistent with the Oregon Transportation Rule (OAR 660) and the General Land Use Plan Map Designation. Where applicable, the proposed zone shall also be consistent with the additional locational standards. Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria.

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

Finding -Oregon Transportation Rule

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

"Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division: Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP"

The City of Medford has approved a TSP consistent with the requirements of the State of Oregon. The TSP requires all modes of transportation be considered including rapid transit, air, water, rail, highway, bicycle and pedestrian.

A review of the subject property has determined that water and rail transportation are not available to this property. The subject property has frontage on Orchard Home Court (a minor residential street).

Orchard Home Court was developed as a county road and does not have sidewalks and is not designated as a bicycle transportation facility.

Rapid transit may be available from Rogue Valley Transportation District. It should be noted that due to continuous changing in routing by the transportation district, stops may be added or discontinued depending on district planning.

Interstate 5 is approximately 4.5 miles from the subject property. Rogue Valley International Airport is approximately 7.5 miles from the subject property.

General Land Use Plan Map Designation

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

The General Land Use Plan Map (GLUP) designation for the subject property is Urban Residential (UR). The General Land Use Plan contained in The Medford Comprehensive Plan specifies the requested SFR-6 (Single-Family Residential -6 units per acre) zoning district is appropriate within the Urban Residential (UR) designation. A GLUP map is included as part of this application.

This application is requesting the SFR-6 for the subject property. This request can be found to be appropriate and consistent with the GLUP designation.

Locational Standards

Where applicable, the proposed zone shall also be consistent with the City of Medford Land Development Code Section 10.227 (1)(b)(i) states:

"At least one parcel that abuts the subject property is zoned the same as the proposed zone, either SFR-6 or SFR-10 respectively."

Finding:

The property directly west, east, and north of the subject property are zoned SFR-6 and therefore, subject parcel can be found to be consistent with Section 10.227 (1)(b)(i), as the parcel abuts properties within the SFR-6 zoning district to the north, west, and east. Please see the current zoning map attachment.

Conclusion

The Planning Commission can find the property is currently served with adequate transportation facilities as required by Oregon Transportation Rule (OAR 660 Division 12). As required in the TPR, the Planning Commission can find the change to the transportation plan is not substantial as a result of approval of the requested zone change.

Approval of the proposed zone change will not create a negative impact that was not anticipated by the Urban Residential designation indicated on the GLUP map.

As described in the Medford Land Development Code, the requested SFR-6 zoning district is an appropriate zoning district for the Urban Residential (UR) GLUP designation. The requested zone change is consistent with the approval criteria 10.227 (1) (b)(i) of the City of Medford Land Development Code requiring the rezoned parcels to abut a parcel within the requested zoning district. The subject parcel abuts the property to the west, north and east with the SFR-6 zoning designation.

Relevant Approval Criteria -Category "A" Urban Services

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

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

(b) Adequate streets and street capacity must be provided in one of the following ways:

(i) Streets which serve the subject property, as defined in Section 10-461(2), presently exist and have adequate capacity, or

(ii) Existing and new streets that will serve the subject property will be improved and or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued, or

(iii) It is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make the street adequate are fully funded.

A street project is deemed to be fully funded when one of the following occurs:

(a) The project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or

(b) When an applicant funds the improvement through a reimbursement district pursuant to the MLDC The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits.

(iv) When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.

Findings- Category "A" Urban Services

Storm Drainage:

The property is within the Crooked Creek Drainage Basin. The subject property is currently served by a drainage ditch on the Orchard Home Court frontage that drains toward Orchard Home Drive. According to the City of Medford Engineering Department, the existing storm drainage facilities meet the City's storm sewer requirements. At the time for development the applicants shall demonstrate that the following conditions can be met:

A. Downstream facilities shall be improved to carry the additional flows resulting from the development under the new zoning district; or

B. An engineer licensed in the State of Oregon shall perform a study, including modeling and/or calculations subject to the approval of the City of Medford Engineering Division, to demonstrate that the downstream facilities are adequate to accommodate the additional flows from the development; or

C. An engineer licensed in the State of Oregon shall prepare a report, which includes testing, plans and calculations necessary to demonstrate post-construction runoff would be limited to the current or predeveloped runoff rate. The report shall be submitted to the City of Medford Engineering Division for review and approval.

Finding:

At the time of development, conditions will be required in compliance with all applicable City of Medford Drainage Master Plan and Building Division Codes, Area Codes, and Storm and Ground Water Drainage requirements of Chapter 11 of the Uniform Plumbing Code. The subject parcel is fully developed with a residence and an accessory dwelling unit.

Conclusion:

The existing storm drainage system meets the requirements for the City of Medford, and new development will comply with the requirements of the Code and as stipulated by the City of Medford Engineering Division.

Sanitary Sewer Service:

The subject property is served by the Rogue Valley Sanitary Service via existing 8-inch sanitary sewer line located in Orchard Home Court. Future development of the subject property will require connection to this facility consistent with the construction requirements of Rogue Valley Sanitary Service.

The City of Medford Regional Waste Water Treatment Plant provides sewage treatment.

Finding:

The property is currently served by an 8-inch sanitary sewer line in Orchard Home Court with adequate capacity supplied by Rogue Valley Sewer Services facilities. Sanitary sewage collection and treatment is adequate for the purpose of the proposed zone change.

Conclusion:

The information above demonstrates that existing sanitary sewage collection and treatment services and capacities are available for the proposed zone change.

Water Service:

The subject property is currently served by the Medford Water Commission by an 8-inch water line located in the Orchard Home Court right-of-way. There is also a 12-inch water line located within the right-of-way of Orchard Home Drive.

Finding:

The Medford Water Commission has an adequate supply of water and requisite facilities to serve the subject property via an 8-inch waterline in Orchard Home Court and a 12-inch line in Orchard Home Drive at the time of development.

Conclusion:

There is adequate water capacity from the Medford Water Commission is available.

Streets:

The property takes access from Orchard Home Court. According to the City of Medford Traffic Department, Orchard Home Court is classified as a minor residential street.

The City of Medford Engineering Division does not monitor traffic counts on Orchard Home Court but has indicated that adequate street capacity exists to serve the subject property.

Finding:

According to the City of Medford Engineering Department, the street system has adequate street capacity for the zone change and future development of the subject property.

Conclusion:

Adequate street capacity exists to accommodate future development of the subject property.

Traffic Impact Analysis

The acreage of the property is 0.25 acres plus 0.07 acres along the Orchard Home Court frontage to yield a gross acreage of 0.32 acres. Therefore, the gross acreage would yield a maximum of 6 units (6 units per acre x 0.32 acres = 1.92 units rounded to 2 units) that would generate approximately (2 units x 9.57 trips/unit) = 19 ADT. The net increase in vehicle trips is 19 ADT. Typically, a traffic impact analysis is required for more than 250 average daily trips per day. Because the number of vehicles does not exceed the requirement of 250 ADT threshold, a traffic study is not required.

Finding:

The Planning Commission can find that the applicant has demonstrated that Category "A" urban services and facilities are currently available, or will be available at the time of development, to adequately serve the subject parcel with the permitted uses allowed under the proposed SFR-6 zoning designation.

Conclusion:

Based on the information above, it can be found that the water, storm sewer and sanitary sewer facilities, and streets is currently available to the subject property.

Summary and Conclusion

The Planning Commission can find the property is currently served with adequate transportation facilities as required by Oregon Transportation Rule (OAR 660 Division 12). Approval of the

proposed zone change will not create an impact that was not anticipated by the Urban Residential designation indicated on the GLUP map.

As required in the TPR, the Planning Commission can find the impacts to the transportation plan are not substantial as a result of approval of the requested zone change.

The requested zone change is consistent with the locational approval criteria 10.227 (1)(b)(i) requiring the rezoned parcel abuts parcels within the requested zoning district of SFR-6.

As described in the Medford Land Development Code, the requested Urban Residential zoning district is an appropriate zoning district for the Urban Residential (UR) GLUP designation. The subject parcel is within the UR designation.

The Planning Commission can also find the applicant has demonstrated that Category "A" urban services and facilities are currently available, or can be made available at the time of development, to adequately serve the subject property with the permitted uses allowed under the proposed SFR-6 zoning district and the traffic impact is not substantial.

I respectfully request the approval of this request for a zone change of the subject property to the City of Medford SFR-6 (Single-Family Residential -6 units per acre) zoning district as demonstrated in the findings included.

Respectfully,

Susan Campbell Calzaretta

ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

RECEIVED
DEC 08 2015
PLANNING DEPT.

December 8, 2015

City of Medford Planning Department
411 West 8th Street
Medford, Oregon 97501

Re: ZC-15-147, Campbell Zone Change (382w02AA - 600)

ATTN: Tracy,

The subject property is currently served by a connection to an 8 inch sewer main on Orchard Home Court. There is adequate capacity in this pipe to serve the proposed density.

Future development must be reviewed for compliance with RVSS standards.

Sincerely,

Carl Tappert

Carl Tappert P.E.
Manager

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CITY OF MEDFORD
EXHIBIT #_____
File # ZC-15-147

Continuous Improvement Customer Service

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CITY OF MEDFORD

LD Meeting Date: 12/16/2015
File Number: ZC-15-147

PUBLIC WORKS DEPARTMENT STAFF REPORT
Campbell-Calzaretta Zone Change

Project: **Consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to SFR-6 (Single Family Residential, six dwelling units per gross acre) on approximately 0.25 acres.**

Location: **Located on the north side of Orchard home Court, approximately 275-feet east of Orchard Home Drive.**

Applicant: **Susan Campbell-Calzaretta, Applicant. Tracy Carter, Planner.**

The Medford Land Development Code (MLDC), Section 10.227 (2) requires a zone change application demonstrate Category 'A' urban services and facilities are available or can and will be provided to adequately serve the subject property. The Public Works Department reviews zone change applications to assure the Category 'A' urban services and facilities under its jurisdiction meet those requirements. The Category urban services and facilities the Public Works Department manages are sanitary sewers within the City's sewer service boundaries, storm drains, and the transportation system.

I. Sanitary Sewer Facilities

This site lies within the Rogue Valley Sewer Service (RVSS) area. The applicant shall contact RVSS to see if sanitary sewer services and facilities are available and have capacity to serve this property under the proposed zoning.

II. Storm Drainage Facilities

This site lies within the Crooked Creek Drainage Basin. The City of Medford has existing storm drain facilities in Orchard Home Court. This site would be able to connect to these facilities at the time of development. This site may be required to provide stormwater quality and detention at time of development.

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION
200 S. IVY STREET
MEDFORD, OREGON 97501
www.ci.medford.or.us
TELEPHONE (541) 774-2100
FAX (541) 774-2552

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III. Transportation System

No traffic impact analysis (TIA) will be required for this zone change. The proposed application doesn't meet the requirements for a TIA, per MMC 10.461 (3).

No conditions pertaining to streets, street capacity, or access are requested by Public Works at this time. Orchard Home Court is designated as a "local access only" roadway.

At the time of future *adjacent* land division or development permit (i.e., Maplot 382W02AA100), Public Works may require additional right-of-way and public utility easement (PUE) dedications and will condition the developer to improve their street frontage to the City's current standards. Improvements shall include paving, drainage, and curb, gutter, street lighting, sidewalk, and planter strips.

Prepared by: Doug Burroughs

The above report is based on the information provided with the Zone Change Application submittal and is subject to change based on actual conditions, revised plans and documents or other conditions. A full report with additional details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection shall be provided with future Development Permit Applications.

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION
200 S. IVY STREET
MEDFORD, OREGON 97501
www.ci.medford.or.us
TELEPHONE (541) 774-2100
FAX (541) 774-2552

BOARD OF WATER COMMISSIONERS

Staff Memo

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DEC 2015
PLANNING DEPT

TO: Planning Department, City of Medford

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

SUBJECT: ZC-15-147

PARCEL ID: 382W02AA TL 600

PROJECT: Consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to SFR-6 (Single Family Residential, six dwelling units per gross acre) on approximately 0.25 acres located on the north side of Orchard home Court, approximately 275-feet east of Orchard Home Drive; Susan Campbell Calzaretta, Applicant. Tracy Carter, Planner.

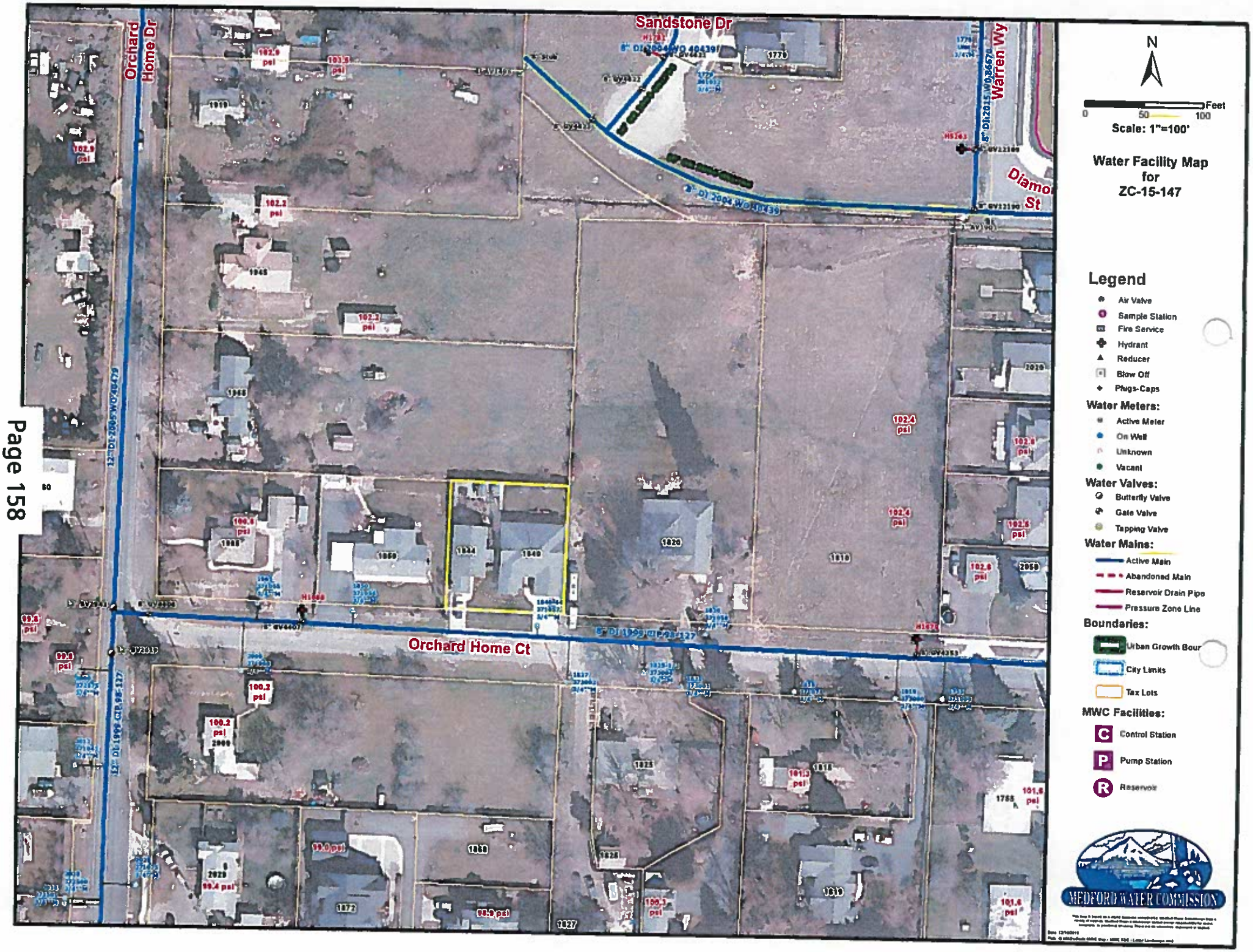
DATE: December 15, 2015

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

COMMENTS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. The MWC system does have adequate capacity to serve this property.
4. Off-site water facility construction may be required depending on future land development review.
5. On-site water facility construction may be required depending on future land development review.
6. MWC-metered water service does exist to this property. There is one (1) ¾-inch water meter located in front of the existing home at 1840 Orchard Home Court. This water meter serves domestic water to both homes on this property located at 540 and 544 Orchard home Court.
7. Access to MWC water lines for connection is available. A 8-inch water line is located in Orchard Home Court.

CITY OF MEDFORD
EXHIBIT #_____
File # ZC-15-147


Sandstone Dr
Orchard Home Dr
Warren Wy
Diamond St
Orchard Home Ct
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Feet
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50
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Scale: 1"=100'
Water Facility Map
for
ZC-15-147
Legend
Air Valve
Sample Station
Fire Service
Hydrant
Reducer
Blow Off
Plugs-Caps
Water Meters:
Active Meter
On Well
Unknown
Vacant
Water Valves:
Butterfly Valve
Gate Valve
Tapping Valve
Water Mains:
Active Main
Abandoned Main
Reservoir Drain Pipe
Pressure Zone Line
Boundaries:
Urban Growth Bour
City Limits
Tax Lots
MWC Facilities:
Control Station
Pump Station
Reservoir
MEDFORD WATER COMMISSION

Tracy R. Carter

From: MOREHOUSE Donald <Donald.MOREHOUSE@odot.state.or.us>
Sent: Wednesday, December 23, 2015 12:48 PM
To: Tracy R. Carter
Subject: ZC-15-147

Tracy,

Thank you for sending agency notice of the consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to SFR-6 (Single Family Residential, six dwelling units per gross acre) on approximately 0.25 acres located on the north side of Orchard home Court, approximately 275-feet east of Orchard Home Drive. We reviewed this and determined that it would not significantly affect state transportation facilities under the State Transportation Planning Rule (OAR 660-012-0060) or State Access Management Rule (OAR 734-051-000). We have no further comments at this time.

Don Morehouse
Senior Transportation Planner
ODOT Region 3, District 8 (Rogue Valley Tech Center)
Ph: (541) 774-6399
Fax: (541) 774-6349
Donald.Morehouse@odot.state.or.us

CITY OF MEDFORD
EXHIBIT #_____
File # ZC-15-147

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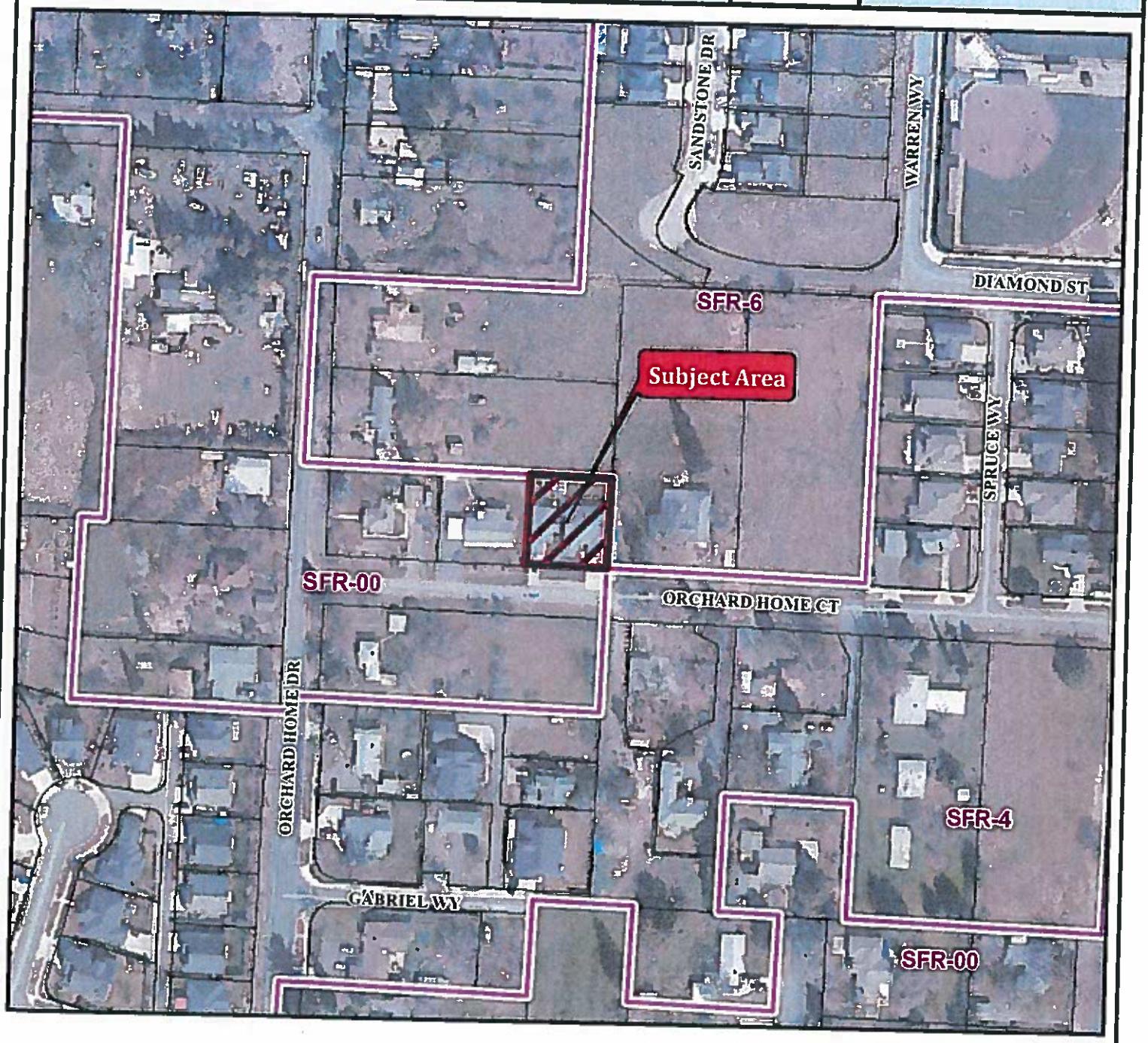
City of Medford

Planning Department

Vicinity Map

File Number:

ZC-15-147



Project Name:

Campbell Zone Change (SFR-00 to SFR-6)

Map/Taxlot:

382W02AA TL 600

0 250 500 Feet

10/27/2015

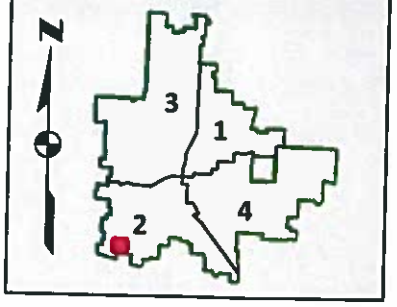
Subject Area

Medford Zoning

Tax Lots

PUD

Medford UGB with Wards



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OCT 22 2015
PLANNING DEPT.

EXHIBIT ~~'A'~~ B TO FINAL ORDER ZC-15-147

Commencing at the Northeast corner of Donation Land Claim No. 82, Township 37 South, Range 2 West, of the Willamette Meridian in Jackson County, Oregon; thence West 2852.3 feet; thence South 0°04' West 1248.1 feet; thence West, 821.2 feet; thence South 89°56' West, 1097.86 feet; thence South 0°04' East, 238.75 feet to the true point of beginning; thence South 0°04' East, 119.37 feet; thence North 89°56' West, 350 feet, more or less, to the West line of tract described in Volume 268, Page 485, Jackson County, Oregon, Deed Records; thence North 0°02' East, 119.06 feet; thence South 89°58' East, 350 feet, to the true point of beginning.

EXCEPTING THEREFROM the following: Commencing at the Northeast corner of Donation Land Claim No. 82 Township 37 South, Range 2 West of the Willamette Meridian in Jackson County, Oregon; thence West, 2852.3 feet; thence South 0°04' West 1248.1 feet; thence West, 821.2 feet; thence South 89°56' West, 1097.86 feet; thence South 0°04' East, 238.75 feet; thence North 89°58' West 212.00 feet, to the true point of beginning; thence continue North 89°58' West 138.00 feet, to the West line of premises described in Volume 268, Page 485, Jackson County, Oregon, Deed Records, thence South 0°02' West, 119.06 feet; thence South 89°56' East 138.00 feet, to a point South 0°04' East, of the true point of beginning; thence North 0°04' West, 119.37 feet, to the true point of beginning.

ALSO EXCEPTING THEREFROM: That portion conveyed for roadway purposes by instrument recorded August 7, 1969 as Document No. 69-07337, Official Records of Jackson County, Oregon.

ALSO EXCEPTING THEREFROM that portion conveyed to Hazel L. Bugg, et al, by instrument recorded as Document No. 94-41944, Official Records of Jackson County, Oregon.

(Map No. 382W02AA, Tax Lot 600, Account No. 1-044208-7, Code 49-01)

CITY OF MEDFORD
EXHIBIT #_____
File # ZC-15-147

BEFORE THE MEDFORD PLANNING COMMISSION
STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE CUP-15-145	)	
APPLICATION FOR A REVISION OF A CONDITIONAL USE PERMIT	)	**ORDER**
SUBMITTED BY LIVING OPPORTUNITIES, INC.	)	

ORDER granting approval of a request for a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters, located on the west side of Valley View drive at the intersection of Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential, 4 dwelling units per gross acre) zone district, as provided for in the City of Medford's Land Development Code.

WHEREAS:

1. The Planning Commission has duly accepted the application filed in accordance with the Land Development Code, Section 10.246 and 10.247; and,

2. The Medford Planning Commission has duly held a public hearing on the matter of an application for a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters, located on the west side of Valley View drive at the intersection of Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential, 4 dwelling units per gross acre) zone district, with a public hearing a matter of record of the Planning Commission January 14, 2016.

3. At the public hearing on said application, evidence and recommendations were received and presented by the applicant's representative and Planning Department staff; and,

4. At the conclusion of said public hearing, after consideration and discussion, the Medford Planning Commission, upon a motion duly seconded, granted a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters, located on the west side of Valley View drive at the intersection of Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential, 4 dwelling units per gross acre) zone district, and approved the final order with all conditions and findings set forth for the granting of a Conditional Use Permit.

THEREFORE LET IT BE HEREBY ORDERED that the application of Living Opportunities, Inc. stands approved in accordance per the Staff Report dated January 7, 2016.

AND LET IT FURTHER BE OF RECORD, that the action of the Planning Commission in approving this request for a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters, located on the west side of Valley View drive at the intersection of

Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential, 4 dwelling units per gross acre) zone district, is hereafter supported by the findings referenced in the Staff Report dated January 7, 2016.

Accepted and approved this 14th day of January, 2016.

CITY OF MEDFORD PLANNING COMMISSION

_____

Planning Commission Chair

ATTEST:

_____

Planning Department Representative

STAFF REPORT

for a Type-C quasi-judicial decision: Conditional Use Permit

PROJECT	Living Opportunities Headquarters	
FILE NO.	CUP-15-145	
TO	Planning Commission	*for January 14, 2016 hearing*
FROM	Desmond McGeough, Planner III	
REVIEWER	Kelly Akin, Principal Planner	
DATE	January 7, 2016	

BACKGROUND

Proposal

Consideration of a request for a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters, located on the west side of Valley View drive at the intersection of Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential, 4 dwelling units per gross acre) zone district.

Subject Site Characteristics

Zoning	SFR-4
GLUP	UR (Urban Residential)
Use	Living Opportunities Headquarters

Surrounding Site Characteristics

North	MFR-20	Multiple Family Residential, 20 dwelling units per gross acre
	C-N	Neighborhood Commercial
		Single family Dwelling Units
South	SFR-4	Single Family Residential Units
East	SFR-4	Single Family Residential Units
West	SFR-4	Single Family Residential Units

Applicable Criteria

Medford Municipal Code

Conditional Use Permit Approval Criteria, §10.248

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

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

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

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

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

ISSUES AND ANALYSIS

Background

Living Opportunities, Inc. is a vocational rehabilitation organization funded primarily through contributions. The organization was founded to support people with intellectual and developmental disabilities to live, work and play in the community. Services provided by the origination include employment services, assisting clients living on their own or with housemates or family, behavioral consultation, and an artist studio.

The subject property was annexed in 1969 and the organization has operated at 857 Valley View Drive since 1974. The Planning Commission approved a conditional use permit to expand the facility to its current size and operations on September 26, 1974 (CUP-74-152). No one is intended to reside on these premises.

Existing Development

The northerly portion of the property is developed with buildings, 48 off-street parking spaces, landscaping, pedestrian walkways and appurtenances. The southerly portion of the property is undeveloped, though it encompasses maintained landscape areas with turf grass and ornamental trees. This area may be used for potential future expansion.

Summary of proposed development

The existing facility has a total building coverage of 11,667 square feet encompassed by an office and training buildings, a maintenance building, a shed and covered walkways. The proposed site plan demonstrates that there will be a proposed lobby addition, an addition to the existing office building and a new property maintenance building. Thus, the proposed additions increase building size to 14,305 square feet, increasing the overall building area by a total of 2,638 square feet.

Summary of improvements:

- East addition to existing office building.
- Lobby addition to existing office building.
- West addition to the existing office building.
- New Maintenance building / removals of existing maintenance building.
- Remove shed.
- Mechanical equipment enclosures.
- Additional asphalt paving and concrete curbing.
- Installation of additional off-street parking lighting and a retaining wall along the north boundary.
- New walkways.
- Pavement of the existing equipment parking area

- Installation of pole-mounted lighting.
- Installation of public sidewalk, curb, gutter and pavement.
- Facility grounds landscaping.

Access, Circulation and Parking

There are no changes proposed to the points of ingress and egress. The general circulation pattern and parking for the site will remain the same as the current development, except vehicles will be able to completely circle the facility. A few additional parking spaces have been added to address the increased square footage. The current facility has a total of 48 parking spaces; the proposed site redevelopment plan identifies a total of 62 parking spaces. The maximum permitted of 63 parking spaces is based on the office building and associated auxiliary building square footage. In addition to the increase in the number of parking stalls, the area currently used for equipment storage, approximately 6,300 square feet, will be fully paved and may be utilized as overflow parking when needed.

Potential Impacts and Site Activity

The Applicant's findings describe the general operational characteristics of the facility. Most activities occur indoors Monday through Friday 8:00 a.m. to 5:00 p.m., though occasionally activity occurs outside of normal hours. Operations associated with the property will not change to any significant degree other than the current functions being spread out within a larger building. Typical noise associated with this facility would be that of an office, with vehicles arriving in the morning and departing in the evening hours and the occasional sound of voices from staff, clients and visitors when outside the office.

There are currently 33 full time employees occupying the premises. In the future, Living Opportunities anticipates five additional employees working full time from this facility. Occasionally employees from other sites will gather at headquarters for training. The proposed 62 parking spaces and a large paved area will be used to park equipment, and can also serve for overflow parking if needed. Parking areas and equipment areas will be augmented with new parking lights. The fixtures will be outfitted with hooding devices to direct light downward and away from adjacent properties. Existing fencing and additional landscaping will also serve to reduce any potential light impact.

The Applicant's Findings of Fact and Conclusions of Law (Exhibit B) note that the trip generation anticipated by the subject facility expansion is expected to range from 138 to 166 trips per day and 14 to 17 peak hour trips. It should be noted that with 33 employees at the existing site, most of these trips already occur during the work week. The Applicant's findings further address that based upon the SFR-4 zoning and parcel

acreage, the total number of single family units that could be developed is 12 to 14 units. Based on the ITE trip generation, this would generate 114 to 133 average daily trips, which is only slightly less than the trips anticipated with office use. The Public Works Department did not identify any issues regarding the trip generation analysis presented by the applicant.

Dedications and Public Improvements

Streets

Valley View Drive along the easterly property line is designated as a Standard Residential Street. Prior to construction, the developer shall dedicate public right-of-way along the eastern frontage to comply of with the half-width right-of-way requirement of 31.5 feet. The Public Works Report (Exhibit C) notes it appears that 1.5 feet of right-of-way dedication will be needed along Valley View Drive for the 31.5 foot half street. A 10-foot Public Utility Easement will also be required along Valley View Drive.

Currently, Valley View Drive is not constructed to City standard, generally consisting of an approximate 22-foot wide paved section fronting the parcel. The developer will be required to construct Valley View Drive to the Standard Residential Street cross section, including pavement width of 18 feet west of center line and 12 feet east of center line. Other improvements required for the street include curb, gutter, 5-foot sidewalk, 8-foot landscape planter strip and street lights. A condition of approval has been included requiring the applicant to comply with all conditions provided within the Public Works Report dated December 24, 2015 (Exhibit C).

Sanitary Sewer, Storm Drain & Water Quality

This site lies within the Medford sewer service area. All public sanitary sewers shall be constructed to the standards of the State Department of Environmental Quality (DEQ) in addition to the standards adopted by the City of Medford. It is unclear where the sanitary sewer laterals or storm drain connections are located upon the property. No additional sewer connections are noted on the application plans. The developer shall provide a detailed site utility plan with the building permit application showing existing and/or proposed sanitary sewer laterals and storm drain laterals on site.

The storm water and detention facilities for this project are required to comply with MLDC Sections 10.481 and 10.729. Per the Public Works Report, a comprehensive drainage plan showing the entire project site with sufficient spot elevations to determine direction of runoff to the proposed drainage system, and also showing elevations on the proposed drainage system, shall be submitted with the first building permit application for approval. All area catch basins shall meet DEQ requirements, which include a down-turned elbow and sump. A condition of approval has been

included requiring the applicant to comply with all conditions provided within the Public Works Report dated December 24, 2015 (Exhibit C).

Water

The Staff Memo from the Medford Water Commission (MWC) notes that planning, design and construction will be done in accordance with MWC regulations governing water service and standards for water facilities, fire protection systems and backflow prevention devices. Installation of an MWC approved backflow device is required. The existing meter is located mid-lot along Valley View Drive and shall be protected during construction activity and continue to serve existing and proposed buildings. A condition of approval has been included requiring the applicant to comply with MWC Staff Memo dated December 15, 2015 (Exhibit D).

CONDITIONAL USE PERMIT FINDINGS AND CONCLUSIONS

The approval criteria for Conditional Use Permit states that the Commission must conclude the application is consistent with either 10.248 (1) or (2). The Applicant's findings address that the application is consistent with both criteria provided in Section 10.248. Staff concurs with the Applicant's assessment that this application complies with both criteria.

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

Staff notes the following regarding the first criteria:

- The institutional use was lawfully established September 26, 1974 through CUP-74-152.
- The building expansion of the institutional use is 2,638 square feet.
- The proposed increase in building square footage is 22% more than the existing facility.
- Current lot coverage of the existing facility building is 9%.
- Proposed lot coverage is 11%.
- Anticipated number of additional full time employees is five.
- The subject facility will have an average daily trip (ADT) generation that is approximately 24 to 33 ADT more than if developed as single family residential.
- Based on the project description, adverse impacts such as noise or noise, vibration, air pollution, glare, traffic and odor appear no more intense than single family development.

- The single story office building architecture and scale and conveys a residential character and presence which is compatible with the predominately single-family residential neighborhood.

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

While the Applicant has made findings that the proposed development meets Land Development Code §10.248(1), noting there is no impact generated by the use upon the surrounding community, the applicant has also made findings pertaining to Medford Land Development Code §10.248(2) which allows the approval of Conditional Use Permit requests when the development proposal is in the public interest. The Applicant notes while there may be some minor impacts associated with the use, no impact would rise to the level of "significance" regarding livability, value, or appropriate development of the surrounding neighborhood. Staff concurs with the Applicant's assessment; however, should the Commission find that the development proposal causes some adverse impacts, conditions may be imposed to produce a balance between the conflicting interests.

Staff also concurs with the Applicant's finding that the subject use is clearly in the public interest. The facility is necessary for fulfilling a vital social service through providing assistance to physically and mentally disadvantage people in the community. Furthermore, the relatively minor building expansion of the subject facility would appear to impact the surrounding area no more than it currently does, if there are any facility impacts at all.

CONCLUSION

Staff has reviewed the Applicant's findings and conclusions (Exhibit B) and recommends that the Commission find that the application meets Criterion 1. However, if the Commission finds that there are additional issues that need to be mitigated through conditions of approval, staff recommends that the Commission adopt the findings provided for Criterion 2, as public benefit for the proposal has been clearly established. Conditions of approval prepared by staff in Exhibit A do not pertain to mitigation of impacts associated with the conditional use, but are standard conditions of approval addressing site development requirements.

RECOMMENDED ACTION

Adopt the applicant's findings as presented for Criterion 1 and adopt the Final Order for Approval per the staff report dated January 7, 2016, including Exhibits A through F.

EXHIBITS

A Conditions of Approval dated January 7, 2016

B Applicant's Findings of Fact and Conclusions of Law, received October 22, 2015 including attached applicant exhibits:

- Site Plan
- Landscape Plan
- Existing Office Building Floor Plan
- Existing Training Building Floor Plan
- Existing Office Building Elevations
- Existing Training Building Floor Elevations
- Overall Floor Plan for entire site
- Proposed Office Building Elevations
- Floor Plan for Maintenance Building
- Proposed Maintenance Building Elevations
- Jackson County Assessor Plat Map depicting subject property
- City of Medford Zoning Map with site depicted
- Photos depicting subject site and surrounding area
- Pole light cut sheet

C Public Works Staff Report, dated July December 24, 2015

D Medford Water Commission Memo, dated December 15, 2015

E Building Department Memo, dated December 16, 2015

F E-mail correspondence from ODOT, Region 3, received December 23, 2015
Vicinity map

PLANNING COMMISSION AGENDA: **JANUARY 14, 2015**

EXHIBIT A

Living Opportunities Conditional Use Permit
CUP-15-145
Conditions of Approval
January 7, 2016

CODE CONDITIONS

1. Comply with the Public Works Staff Report, dated December 24, 2015 (Exhibit C);
2. Comply with the Medford Water Commission Staff Memo, dated December 15, 2015 (Exhibit D).

CITY OF MEDFORD
EXHIBIT # "A"
File # CUP-15-145
1 of 1

BEFORE THE PLANNING COMMISSION

FOR THE CITY OF MEDFORD

JACKSON COUNTY, OREGON

RECEIVED
OCT 22 2015
PLANNING DEPT.

IN THE MATTER OF A CONDITIONAL USE PERMIT FOR THE PURPOSE OF ADDING BUILDINGS AND ADDITIONS TO THE EXISTING HEADQUARTERS OF LIVING OPPORTUNITIES WHICH IMPROVEMENTS INCLUDE PROPOSED BUILDING ADDITIONS, A NEW MAINTENANCE AND EQUIPMENT STORAGE BUILDING AND OTHER LESS SIGNIFICANT IMRPROVEMENTS AND APPURTENANCES ON LAND IT OWNS ON VALLEY VIEW DRIVE NEAR ITS INTERSECTION WITH RIDGE WAY WITHIN THE CORPORATE LIMITS OF THE CITY OF MEDFORD, OREGON	**FINDINGS OF FACT AND CONCLUSIONS OF LAW** **Applicant's Exhibit 2**
Applicant: Living Opportunities, Inc. **Agent of Record: CSA Planning, Ltd.**	

I

SCOPE AND NATURE OF THE APPLICATION

Living Opportunities, Inc. ("Applicant") a vocational rehabilitation organization funded primarily through contributions has operated in Medford since 1974 at its headquarters located at 861 Valley View Drive — the "subject property." Applicant here seeks a conditional use permit for the purpose of making various building and site improvements which are detailed herein below and in plans that have been submitted and made a part of the record. The premises are used exclusively for the administrative and staff training functions of Living Opportunities; no persons presently reside nor are any proposed to reside on the premises.

II

EVIDENCE SUBMITTED WITH APPLICATION

The following evidence has been submitted in support of this application:

Exhibit 1. Signed and completed Application Form accompanied by a duly executed Power of Attorney

Exhibit 2. The proposed findings of fact and conclusions of law (this document) which demonstrates how this CUP application complies with the relevant substantive criteria of the City of Medford and State of Oregon

Exhibit 3. Applicant's Plans

1. Overall Site Plan including Building Envelopes
2. Landscape Plan
3. Floor Plan for Existing Office Building
4. Floor Plan for Existing Training Building
5. Existing Office Building Elevations
6. Existing Training Building Elevations
7. Overall Floor Plans for entire site (both new and old structures/additions)
8. Proposed Office Building Elevations
9. Floor Plan for Maintenance Building
10. Proposed Maintenance Building Elevations

Exhibit 4. Jackson County Assessor plat map 37-1W-20DB which contains and depicts the subject property

Exhibit 5. Current City of Medford Zoning Map on Aerial on which the subject property is denoted

Exhibit 6. Photos depicting the subject and surrounding properties including a key map that shows the station point and direction for each photograph

Exhibit 7. Pole lighting cut sheet

III

APPLICABLE SUBSTANTIVE CRITERIA

The subject property is zoned Single Family Residential (SFR-4). The table in MLDC 10.314 sets forth the permitted and conditional uses allowed in each municipal zoning district and provides that in all of its residential zones (including SFR-4 in which the subject property is located) *Institutional Uses* are permissible conditional uses, subject to the granting of a conditional use permit. Conditional use permits are governed by the provisions in Medford Land Development Code ("MLDC") 10.246 through 10.250. The relevant approval criteria are in MLDC 10.248 which is set forth verbatim as follows:

10.248 Conditional Use Permit Criteria

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

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

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

IV

FINDINGS OF FACT

Based upon this document and the evidence submitted with this application (as enumerated in Section II herein above) the Planning Commission ("Commission") reaches the following facts and finds them to be true with respect to this matter:

1. **Property Location and Description**: The subject property is comprised of a single 2.95-acre parcel located on the west side of Valley View Drive near its intersection with Ridge Way. The property is within incorporated Medford and has since 1974 been occupied by the administrative offices of Living Opportunities, Inc. The site is occupied by buildings, off-street parking and maneuvering areas, equipment parking, ornamental landscaping and appurtenances. See, Exhibits 3.1 and 5. The southerly portion of the property is vacant with improved turf grass, ornamental shrubs and trees and, at present, there are no plans for its development other than as shown on the Exhibit 3.1 site plan; further development of the southerly portion of the site will require a new or modified conditional use permit. The property is generally level and is identified as Tax Lot 4500 Assessor's plat 37-1W-20DB. *See*, Exhibit 4.
2. **Ownership:** The subject property is owned in fee simple by Applicant, Living Opportunities, Inc.
3. **Nature of the Use**: Living Opportunities, Inc. was founded in 1974 to support people with intellectual and developmental disabilities to live, work, and play in the community. As aforementioned, no clients of Applicant reside nor is anyone intended to reside on the premises.

   From Applicant's website: Living Opportunities provides a wide array of individualized supports including employment services, supported living services, a working art studio (the Studio at Living Opportunities), and behavioral consultation services for individuals and families (Semita Consulting). These functions are more fully described as follows:

   - **Employment Services:** Employment professionals support more than 100 people in jobs in 60+ businesses in the Rogue Valley. Our employment services are designed to fulfill labor needs for employers while providing meaningful employment for the individuals Living Opportunities represents.
   - **Supported Living:** Our goal is to provide supports that help people make positive choices about their social interactions so that they can lead lives that are happy, healthy, and safe. Supported Living staff assist 60 people who live in their own apartments, alone or with housemates, parents, spouses, or children. Residential Care

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provides around-the-clock care for 23 individuals who live in small groups of three to five people in Medford and Central Point.

- **The Studio at Living Opportunities:** We provide workshops, instruction, and events to promote independence, individuality, creativity and an income for artists with a wide range of disabilities. Artists share their unique talents with our community—using art as a common thread that joins us all. Currently there are over 70 active artists and to date over 250 artists have utilized the Studio.
- **Semita Consulting:** Semita offers specialized consultation and trainings in communication, relationships, and behavior management to individuals and families of those affected by autism and other neurodevelopmental disabilities.

4. **Existing Development on the Property:** The subject property is partially developed. The northerly portion of the property is developed with buildings, 48 off-street parking stalls, landscaping, pedestrian walkways and appurtenances. The southerly portion of the property is undeveloped although it is planted with maintained turf grass and ornamental trees and serves as a potential future expansion area, although there are presently no plans for its future use. The Exhibit 5 aerial photograph shows the extent of existing development on the site and the same is also shown on Applicant's Site Plan (Exhibit 3.1) which also shows the extent to which new development is proposed.

5. **Proposed Development on Subject Property**: The new physical development proposed for the subject property consists of the following building and site improvements:
   - Planned East Addition to the Existing Office Building
   - Planned Lobby Addition to Existing Office Building
   - Planned West Addition to the Existing Office Building which also provides for a Future Expansion Area[1]
   - Planned Maintenance Building and Removal of Existing Maintenance Building
   - Removal of an existing shed
   - Planned Mechanical Equipment Enclosure
   - Additional asphalt paving and concrete curbing to extend and define the new off-street parking and loading areas and driveways that serve them; installation of additional off-street parking and lighting, and the installation of retaining wall near the property's north boundary
   - New walkways to serve proposed buildings and building additions
   - Paving of the existing equipment parking area located to the rear of the Existing Training Building
   - Installation of pole-mounted site lighting (See, Exhibit 7)

[1] In addition to buildings now proposed is a portion of the property denoted as "Future Expansion." While no building is now intended in this location, it is Applicant's desire to have this future expansion area approved as part of this conditional use permit so that when needed, the same can be approved through Site Plan and Architectural Review without need to further modify the conditional use permit.

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- Frontage improvements including: land dedication and the installation of curbs/gutters, sidewalk and parkstrip[2] and pedestrian connections from the public sidewalk to the existing and proposed buildings
- Tear out and replace frontage landscaping (outside the parkstrip) which separates the existing parking area from Valley View Drive
- Planned trash enclosure

6. **Comprehensive Plan (GLUP) and Zoning:** The subject property is designated Urban Residential on the comprehensive plan map (GLUP). The property is zoned Single Family Residential – 4 dwelling units per acre (SFR-4). *See,* Exhibit 5.

7. **Surrounding Area Land Uses**: The aerial/zoning map, Exhibit 5, accurately depicts the pattern of land partitioning and development that has occurred in the surrounding area. The surrounding area is also depicted in certain of the photographs in Exhibit 6. The land uses which presently surround the property are:

   West: To the west is an existing single family neighborhood the lots of which are occupied by detached dwellings located on a cul-de-sac (Bianca Court).

   South and East: To the south and east are single family detached dwellings on individual lots.

   North: North and immediately adjacent to the subject property's north boundary is an attached housing (apartment) complex.

8. **Essential (Category 'A') Public Facilities:** The comprehensive plan defines Category 'A' public facilities to include sewer, water, storm drainage and transportation. The property fronts and takes access from Valley View Drive, a city-owned local residential street. Municipal sewer, water and storm drainage facilities presently exist along the property frontage on Valley View Drive. In the case of storm drainage, most of Valley View Drive is served by roadside ditches which ultimately flow to the underground (and above ground) municipal storm drainage system.

9. **Police and Fire Protection:** Police protection is provided by the Medford Police Department and fire protection is supplied by the Medford Fire Department.

10. **Access and Circulation:** The property fronts upon Valley View Drive for 337 feet and all vehicular access is taken therefrom. As shown on the Exhibit 5 aerial photo and Exhibit 3.1 site plan, only the northerly portion of the property is presently developed and all contemplated development is also intended to occupy the northerly portion, leaving the southerly portion largely available for potential long term future expansion of Living Opportunities. Applicant proposes to improve the Valley View Drive frontage along the northerly portion of the property (where redevelopment is now proposed) but not along the southerly portion of the property's frontage (where no development or redevelopment

[2] Applicant has shown the frontage improvements along Valley View Drive to meet city standards but only for the northerly portion of the subject property that is part of this development proposal. The southerly portion of the property is not intended for development as part of this proposal and Applicant asserts that it should not be made to make expensive frontage improvements over the portion of its property not proposed for development.

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is now planned). There is nothing in the MLDC which compels the entire subject property frontage to be improved as part of this land use application.

11. **Architecture and Design**: The design of the project is depicted in Applicant's plans in Exhibit 3 and the same contains the overall site plan, landscape plan .

    a. **Design Constraints:** The site has gentle slopes which drain the property in a southeast to northwest direction. Over the *project site*,[3] the property has an overall grade change of roughly ten feet. As such the property is generally unconstrained by topography or other physical features as the project site is already largely developed with buildings, parking, landscaping and appurtenances. Although some trees may require removal to accommodate the contemplated site improvements, Applicant intends to install additional landscaping that should more than offset any loss of existing vegetation.

    b. **Massing:** The subject property exists in a neighborhood that is largely single family detached residential housing (with some exceptions). *See*, Exhibit 5 aerial photograph. The principal exception is the multiple family housing complex that exists immediately north (and adjacent) to the subject property. The apartment complex is comprised of six buildings with supporting parking and landscaping. While Applicant's the existing office and training building are larger than any of the six apartment buildings, taken as a whole, the buildings that will comprise Living Opportunities will have mass of buildings and parking that is similar to the adjacent apartment complex, albeit in a single story configuration. The adjacent apartments are in six two-story buildings.

    c. **Architectural Style:** The proposed buildings and those in the area (including the apartment complex) are of a contemporary style and not dissimilar to the style of the Applicant's existing buildings (and proposed expansion). The Living Opportunities buildings, adjacent apartments and all surrounding area single family dwellings have sloped roofs with pitches of either 4:12 or 5:12. As shown on the Exhibit 3 plans, the exterior construction materials consist, predominantly of horizontal wood siding and composition roofing; virtually all dwellings (including the apartment buildings) have composition roofing of different earthen colors.

    d. **Building Height**: All new and existing buildings are of a one-story configuration. The plans in Exhibit 3 depict the height of the proposed buildings and additions and show that these have a height that is substantially less than the 35-foot maximum permitted in the SFR-4 zoning district. In contrast, the adjacent apartment buildings to the north are all of a two-story configuration. Nearby single family dwellings are predominantly single story and are of a height similar to that of the proposed buildings and building additions.

12. **Living Opportunities Operational Characteristics; General**: Living Opportunities headquarters gives the outward appearance of an office (or school) and its function and operation is similar that other office uses. Most activities occur indoors during normal

[3] The term "project site" is used to denote the northerly portion of the subject property that is proposed for redevelopment as opposed to the southerly portion which is not intended to be developed at this time.

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business hours — Monday through Friday from 8:00 a.m. to 5:00 p.m. While activities sometimes occur outside of the normal business days and hours, the same is similar to other office uses, with some employees that arrive early or work late and those which occasionally work on weekends. In addition to its office function, the headquarters also serves to park vehicles used by Applicant's clients in the conduct of their day-to-day work.

13. **Potential Noise**: The existing and intended use of the property will not change appreciably, other than having the functions of the use spread internally among a greater square footage of buildings. Noise in connection with this use is related to human activity. Some of the activities anticipated at this site (and which in the past have occurred in conjunction with the existing use) will sometimes result in noise produced by vehicles entering and leaving the site, the voices of staff and visitors heard when outside or when inside with windows open and sounds from electronic devices when windows are open, which is expected to be infrequent given that the existing and new buildings (other than the proposed maintenance building) will be air conditioned.

14. **Personnel:** Occupants of the site consist of administrative employees and visitors. There are presently 33 full-time-equivalent (FTE) employees that occupy the premises. In the future there are expected to be 69 FTE employees, <u>only five of which will occupy the premises on a permanent basis</u>. After the planned improvements there will be a total of 38 FTE people permanently occupying the premises. Other employees may check in at the site before leaving for a day's work but do not occupy permanent space on the premises. In addition to employees that permanently occupy the premises, Applicant also has employees at different locations. On occasion, employees from other locations meet together on the subject headquarters property for training and other administrative functions. During such periods, the 62 striped parking stalls will fill and overflow parking would be provided within the paved equipment parking area located near the property's northwest corner.[4]

15. **Transportation**: Forecasts of traffic loading are typically based upon the Institute of Transportation Engineers (ITE) *Trip Generation* manual, a three-volume set that reports the results of various traffic studies and from these, establishes average traffic generation rates, mostly on the basis of number of employees or building square footages. *Trip Generation* does not include estimated trips specifically for the subject use. However, while the use is an institutional service facility, it is not one which the general public are expected to visit frequently. The future number of employees on the subject premises (as reported above) is 38. According to *Trip Generation* a single tenant office building produces trips at an average rate of 11.57 per each 1000 square feet. According to the Exhibit 3.1 Site Plan, the existing and proposed buildings will total 14,305 square feet. At 11.57 vehicle trips per each 1000 square feet (on a weekday) Living Opportunities would generate a total of 166 vehicle trips.[5] *Trip Generation* also forecasts traffic rates based upon the number of employees (for a Single Tenant Office Building) showing that

[4] Equipment to be parking in the equipment storage area consists of eight vans and trailers which are used to transport Applicant's clients, their tools and supervisors to and from places of work.

[5] $14.305 \times 11.57 \approx 166$

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the average traffic generation rate per employee is 3.62. With a future 38 employees (that will occupy the premises) Living Opportunities would produce 138 vehicle trips per day.[6] Based upon *Trip Generation*, Living Opportunities is expected to produce total traffic ranging from about 138 to 166 vehicle trips on an average weekday. The City of Medford typically estimates p.m. peak hour vehicle trips at ten percent (10%) of the total daily trips. Therefore, Living Opportunities will produce approximately 14 to 17 p.m. peak hour vehicle trips. In contrast, a single family dwelling (according to *Trip Generation*) produces approximately 10 vehicle trips per day and (under Medford's 10 percent peak hour guideline) only 1 p.m. peak hour trip would be generated. Therefore, the subject property produces approximately 14 to 17 times more traffic than would *one* single family dwelling. However, with nearly three acres located in an SFR-4 zone, the subject property could support approximately 12 single family dwellings (if redeveloped as such) and more if the property were redeveloped as a planned unit development.[7]

16. **Visual Impacts/Lighting:** The location of proposed pole lighting is shown on the Exhibit 3.1 Site Plan and a lighting detail (cut sheet) is included as Exhibit 7. The proposed pole lighting has hooding devices that can be adjusted to direct light downward (and reduce the bleeding of light onto adjacent properties). The lighting fixture proposed can and will comply with the lighting/glare standards of the MLDC. Additionally, the subject property is fenced with fencing that ranges in height from 6 to 8 feet with landscaping on adjacent properties which serves to produce a visual screen from potential lighting impacts. *See*, Exhibit 6 photographs which illustrate perimeter fencing.

17. **Off-Street Parking**: Off-street parking is as illustrated on the Exhibit 3 plans and shows a total of 62 parking stalls which increases the existing amount of parking somewhat over the amount already provided. The maximum permitted number of parking stalls is 63 under the MLDC.[8] The project also involves an area used to park Applicant's mobile equipment (vans and trailers as earlier explained). Applicant believes that this area might also in the future be used for overflow parking (although it will not be striped for that purpose). If the City were to determine that this area must be included in the total vehicle parking count, the total amount of parking would then exceed the maximum parking permissible under the MLDC. Notwithstanding, the City is entitled to flex its minimum and maximum parking standards pursuant to MLDC 10.743(3).[9] Under MLDC

[6] $38 \times 3.62 \approx 138$

[7] If redeveloped as a planned unit development and using the density bonus provisions of the MLDC, the subject property would support total housing in an amount that would produce roughly equivalent levels of traffic than that produced by the proposed Living Opportunities plan for expansion.

[8] Note that Applicant has calculated the off-street parking requirements as shown in the left margin of the Exhibit 3.1 Site Plan. Applicant's architect has calculated parking separately for the planned Property Maintenance Building; lumping it together with the office buildings would show a need for *more* off-street parking requirement..

[9] **(3) Exceptions to Required Off-Street Parking for Non-Residential Uses.** The approving authority may allow exceptions to the number of parking spaces in Table 10.743-1 for specific uses without complying with Section 10.251 if they find that the applicant's detailed description of the proposed use demonstrates that the number of needed parking spaces is less than the minimum required or more than the maximum allowable based upon one or both of the following (effective Dec. 1, 2013):

(a) An explanation why the characteristics of the proposed use require a different off-street parking standard than what is otherwise required.

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10.743(3)(a) Applicant is required to provide an "explanation why the characteristics of the proposed use require a different off-street parking standard than what is otherwise required." Applicant's explanation of its own unique parking needs has been furnished hereinabove and as follows below.

As explained, in addition to the permanent 38 FTE employees to be permanently located on the subject headquarters premises, Applicant also has employees at five other locations. On occasion, employees from other locations meet together at the subject headquarters for training and for other functions. During such periods, the paved stalls that now exist (and the 62 total proposed striped parking stalls) will fill to accommodate both staff that permanently occupies the premises and employees who will travel to the site from remote locations. To the extent there is ever a need for additional parking during the day the same can be accommodated in the paved equipment parking area located near the property's northwest corner; during Applicant's normal business hours the equipment (consisting of eight vans and utility trailers) is off-premises carrying out its daily work. Having adequate parking is especially important for a non-residential use located within a residential neighborhood, as parking not accommodated on-site will spill onto nearby neighborhood streets and thus produce impacts. Applicant believes and testifies that the amount of parking proposed will accommodate its needs at all times without need to utilize on-street parking for its staff and visitors. Apart from Applicant's need to accommodate passenger vehicle parking for its employees (who will permanently occupy the site and those who will occasionally travel to it from other remote locations) Applicant has a need to park its mobile equipment; most office uses do not have "equipment" of any kind to be parked when not in use and the same serves as an important distinction (with respect to parking) between the subject use and other office uses.

18. **Potential Impacts: Living Opportunities**: Based upon Applicant's building plans in Exhibit 3, the nature and proximity of other nearby uses as shown on the Exhibit 5 aerial photo, photographs of the subject property and surrounding area in Exhibit 6, the operating characteristics of Living Opportunities (as above explained) and the characteristics of the surrounding area (also explained herein above) the potential for impacts has been assessed and these are found to consist of the following:

- **Noise**: The existing and intended use of the property will not change appreciably, other than having the functions of the use spread internally among a greater square footage of existing *and new* buildings. Noise in connection with this use is related to human activity. Some of the activities anticipated at this site (and which in the past have occurred in conjunction with the existing use) will sometimes result in noise produced by vehicles entering and leaving the site, the voices of staff and visitors heard when outside or when inside with windows open and sounds from electronic devices when windows are open, which is expected to be infrequent given that the

(b) An analysis providing parking data for the same business or a similar use within the city that demonstrates a need for a different off-street parking standard than what is otherwise required.

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existing and new buildings (other than the proposed maintenance building) are to be weatherized and air conditioned.

- **Personnel; Off-street Parking:** Occupants of the site consist of administrative employees and visitors. As earlier explained, there are presently 33 full-time-equivalent (FTE) employees that occupy the premises. In the future there are expected to be 69 FTE employees, only five of which will occupy the premises on a permanent basis. Other employees may check in on the premises before leaving for a day's work but do not occupy permanent space there. In addition to the site's permanent employees, Applicant also has employees at other remote locations who, on occasion, meet together on the subject headquarters property for training and other purposes in connection with Living Opportunities. During such periods, the 62 striped parking stalls may fill and overflow parking can then also be accommodated within the paved equipment parking area located near the property's northwest corner.[10] As such, the property can accommodate parking sufficient to enable all anticipated activities to be conducted without necessity for any parking off-premises (and within the neighborhood in which this property is located).

- **Transportation:** Forecasts of traffic loading are typically based upon the Institute of Transportation Engineers (ITE) *Trip Generation* manual, a three-volume set that reports the results of various traffic studies for different land uses; from these, average traffic generation rates are established for various land uses. The averages are expressed most typically in terms of the amount of traffic based upon either number of employees or building square footages. *Trip Generation* does not include estimated trips specifically for the subject use (which is somewhat unique). However, while the use is one of an institutional service nature, it is not one which the general public is expected to frequently visit.

  The future number of employees on the premises (as reported above) is 38. According to *Trip Generation* a single tenant office building produces trips at an average rate of 11.57 per each 1000 square feet. According to the Exhibit 3.1 Site Plan, the existing and proposed buildings will total 14,305 square feet. At 11.57 vehicle trips per each 1000 square feet (on a weekday) Living Opportunities would generate a total of 166 vehicle trips.[11] *Trip Generation* also forecasts traffic rates based upon the number of employees (for a Single Tenant Office Building) showing that the average traffic generation rate per employee is 3.62. With a future 38 employees, Living Opportunities would produce 138 vehicle trips per day.[12] Based upon the source reference, *Trip Generation*, Applicant Living Opportunities can be expected to product total traffic ranging from about 138 to 165 vehicle trips on an average weekday. As earlier discussed, the normal business hours for Living Opportunities is typical of most businesses (Monday-Friday, 8:00 am to 5:00 pm.)

[10] Equipment to be parked in the equipment parking area consists of eight vans and trailers which are used to transport Applicant's clients and supervisors to places of work. During daytime/working hours the vans are off-premises conducting client work and the paved equipment parking space is unused and available should it be needed for any overflow parking.

[11] $14.305 \times 11.57 \approx 166$

[12] $38 \times 3.62 \approx 138$

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with some employees arriving somewhat earlier and some leaving somewhat later. While the headquarters is not open for "business" on weekends, employees sometimes work on Saturdays and Sundays. As such, the times for traffic loading for Applicant are similar to most other business, government and institutional offices. Also, as above noted, the projected traffic levels for Living Opportunities is quite similar to levels that would be produced if the property were converted to housing.

- **Visual Impacts/Lighting:** The location of proposed pole lighting is shown on the Exhibit 4.1 Site Plan and a lighting detail ("cut sheet") is included as Exhibit 7. The proposed pole lighting has hooding devices that serve to direct light downward (and reduce light bleeding onto adjacent properties. The lighting fixture proposed can and will comply with the lighting/glare standards of the MLDC. Additionally, the subject property is fenced with fencing that ranges in height from 6 to 8 feet with landscaping on adjacent properties serving to produce a visual screen from potential lighting impacts. *See*, Exhibit 6 photographs which illustrate perimeter fencing. The site plan and photographs illustrate that the existing and proposed buildings are located centrally on a large and well landscaped site that has tall fences with trees and large shrubs that provide excellent visual screening of the parking/maneuvering and maintenance areas.

19. **Potential Impacts: Permitted Development Not Classified Conditional**: The subject property lies within an SFR-4 zoning district in which single family detached dwellings are the predominant use. All lots adjoining the subject property and those in the surrounding area which are similarly zoned SFR-4 is developed with single family detached dwellings. Therefore, any comparison of a subject use to "permitted development that is not classified as conditional" must determine a predominant use (or compare *all* permitted uses to a subject use). The City of Medford concludes that it is appropriate to consider only the predominant use in an SFR-4 zone which is single family detached dwellings. As explained further below, the 2.95-acre subject property can support approximately 12 to 14 single family dwellings (if the property were to be redeveloped for that purpose). The potential impacts from single family dwellings is explained below as required pursuant to the conditional use permit approval criteria in MLDC 10. 248, a component of which goes to the standard of "liveability."

The following are the qualities and characteristics that together constitute liveability in the area adjoining and surrounding the subject property:

- **Noise:** Noise from residential development is variable. Typical daytime noise during the work-week is generally low based on most occupants being absent for work, school or other daytime activities. Pets including dogs are common in single family development. Some dogs bark during the day when left alone. Other typical residential noises come in the form of vehicles coming to and from a residence, the voices of residents when outside or from inside when windows are open, sound from electronic devices such as televisions and radios, sound from performing routine yard maintenance using power equipment such as lawn mowers. Most such activities occur in the evenings after 5:00 pm or on the weekends. Noise is most typically sporadic and varies among households. Most households produce little noise discernable from

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beyond a lot's boundaries. Fewer but some households produce noise that is louder, more frequent and which occurs during later hours.

- **Transportation:** If the 2.95-acre subject property were to be redeveloped in accordance with zoning, it would support approximately 12 to 14 homes[13] which, according to *Trip Generation* (Institute of Transportation Engineers) would each generate approximately 9.5 average daily trips or a total of 114 to 133 average daily trips, an amount not appreciably different from projected traffic loading from Living Opportunities following its proposed expansion.
- **Visual Impacts / Lighting:** Typical residential development includes lighting in and around the dwellings. Residential light sources include porch lights, lights from windows with open blinds or curtains, lights from walkways and lights from vehicles entering and leaving. Any local public or private access needed to accommodate the potential dwelling units would also include street lights which would be taller and more illuminative than that produced by the proposed lighting shown in Exhibit 7.
- **Off-street Parking:** Typical residential development would typically include a driveway and 2-car garage for each dwelling unit. Some families have only one or two cars while others have additional vehicles that sometimes are parked in driveways or on the street. Typical of residential areas, parking areas for some dwellings are also occupied by recreational vehicles and boats of various types and sizes.
- **Property Value**: The subject use has existed on this property since 1974. To the extent that this use has diminished the value of abutting and surrounding area properties, such impact has long since occurred. At issue then is whether the proposed new and expanded buildings and additional off-street parking, new landscaping and improvements to other appurtenances will diminish in a significant way the value of abutting and surrounding area properties. It is herewith the testimony of Applicant's agent, Craig Stone[14] of CSA Planning, Ltd. that the new buildings and other improvements will not significantly diminish the values of abutting and surrounding area properties because:
    - The property has been developed and used for institutional uses since the property was occupied by Applicant Living Opportunities since 1974. If the use produced and adverse impact to the value of abutting and surrounding area properties that same occurred long ago.
    - Like the existing buildings, all new buildings and additions are to be set back not less than 100 feet from Valley View Drive and while the same will be nearer the street, the future setbacks will be substantial and should not produce impacts to the value of abutting lands and those in the surrounding area.

[13] Methods exist in the MLDC to increase the housing density by up to 20 percent or up to 14 dwellings that might otherwise be located on the subject property.

[14] Craig Stone is a degreed professional urban planner with more than 40 years' broad experience in planning and urban economics and qualifies as an expert entitled to express and expert opinion on the matter of potential value diminution.

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- Apart from the street frontage, all other property boundaries are fenced with fencing that ranges in height from 6 to 8 feet and there is substantial mature vegetation planted near the existing fences on adjacent lands and the subject property which together provides excellent visual screening.

Based upon the foregoing, it is Craig Stone's expert opinion that the granting of this conditional use permit will cause no significant adverse impact upon the value of abutting property or other properties in the surrounding area.

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CONCLUSIONS OF LAW

Applicant Living Opportunities seeks the approval of its plans in Exhibit 3 pursuant to the approval criteria for a conditional use permit as set forth in MLDC 10.248 and addressed herein below. However, before addressing the conditional use permit approval criteria, it is first necessary to determine whether the Applicant's existing and intended use is one that is permitted in an SFR-4 zone and the same is addressed below as CUP Criterion 1:

Conditional Use Permit Criterion 1

The permissible uses in an SFR-4 zoning district are set forth in the Table at MLDC 10.314 below and also include the following language used to interpret the table:

10.314 Permitted Uses in Residential Land Use Classification

The following table sets forth the uses allowed within the residential land use classification by zoning district. Uses not identified herein are not allowed. (See Article I, Section 10.012, for the definition of each listed use.)

These symbols indicate the status of each listed use:
P = Permitted Use. NNNNNN
C = Conditional Use; permitted subject to approval of a Conditional Use Permit. (See Article II, Sections 10.246 - 10.250.)

PERMITTED USES IN RESIDENTIAL ZONING DISTRICTS	SFR 00	SFR 2	SFR 4	SFR 6	SFR 10	MFR 15	MFR 20	MFR 30	Special Use or Other Code Section
6. NONRESIDENTIAL SPECIAL USES									
(c)Institutional Uses (Schools, Churches, Government Facilities - Excluding Storage or Repair Yards or Warehouses, Cemeteries, etc.)	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	10.815-817

Among the permissible uses listed in the MLDC 10.314 Table are a purposely incomplete[15] list of Institutional Uses:

> "Institutional Uses (Schools, Churches, Governmental Facilities – Excluding Storage or Repair Yards or Warehouses, Cemeteries, etc.)"

The term "institutional uses" is defined in MLDC 10.012 to mean:

> "**Institutional uses.** Public and quasi-public uses such as government offices, fire stations, convention or community centers, auditoriums, post offices, public and

[15] It is purposely incomplete by use of the abbreviation "etc." which is short for *et cetera* which means, and others; and so forth; and so on.

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private schools and colleges (not including business or commercial schools), libraries, museums, utilities, park-n-ride lots, churches, religious or **charitable institutions**, facilities for organizations and clubs, and cemeteries, mausoleums, columbariums, and crematories." (emphasis added)

The City of Medford concludes that the headquarters for Living Opportunities fairly falls under the MLDC definition of "Institutional Uses" because it is a not-for-profit organization that might be properly called a *charitable institution* which is a permissible conditional use in an SFR-4 zone and the City so concludes.

The City also observes that the MLDC 10.314 Table contains language that excludes "Storage or Repair Yards or Warehouses." Of potential issue here is Applicant's equipment parking area (that can and may be sometimes be used for overflow parking). In the first instance, Applicant argues and the City concludes that the exclusions of "Storage or Repair Yards or Warehouses" only applies to "Government Facilities" because it is proceeded by an "em mark"[16] and does not apply more broadly to all "Institutional Uses."

In the second instance, the City also concludes that Applicant's equipment parking area near the site's northwest corner is neither a storage nor repair yard. In both instances, the City concludes that the language contained in the cited MLDC Table is ambiguous and requires interpretation, as to which the City is entitled to deference under Oregon law. The City believes and concludes that the prohibition of "Storage or Repair Yards or Warehouses" is to prohibit the storage of materials and debris rather than the parking of vehicles that are moved and used on a daily basis during the workweek. The City also concludes that Applicant's equipment parking area is also not a "Repair Yard" because nothing is to be repaired in this open area. Instead, Applicant proposes to have a dedicated and enclosed building where vehicles and equipment would be serviced and repaired (and the same will function in all-weather conditions). Finally, the City concludes that no Warehouse is proposed to be sited on any part of the property. Therefore and for the reasons just explained, the City concludes that Living Opportunities is an Institutional Use because it is a charitable institution and the same is conditionally permitted in an SFR-4 zoning district and does not contain a storage or repair yard or a warehouse.

The City further observes that the Table in MLDC 10.314 contains a citation for Institutional Uses that references MLDC 10.815-817 of which MLDC 10.816(1) is arguably relevant:[17]

10.816 Churches, Hospitals, or Other Religious or Charitable Institutions in an "R" District

(1) In any residentially zoned district, hospitals or other religious or charitable institutions, excepting churches, shall be located on a designated arterial or collector street. Side and rear yard setbacks shall be a minimum of thirty (30) feet and landscaped as required to buffer adjacent properties.

[16] A long hyphen (—)

[17] All other provisions of MLDC 10.815 through 10.817 are clearly inapplicable and are omitted.

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MLDC 10.816 says that when in a residential zone, certain named uses (including charitable institutions) must be located on an arterial or collector street. While the subject property is located on neither, the property is a short distance from Spring Street, a designated major collector; between the subject property and Spring Street, Valley View Drive is populated by retail commercial (a convenience market) another institutional use (the Roxy Ann Grange) and multiple family housing which extends from the Grange south to the subject property.

Unclear is whether MLDC 10.816(1) was intended to apply to new institutional uses or to all such uses whether existing or planned. Living Opportunities has lawfully occupied this property since 1974 and Applicant believes and asserts that Medford never intended this provision to apply to other than the establishment of *new institutional uses* and did not intend its application to existing ones. To the extent that there is an issue of nonconformity, the property could only be viewed as nonconforming with respect to location (not on an arterial or collector street) but is it *not a nonconforming use.* The use itself is conditionally permitted in an SFR-4 zone and is therefore conforming. Given the ambiguity concerning MLDC 10.816(1) the City concludes that the language in MLDC 10.816(1) is ambiguous as to its applicability to existing institutional uses and therefore must be interpreted. The City interprets MLDC 10.816(1) to apply only to the establishment of new institutional uses and the same is not applicable to land use permitting in connection with existing institutional uses.

Therefore and based upon the foregoing findings of fact and conclusions of law, the City concludes that Living Opportunities is an Institutional Use because it is a charitable institution and the same is conditionally permitted in an SFR-4 zoning district. The City further concludes that the proposed improvements to the subject property and does not contain a storage or repair yard nor a warehouse. The City also interprets MLDC 10.816(1) and concludes that pertains only to the establishment of new institutional uses and does not apply to ones that already exist. For the reasons thus explained, the City concludes that this application is consistent with Conditional Use Permit Criterion 1.

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Conditional Use Permit Criterion 2

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

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

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

Conclusions of Law: The above MLDC 10.248 (Conditional Use Permit Criterion 2) contains two options that operate as alternatives, the meeting of either one of which is sufficient to establish compliance and permit the approval of a conditional use permit.

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Nothing in the MLDC requires the selection of an alternative and applicants are entitled to proceed under either or both of the two alternative criteria. The Planning Commission reaches the following conclusions of law and ultimate conclusions on both MLDC 10.248(1) and (2):

The Commission concludes that before it can properly address potential impacts to livability, value and appropriate development, it must first determine what constitutes the: "abutting properties and surrounding area," "appropriate development" and "permitted development that is not classified as conditional." The Commission reaches the following conclusions of law with respect to these terms:

> **Abutting Properties or Surrounding Area**: Abutting[18] properties are those which touch or are located directly across the streets which adjoin subject property. The term "surrounding area" is undefined in the comprehensive plan or MLDC. The Planning Commission concludes that the proposed use and project will produce impacts as identified and considered below, but in no instance will the impacts exceed in geographic scope, an area which is larger than the area entitled to notice of the conditional use permit proceedings pursuant to ORS 197.763 and the MLDC — a distance of 200 feet from the exterior boundaries of the subject property. In this instance, the Commission believes and concludes that the public notice area is sufficient to base the surrounding area impact analysis because the nature magnitude of the potential impacts. While the Commission also finds that it may be possible for people living or working beyond 200 feet of the property to see the subject buildings or occasionally hear activities emanating therefrom, beyond this distance the Commission concludes that the potential impacts to liveability, value and appropriate development will be minor and not rise to the level of "significant." The Commission bases this conclusion on its belief that merely being able to see the proposed buildings from distances beyond 200 feet of the subject property does not produce impacts of any kind within an urban environment. Section IV (Findings of Fact) Item 7 includes a description of uses in the surrounding area.
>
> **Permitted Development Not Classified As Conditional**: The property is zoned SFR-4. While other uses are permitted in Medford's SFR-4 zone, development is typically single family residential housing at a permissible density of 4 housing units per acre. As explained in the Section IV Findings of Fact, the 2.95-acre property p could accommodate roughly twelve residential dwelling units with two additional units possible if done through a Planned Unit Development. The impacts from 12 to 14 potential single family dwellings can be characterized in terms of noise, transportation, visual impact/lighting and off-street parking.
>
> Section IV (Findings of Fact) Item 19 includes an evaluation of potential impacts that would result if the property were developed with single family dwellings in comparison to the development now proposed.

Based upon the foregoing conclusions of law with respect to what constitutes "abutting

[18] The MLDC defines the term *abutting* to mean: "Having a common border with, or being separated from such common border by, an alley, easement, or right-of-way."

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property or the surrounding area," and "permitted development not classified as conditional," the Planning Commission now addresses below the issues of comparable potential impacts upon the livability, value and appropriate development of abutting property or the surrounding area with respect to MLDC 10.248(1).

MLDC 10.248(1): Pursuant to the first alternative criterion in MLDC 10.248(1) with respect to liveability, the Planning Commission concludes that in *McCoy v. Linn County*, 16 Or LUBA 295, 301-302 (1987), *aff'd* 90 Or App 271 (1988), it was held that a similar standard required the fact finder to identify the qualities and characteristics which constitute "livability" and determine whether the proposed use will cause more than a minimal adverse impact upon those. Therefore and pursuant to *McCoy*, the Commission reaches the following conclusions of law:

Liveability: Based upon the evidence, the Planning Commission concludes that the qualities and characteristics that constitute livability, in this instance, consist of noise, traffic/transportation, visual impact/lighting and adequate off-street parking. The following constitutes the Commission's comparison of potential impacts upon the livability of abutting and surrounding lands from both the proposed development and a maximum 12 to 14-unit single-family housing development. *See*, Section IV Findings of Fact for detailed relationship of the analyzed uses and their relationship to the qualities and characteristics that constitute livability.

- **Noise**: As explained in the findings of fact in Section IV, both the subject use and potential redevelopment of the property as 12-14 single family dwellings have the potential to produce noise. In the case of the subject use, noise will be produced by normal business place human activity that consists of vehicle noise and that produced by people speaking outdoors (or indoors with open windows). The anticipated employment levels on the property will place a greater number of people on the property at any given time than would be produced by the numbers of people who might occupy the potential 12-14 dwellings. However, the level of noise associated with business place activities is not loud nor does it occur during other than normal business hours while noise from human activity in and around dwellings may occur during a much broader timeframe and on weekends. As such, the Commission concludes that noise associated with expansion of the subject use will not produce impacts that are significant. The Commission also concludes that noise levels in connection with a potential 12-14 dwellings is less predictable as to its loudness, frequency, duration and the times at which it might occur. Although noise from dwellings is less predictable, on whole dwellings do not produce noise that rise to a level of significant impact. For the reasons described, the Commission concludes that noise from expansion of the subject use will not be significant nor will noise impacts be greater or more offensive than that which might be expected if the subject property were redeveloped with dwellings.
- **Traffic/Transportation**: Based upon the findings of fact in Section IV, the subject use will produce traffic that is similar to but somewhat greater than traffic that would be produced if the property were to be redeveloped with 12-

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14 dwellings. In comparison, the subject use would produce 138 to 165 average daily vehicle trips (ADT) where the property redeveloped with 12-14 dwellings would produce 114 to 133 ADT. The difference between the two ranges is not significant and the Commission concludes that impacts associated with that difference does not produce traffic/transportation impacts that are significant.

- **Visual Impact; Lighting**: The findings of fact in Section IV describes the general visibility of the site (and proposed new site improvements) finding that the property has 6 to 8 feet tall perimeter fencing that largely blocks views of the property except: 1) along the street frontage, and 2) for second story apartments that occupy the apartment complex to the north. As to visual impacts, the Commission concludes that even with the building additions, all building on the subject property are setback more than 100 feet from Valley View Drive. With respect to the visibility of the site from adjacent second-story apartments, the Commission concludes that the mere visibility of additional buildings that a setback further from the common property line than are existing buildings, will not produce visibility impacts that are in any way significant. Potential dwellings would be required to setback not less than 20 feet from the street and while greater setbacks are possible, no dwellings would have setbacks of more than 100 feet as does the subject use.

  Regarding lighting, the Commission concludes that the lighting fixture to be used for exterior lighting is directionally adjustable which permits lighting to be adjusted such that little light bleeds onto adjacent properties; there will be no light that bleeds onto properties that are not adjacent. In comparison, the location and kinds of lighting are not regulated. As such, exterior dwelling lights can be almost anything without regard to brightness or direction. The Commission concludes that any impacts related to outdoor site lighting will not be significant for either the subject property or potential dwellings. However, based upon the location of lighting and the type of fixture to be used, the Commission also concludes that lighting for the subject use will not produce impacts that are significant and the impacts are largely mitigated by the tall fencing and mature vegetation that screens most of the adjacent lands.

- **Adequate Off-Street Parking**: The Commission concludes that off-street parking in the context of liveability is mostly a function of whether parking on a site is adequate for the use it serves. In this instance, parking has been provided at nearly the maximum level permitted under the MLDC.[19] The same will support a total permanent staff of 38 FTE employees. The amount of parking provided will ensure that parking for Living Opportunities will never spill onto the adjacent Valley View Drive or other streets in the surrounding area. Accordingly, the same will ensure that impacts associated with off-street

[19] Based upon building square footages, Applicant calculated minimum and maximum levels of required parking. According to these calculations (which are shown in the left margin on the Exhibit 3.1 Site Plan) the maximum permitted number of parking spaces is 63; 62 spaces are provided.

"B"

parking will never produce impacts that are significant.

Based upon the foregoing findings of fact and conclusions of law the Planning Commission concludes that the proposed expansion of Living Opportunities will have no significant impacts and no impacts which are greater than would be produced if the subject property were developed with 12 to 14 single family dwellings.

Value: Based upon the findings of fact in Section IV, the Planning Commission concludes that approval of this conditional use permit will not produce significant impacts upon the value of abutting properties and other lands in the surrounding area.

Appropriate Development: The Exhibit 5 aerial photo (with zoning) shows that virtually all land abutting and surrounding the subject property has been developed to the extent permitted by zoning. Based upon the evidence the Commission concludes that the approval of this conditional use permit and resulting site improvements will in no way impede or otherwise adversely affect the appropriate development of abutting lands or surrounding area because the abutting/surrounding land is already developed and because the Commission finds nothing in Applicant's development plans that would impact future development even if the surrounding lands were vacant.

Summary Conclusion of Law for MLDC 10.248(1): Based upon the foregoing Findings of Fact and Conclusions of Law, the Planning Commission concludes that the application is consistent with the requirements of MLDC 10.248(1) because this proposal for the expansion of Living Opportunities headquarters will cause no significant adverse impacts upon the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted single family development that is not classified as conditional.

MLDC 10.248(2): The Planning Commission understands MLDC 10.248(2) to require the Commission to first assess the potential impacts a proposed conditional use may produce in order to assess the conflicting interests. The Commission concludes that the potential impacts have been properly assessed in the Commission's consideration of MLDC 10.248(1) above. This assessment leads the Commission to conclude that to the extent there are conflicting interests, the same are the interests of the owners of surrounding lands to have an environment relatively free from excessive and offensive noise, visual and lighting impacts, excessive traffic, off-street parking problems, the potential for property value impacts, and the potential for this (or any) conditional use to adversely affect the appropriate future development of surrounding lands. The Commission concludes that it has properly assessed the potential for the named categories of impact against the proposed institutional use expansion (and for otherwise appropriate single family housing) and concludes that while there may be some adverse impacts, none will rise to the level of significant. The Planning Commission also concludes that the subject use, including its buildings, facilities and appurtenances are in the public interest because this use serves the needs of physically and mentally disadvantaged people in the community who might otherwise require greater levels of publicly funded support. Therefore, the Planning Commission also concludes, in the alternative, that this proposed institutional use expansion is in the public interest, and the conditions imposed by the Commission (as contained in the Commission Report on this matter) are sufficient to produce a reasonable balance between the conflicting interests.

"B"

Therefore, the Commission concludes that compliance with MLDC 10.248(2) has also been properly established.

VI

APPLICANT REQUESTS AND STIPULATIONS

Applicant Living Opportunities, Inc. herewith offers the following stipulations to which it has agreed. Applicant also has one request.

Stipulation 1. Applicant will construct all improvements in accordance with the approved plans except as have been altered by conditions that the Commission has attached to this approval.

Stipulation 2. All exterior site lighting will be adjusted to direct light downward and in a manner that prevents artificial light from bleeding onto adjacent properties.

Applicant Request; Building Envelopes. The Exhibit 3.1 Site Plan shows (in addition to building outlines and other site improvements) dotted lines that are labeled "building envelopes". It is Applicant's request that flexibility be incorporated into any approval in a way to permits the individual building footprints to be adjusted provided: 1) any adjustments to building footprints are within the building envelope, and 2) the buildings will not increase in overall size or number of stories without revision of the conditional use permit.

VII

ULTIMATE CONCLUSIONS

Based upon the foregoing findings of fact and conclusions of law, the Planning Commission concludes that this application for Conditional Use Permit, is consistent with all of the relevant substantive approval standards and criteria of the City of Medford as set forth and addressed herein above. Therefore, the Planning Commission on behalf of the City orders that these applications be, and the same hereby are, approved, and made subject to the conditions set forth in the Commission Report for this matter.

Respectfully submitted on behalf of applicant:

CSA PLANNING, LTD.

Craig Stone
Consulting Planner

Dated: October 21, 2015

"B"

SITE DATA

LEGAL DESCRIPTION:
37-1W-20DB TAX LOT 4500
ZONING: SFR-4
SITE AREA: 2.95 AC /128,502 s.f.

EXISTING BUILDING AREAS

EXISTING OFFICE BUILDING:	4,181 s.f.
EXISTING TRAINING BUILDING:	2,560 s.f.
EXISTING MAINTENANCE BUILDING:	1,641 s.f.
EXISTING EQUIPMENT SHED:	692 s.f.
EXISTING COVERED WALKWAYS:	2,593 s.f.
TOTAL BUILDING COVERAGE:	11,667 s.f.

BUILDING AREAS TO BE REMOVED

EXISTING MAINTENANCE BUILDING:	1,641 s.f.
EXISTING EQUIPMENT SHED:	692 s.f.
EXISTING COVERED WALKWAYS:	1,101 s.f.
TOTAL BUILDINGS REMOVED:	3,434 s.f.

TOTAL BUILDING AREAS PROPOSED

EXISTING OFFICE BUILDING:	4,181 s.f.
EXISTING TRAINING BUILDING:	2,560 s.f.
EXISTING COVERED WALKWAYS:	1,098 s.f.
PROPOSED LOBBY ADDITION:	1,991 s.f.
PROPOSED EAST ADDITION:	1,561 s.f.
PROPOSED WEST ADDITION:	394 s.f.
PROPOSED PROP. MAINT. BUILD'G:	2,520 s.f.
TOTAL BUILDING COVERAGE:	14,305 s.f. 11 %

PARKING COMPUTATIONS

OFFICE & TRAINING BUILDINGS WITH ADDITIONS: 10,687 s.f.
GENERAL OFFICE PARKING OVER 4,000 s.f.
MINIMUM: 3 SPACES/1,000 s.f. (GROSS)
MAXIMUM: 5 SPACES/1,000 s.f. (GROSS)
MINIMUM PARKING REQ'D: 32 SPACES
MAXIMUM PARKING ALLOWED: 54 SPACES

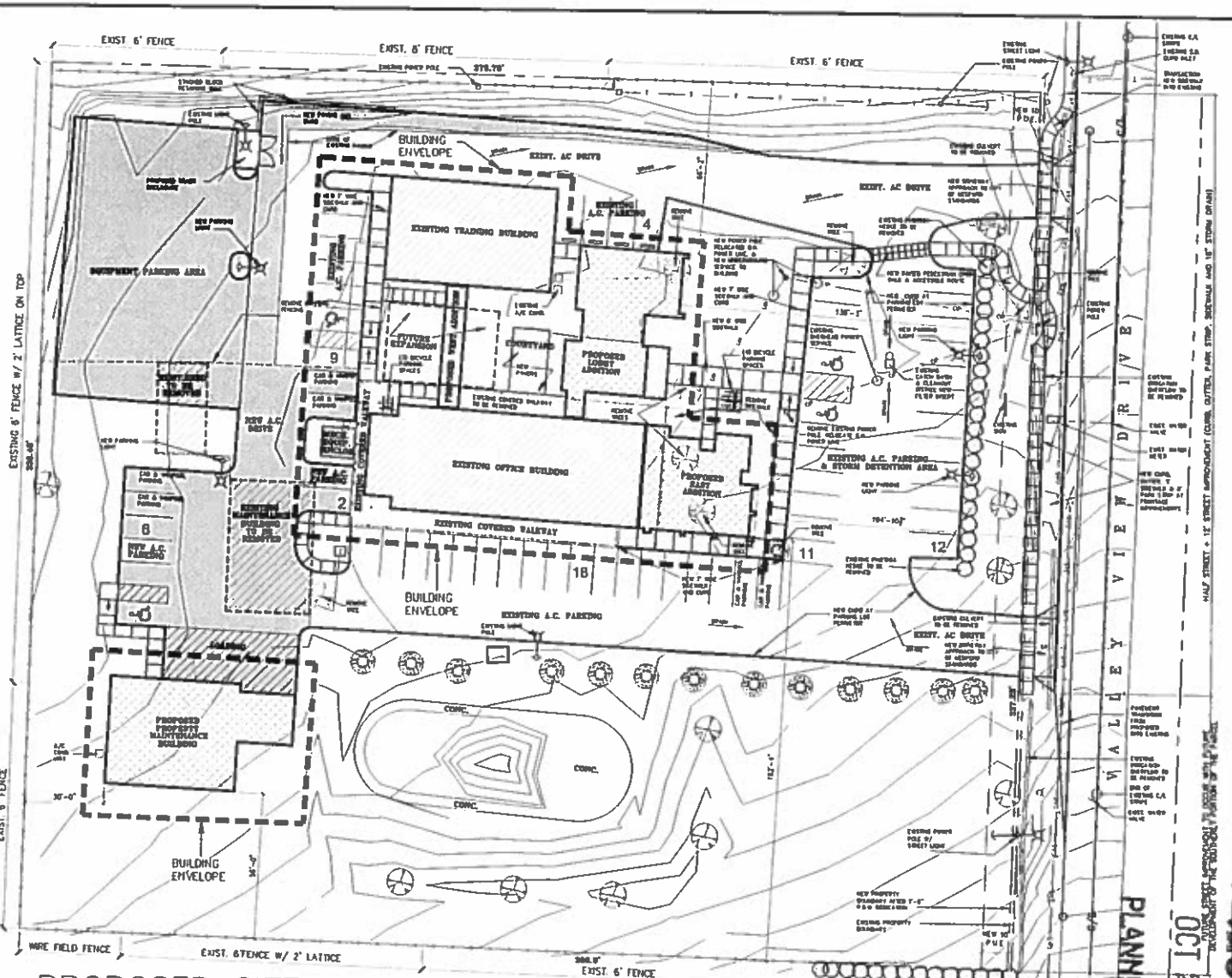
PROPERTY MAINTENANCE BUILDING: 2,520 s.f.
REPAIR SERVICES, EXCEPT VEHICLE.
MINIMUM: 3 SPACES/1,000 s.f. (GROSS)
MAXIMUM: 3.6 SPACES/1,000 s.f. (GROSS)
MINIMUM PARKING REQ'D: 8 SPACES
MAXIMUM PARKING ALLOWED: 9 SPACES

TOTAL MINIMUM REQ'D: 40 SPACES
TOTAL MAXIMUM ALLOWED: 63 SPACES

EXISTING PARKING: 48 SPACES
PROPOSED PARKING (incl. hcp.): 62 SPACES
HANDICAPPED PARKING: 4 SPACES

BICYCLE PARKING: (7) SPACES REQUIRED

ITARY SEWER, WATER, PHONE, SERVICES WILL BE UTILIZED.
OWER SERVICE WILL BE REMOVED IDERGROUND.
ITION TO BE PROVIDED OVER LOT. NEW FILTER INSERT TO BE ISTING CATCH BASIN FOR REATMENT.



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

TYPICAL PARKING STALL

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STEVE ENNIS ARCHITECT
P.O. BOX 4051
2370 HANSEN DRIVE
MEDFORD, OREGON 97501

PROJECT FOR
LIVING OPPORTUNITIES

PROJECT NAME
LIVING OPPORTUNITIES
SITE & BUILDING IMPROVEMENTS

PROJECT ADDRESS
857 VALLEY VIEW DRIVE
MEDFORD, OR. 97504

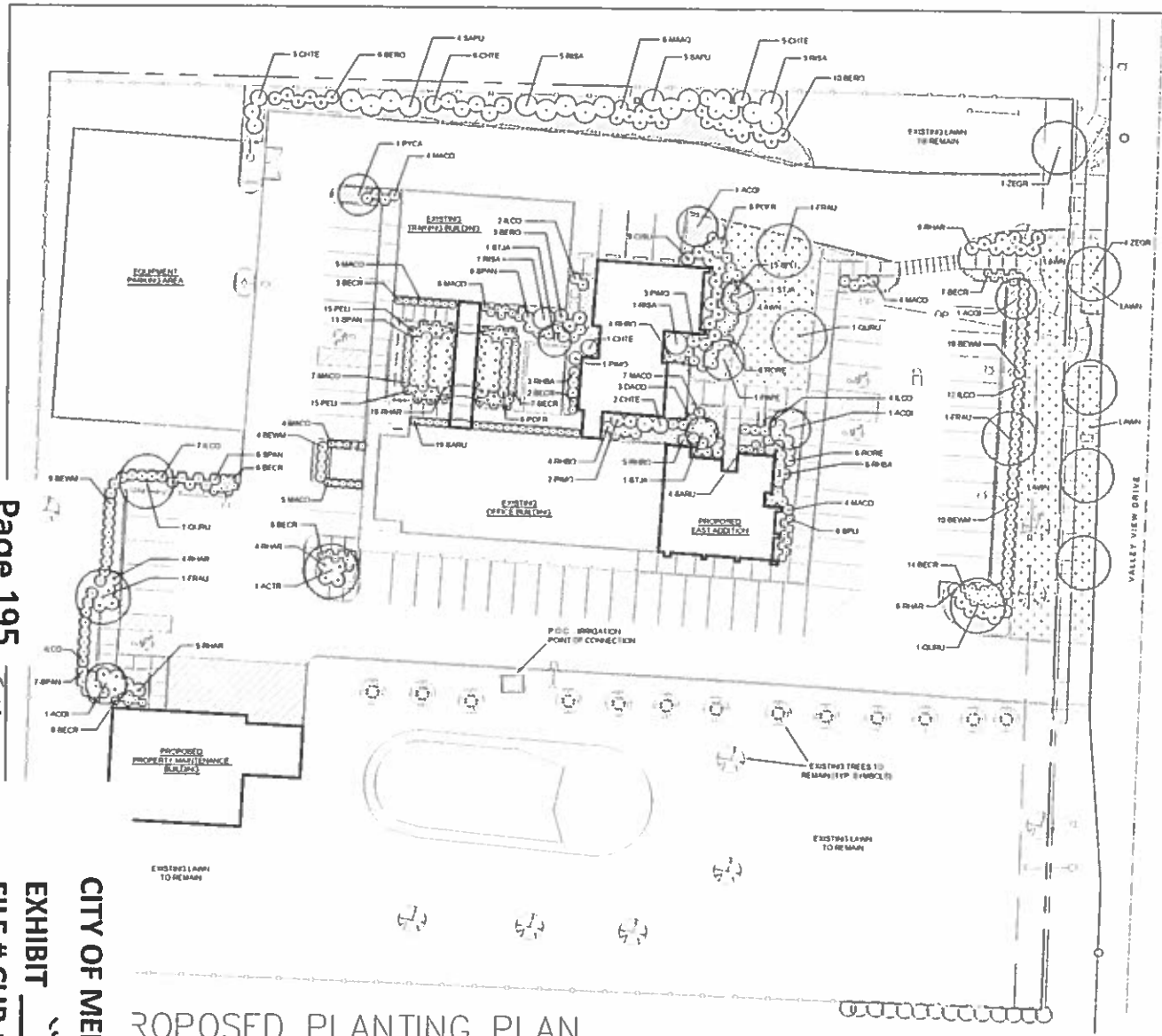
SHEET TITLE
PROPOSED SITE PLAN

SCHEMATIC

SHEET NO.
SD-1

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

12



ROPOSED PLANTING PLAN

1"=20'-0"

PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	SIZE / CONDITION
	TREES		
ACGI	ACER GINNALA 'FLAME'	FLAME AMUR MAPLE	2" CAL. B&B
ACTR	ACER TRUN. X 'NORWEGIAN BURNET'	NORWEGIAN BURNET MAPLE	2" CAL. B&B
FRAU	FRAXINUS 'AUTUMN PURPLE'	AUTUMN PURPLE ASH	2" CAL. B&B
PAPE	PARROTIA PERSICA	PERSIAN IRONWOOD	2" CAL. B&B
PYCA	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT FLOWERING PEAR	2" CAL. B&B
STJA	STYRAX JAPONICUS	JAPANESE SNOWBELL	2" CAL. B&B
QURU	QUERCUS RUBRA	RED OAK	2" CAL. B&B
ZESE	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL. B&B
	SHRUBS		
BECR	BERBERIS T. 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	1 GAL
BERO	BERBERIS T. 'ROSE GLOW'	ROSE GLOW BARBERRY	1 GAL
BEWM	BERBERIS WM. PENII	WM. PENII BARBERRY	1 GAL
CHTE	CHOISYA TERNATA	MEXICAN ORANGE	1 GAL
CISU	CISTUS 'SUNSET'	SUNSET ROCK ROSE	1 GAL
DACO	DAPHNE CODORA	WINTER DAPHNE	1 GAL
ILCO	ILEX CORNUTA 'CARISSA'	CARISSA HOLLY	1 GAL
MAAQ	MAHONIA AQUIFOLIUM	OREGON GRAPE	1 GAL
MACO	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	1 GAL
PMIO	PIERIS MT. FIRE	MT. FIRE PIERIS	1 GAL
POFR	POTENTILLA FR. 'GOLDFINGER'	GOLDFINGER CINQUEFOIL	1 GAL
RHAR	RHUS AROMATICA 'GRO LOW'	GRO LOW FRAGRANT SUMAC	1 GAL
RHBA	RAPHIOLEPIS I. 'BALLERINA'	BALLERINA INDIA HAWTHORN	1 GAL
RHBO	RHODODENDRON 'BOW BELLS'	BOW BELLS RHODODENDRON	1 GAL
RISA	RIBES SAN. SUNELUM 'KING EDWARD'	KING EDWARD FLOWERING CURRANT	1 GAL
RORE	ROSA 'RED GROUNDCOVER' ROSE	RED GROUNDCOVER ROSE	1 GAL
SAPU	SALIX PURPUREA	ALASKA BLUE WILLOW	1 GAL
SARU	SARCOCOCCA RUSCIFOLIA	SWEET BOX	1 GAL
SPAN	SPIRAEA J. 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	1 GAL
SPLI	SPIRAEA J. 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	1 GAL
	GROUND COVERS, GRASSES & RUSHES		
	ARCTO. UVA-URSI 'MASS'	MASS KINNIKINNICK	1 GAL @ 30" O.C.
	PACHYSANDRA TERMINALIS	JAPANESE SPURGE	1 GAL @ 24" O.C.
PELI	PENNISETUM A. 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL

GENERAL NOTES

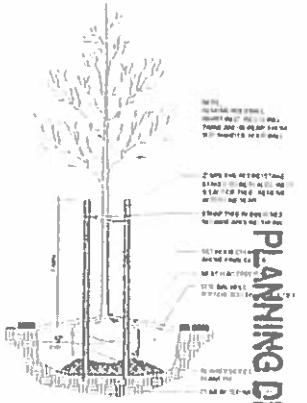
A. SPECIFICATIONS SECTIONS WILL BE PROVIDED FOR THE AUTOMATIC IRRIGATION SYSTEM, SOIL PREPARATION AND PLANTING REQUIREMENTS AT THE TIME OF BUILDING PERMIT SUBMITTAL.

B. AN AUTOMATIC IRRIGATION SYSTEM INCLUDING POP-UP SPRAY AND DRIP IRRIGATION WILL BE INSTALLED FOR ALL NEW PLANTING BEDS AND LAWN AREAS. COMPLETE IRRIGATION PLANS WILL BE PROVIDED AT THE TIME OF BUILDING PERMIT SUBMITTAL.

C. P.O.C. - IRRIGATION POINT OF CONNECTION TO WATER METER w/ DOUBLE CHECK BACKFLOW PREVENTION DEVICE AS APPROVED BY THE MEDFORD WATER COMMISSION.

D. TREES LOCATED WITHIN 3 FT. OF ANY PUBLIC RIGHT OF WAY IMPERVIOUS SURFACE SHALL HAVE A COMMERCIALLY ENGINEERED ROOT BARRIER INSTALLED PER CITY OF MEDFORD STANDARDS.

E. ALL SHRUB AND GROUNDCOVER PLANTER AREAS SHALL BE COVERED WITH A MINIMUM THICKNESS OF 3 INCHES OF UNSEIVED BARK MULCH.



1 TREE PLANTING
NOT TO SCALE

PLANNING DEPT.
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ARCHITECT
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REGISTERED LANDSCAPE ARCHITECT

LIVING OPPORTUNITIES

LIVING OPPORTUNITIES

SITE & BUILDING IMPROVEMENTS

857 VALLEY VIEW DRIVE
MEDFORD, OR. 97504

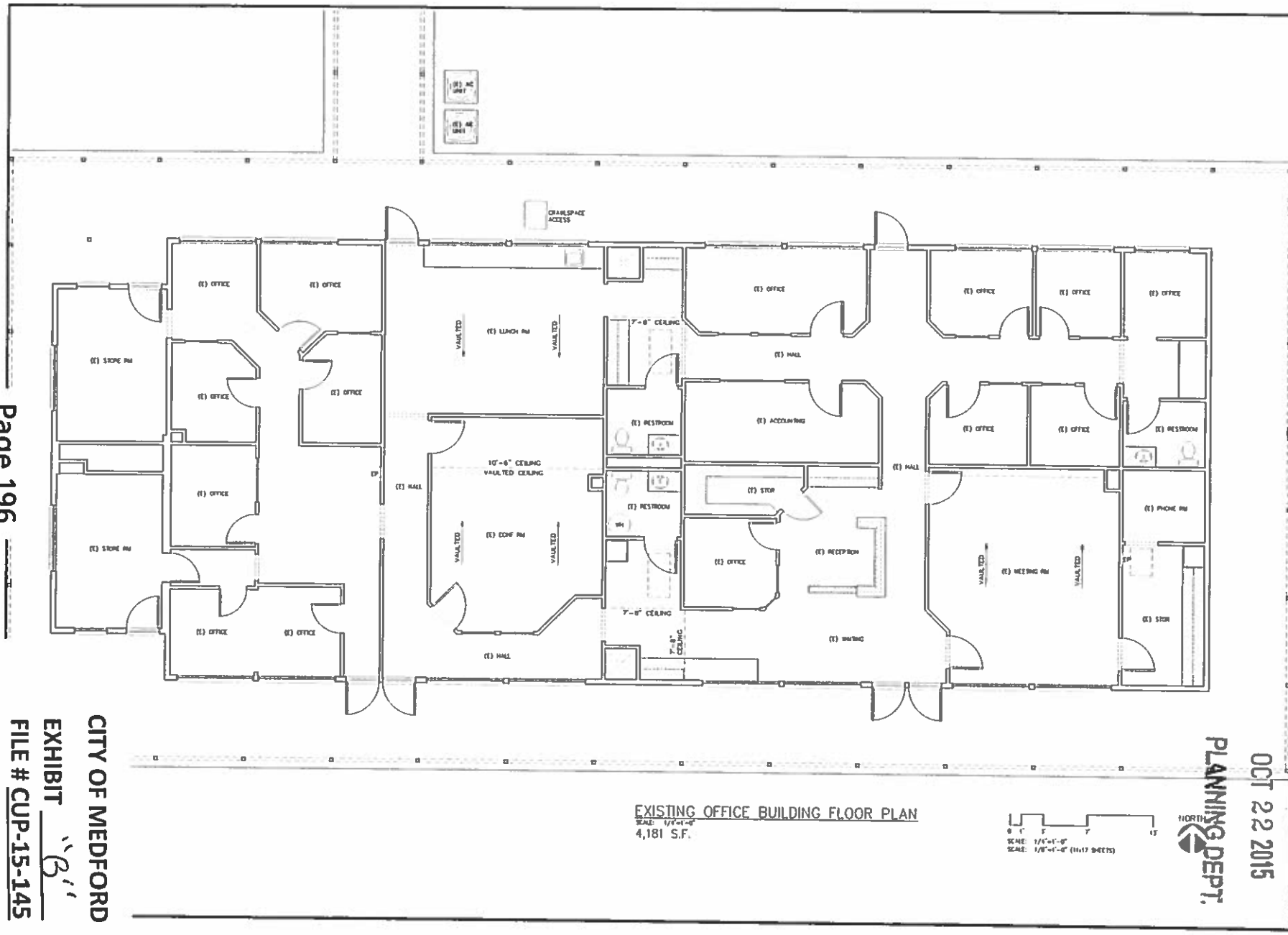
PLANTING PLAN

SCHEMATIC

L-1

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

13



EXISTING OFFICE BUILDING FLOOR PLAN
SCALE: 1/4"=1'-0"
4,181 S.F.

SCALE: 1/4"=1'-0"
SCALE: 1/8"=1'-0" (11x17 SHEETS)

STEVE ENNIS ARCHITECT
P.O. BOX 4051
2870 NANSEN DRIVE
MEDFORD, OREGON 97501

PROJECT FOR
LIVING OPPORTUNITIES

PROJECT NAME
LIVING OPPORTUNITIES
SITE & BUILDING IMPROVEMENTS

PROJECT ADDRESS
857 VALLEY VIEW DRIVE
MEDFORD, OR. 97504

SHEET TITLE
EXISTING OFFICE BUILDING FLOOR PLAN

SHEET NO.
A-1

DATE
21/12/15

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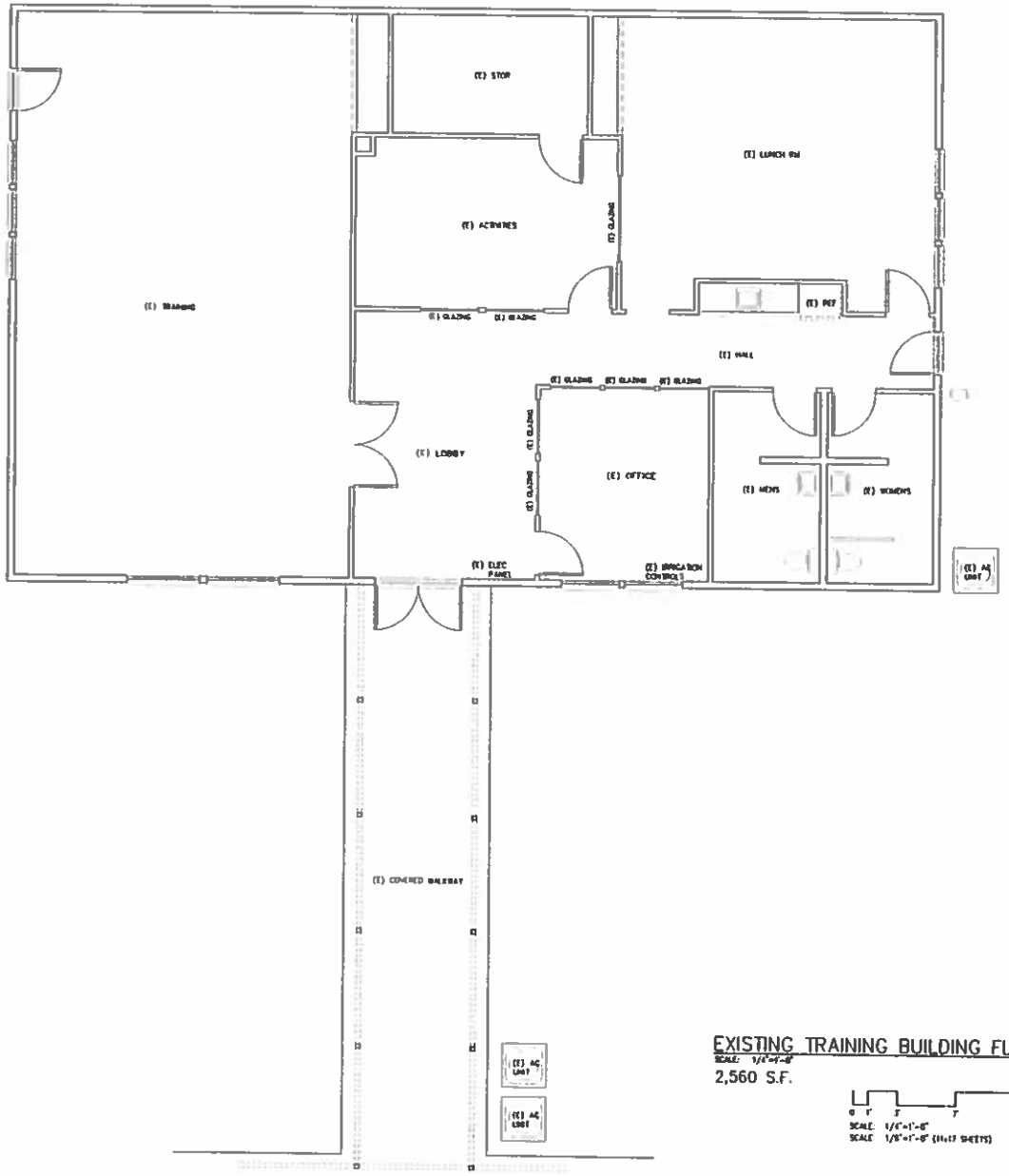

EXISTING TRAINING BUILDING FLOOR PLAN
SCALE: 1/4"=1'-0"
2,560 S.F.

NORTH

SCALE: 1/4"=1'-0"
SCALE: 1/8"=1'-0" (11x17 SHEETS)

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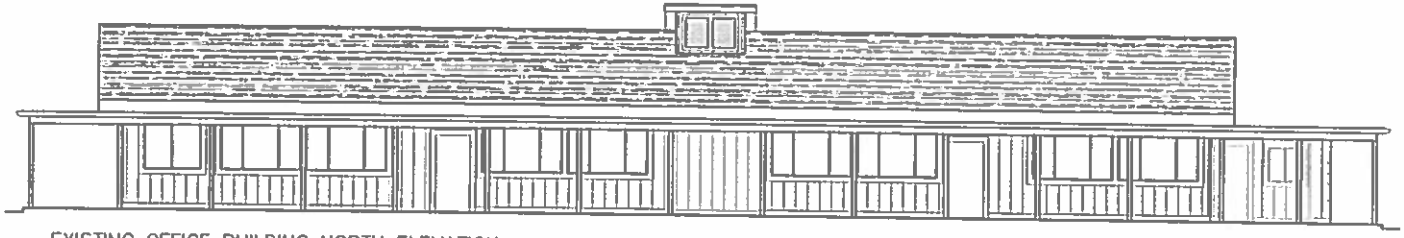
857 VALLEY VIEW DRIVE
MEDFORD, OR. 97504

SHEET TITLE
EXISTING TRAINING BUILDING FLOOR PLAN

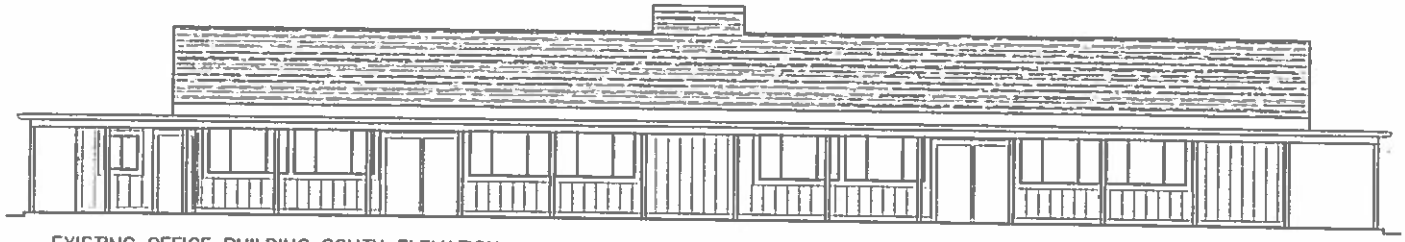
SHEET NO
A-2

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

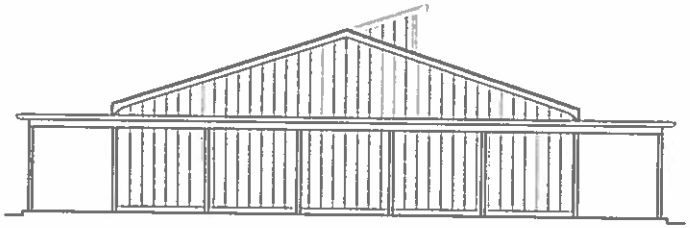
15



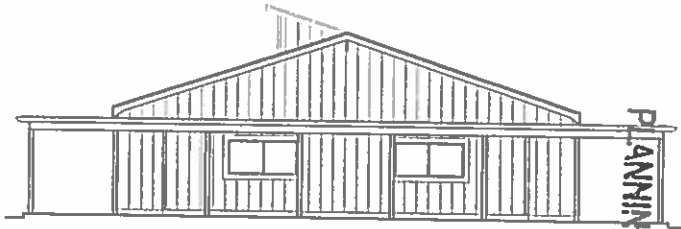
EXISTING OFFICE BUILDING NORTH ELEVATION
SCALE: 3/16"=1'-0"



EXISTING OFFICE BUILDING SOUTH ELEVATION
SCALE: 3/16"=1'-0"



EXISTING OFFICE BUILDING EAST ELEVATION
SCALE: 3/16"=1'-0"



EXISTING OFFICE BUILDING WEST ELEVATION
SCALE: 3/16"=1'-0"

0 1' 3' 7' 13'
SCALE: 3/16"=1'-0"
SCALE: 3/32"=1'-0" (11"x17" SHEETS)

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PROJECT NAME
LIVING OPPORTUNITIES

SITE & BUILDING IMPROVEMENTS

PROJECT ADDRESS
857 VALLEY VIEW DRIVE
MEDFORD, OR. 97504

SHEET TITLE
EXISTING OFFICE BUILDING EXTERIOR ELEVATIONS

FILE NAME
PROJECT NUMBER
1428
DATE
31/12/15

SHEET NO.
A-3

16

CITY OF MEDFORD
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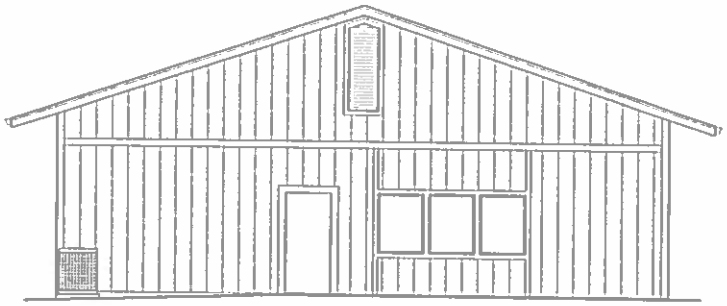
FILE # CUP-15-145



EXISTING TRAINING BUILDING EAST ELEVATION
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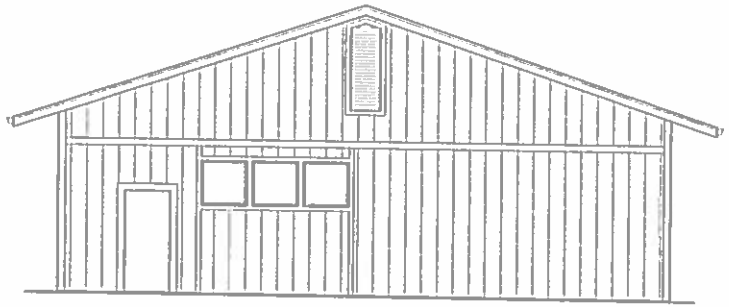

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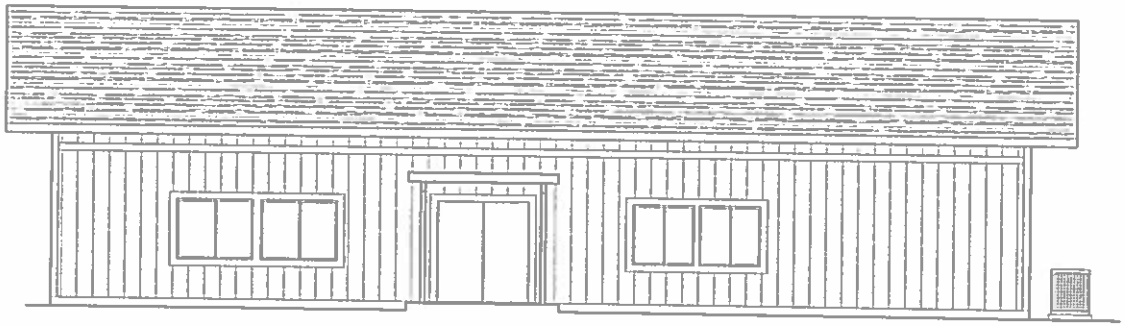
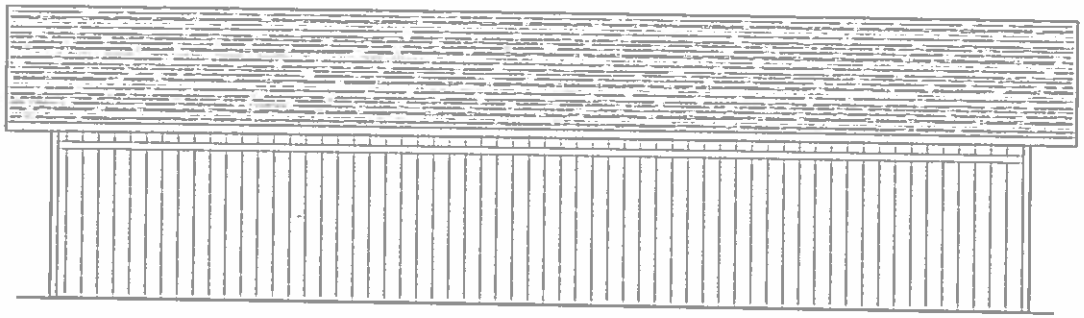


EXISTING TRAINING BUILDING SOUTH ELEVATION
SCALE: 1/4"=1'-0"



EXISTING TRAINING BUILDING NORTH ELEVATION
SCALE: 1/4"=1'-0"

0 1' 3' 7' 13'
SCALE: 1/4"=1'-0"
SCALE: 1/8"=1'-0" (11x17 SHEETS)

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857 VALLEY VIEW DRIVE
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SHEET TITLE
EXISTING TRAINING BUILDING EXTERIOR ELEVATIONS

SHEET NO.
A-4

CITY OF MEDFORD
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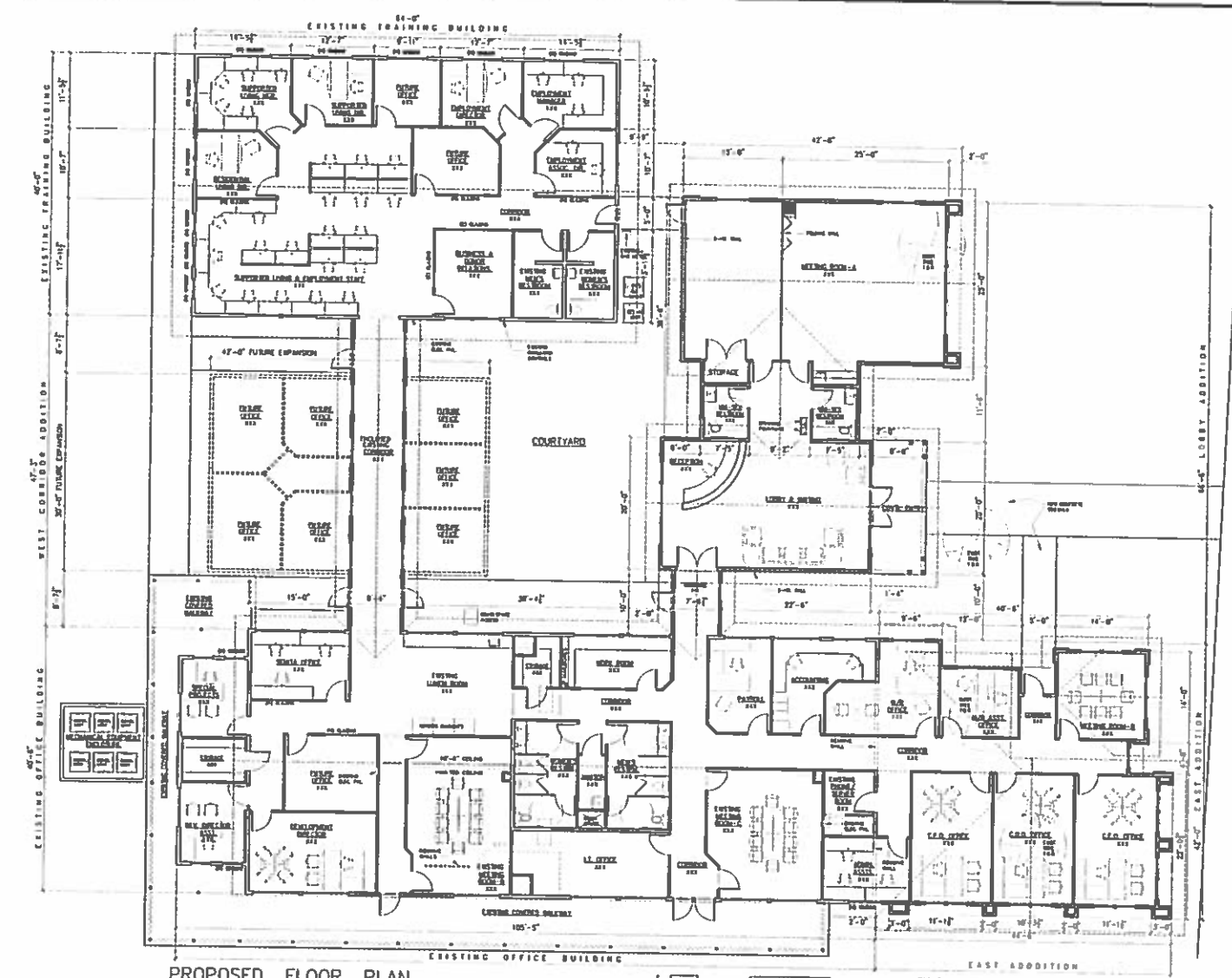
17



PROPOSED FLOOR PLAN

SCALE: 1/8"=1'-0"

WALL LEGEND

EXISTING WALLS

NEW WALLS

SCALE: 1/8"=1'-0"

SCALE: 1/16"=1'-0" (11x17 SHEETS)

NORTH

BUILDING AREA:

EXISTING OFFICE BUILDING:	4,181 s.f.
EXISTING TRAINING BUILDING:	2,560 s.f.
TOTAL EXISTING BUILDINGS:	6,741 s.f.
PROPOSED LOBBY ADDITION:	1,991 s.f.
PROPOSED EAST ADDITION:	1,581 s.f.
PROPOSED WEST ADDITION:	394 s.f.
TOTAL BUILDING AREA:	10,687 s.f.

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SITE & BUILDING IMPROVEMENTS

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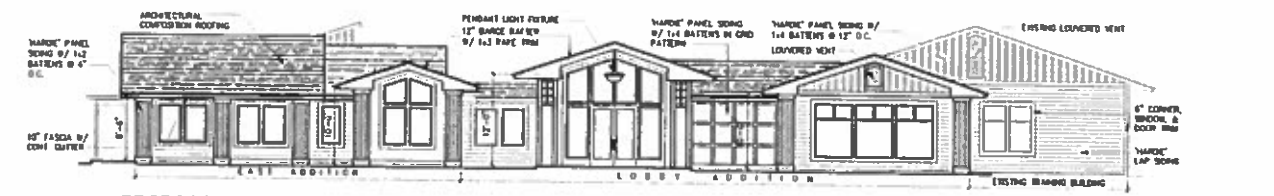
857 VALLEY VIEW DRIVE
MEDFORD, OR. 97504

SHEET TITLE
PROPOSED FLOOR PLAN

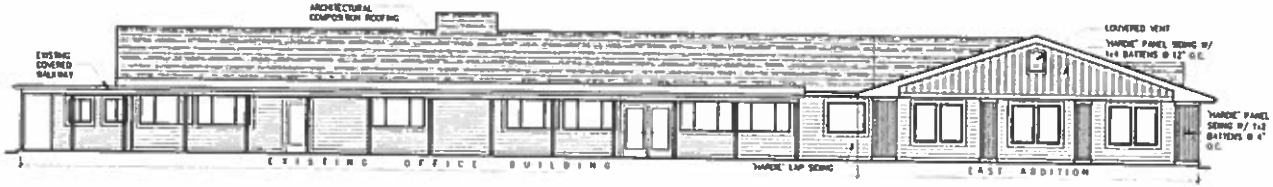
SCHEMATIC

SHEET NO.
A-5

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

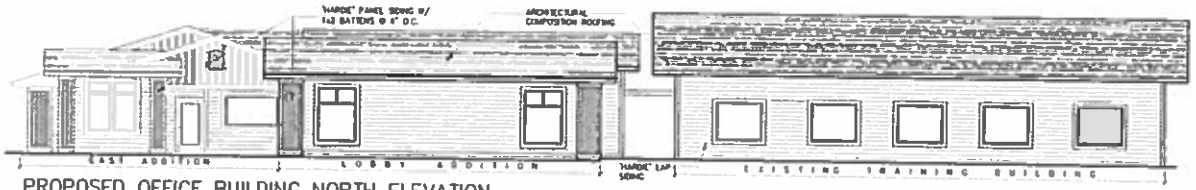


PROPOSED OFFICE BUILDING EAST ELEVATION

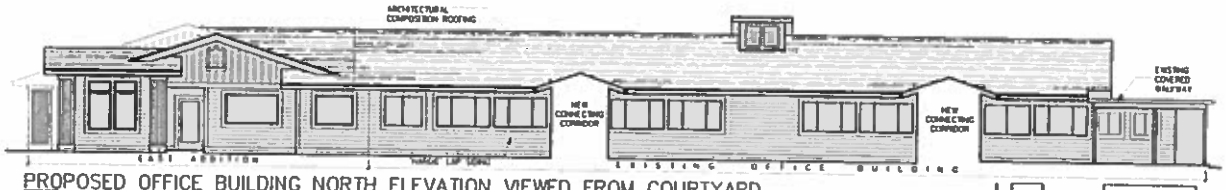


PROPOSED OFFICE BUILDING SOUTH ELEVATION

PROPOSED OFFICE BUILDING WEST ELEVATION



PROPOSED OFFICE BUILDING NORTH ELEVATION



PROPOSED OFFICE BUILDING NORTH ELEVATION VIEWED FROM COURTYARD

SCALE: 1/8"=1'-0"
SCALE: 1/16"=1'-0" (11x17 SHEETS)

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PROJECT FOR
LIVING OPPORTUNITIES

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MEDFORD, OR. 97504

SHEET TITLE
PROPOSED OFFICE BUILDING EXTERIOR ELEVATIONS

SCHEMATIC

SHEET NO.
A-6

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

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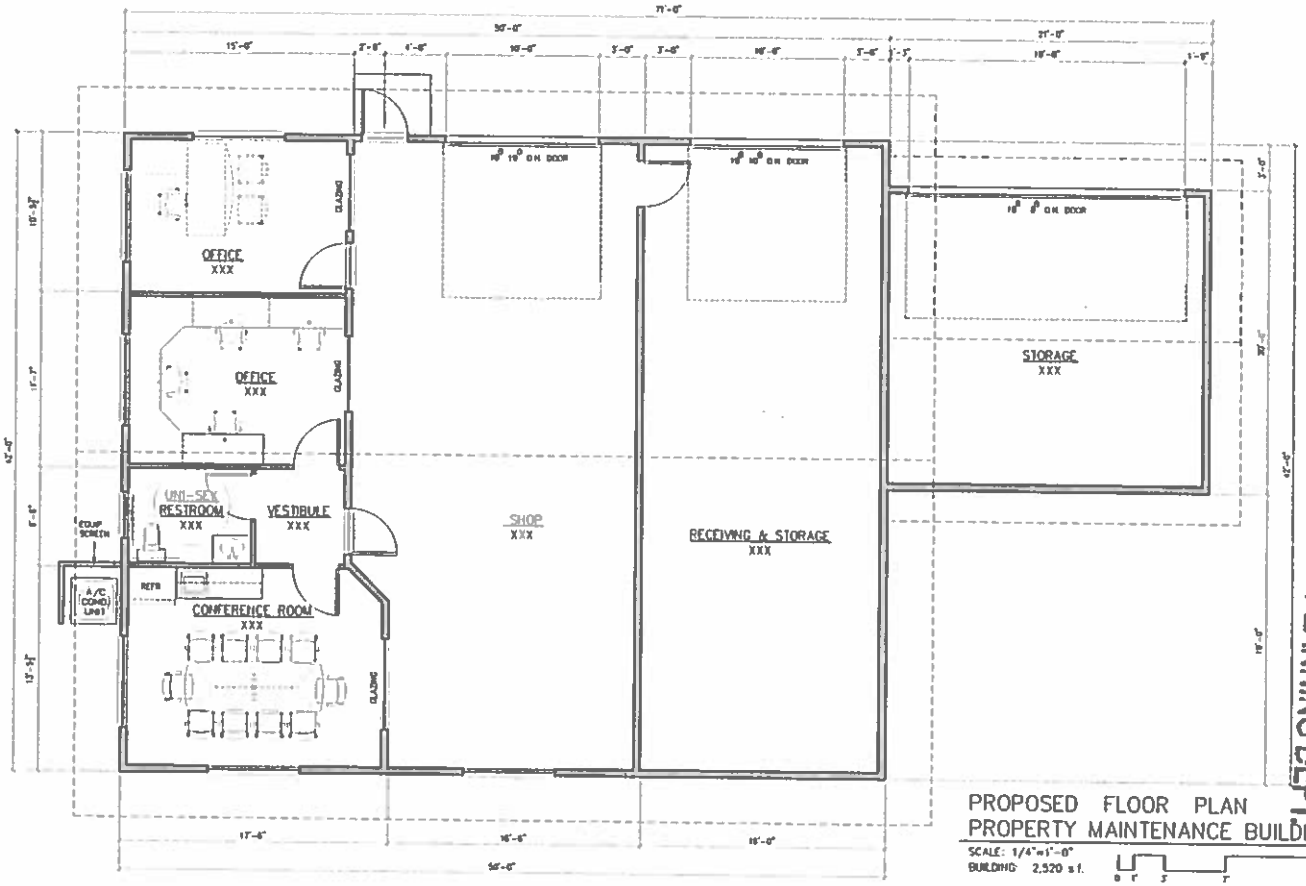

PROPOSED FLOOR PLAN
PROPERTY MAINTENANCE BUILDING

SCALE: 1/4"=1'-0"
BUILDING: 2,520 s.f.

NORTH

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PROJECT FOR
LIVING OPPORTUNITIES

PROJECT NAME
LIVING OPPORTUNITIES
SITE & BUILDING IMPROVEMENTS

PROJECT ADDRESS
857 VALLEY VIEW DRIVE
MEDFORD, OR. 97504

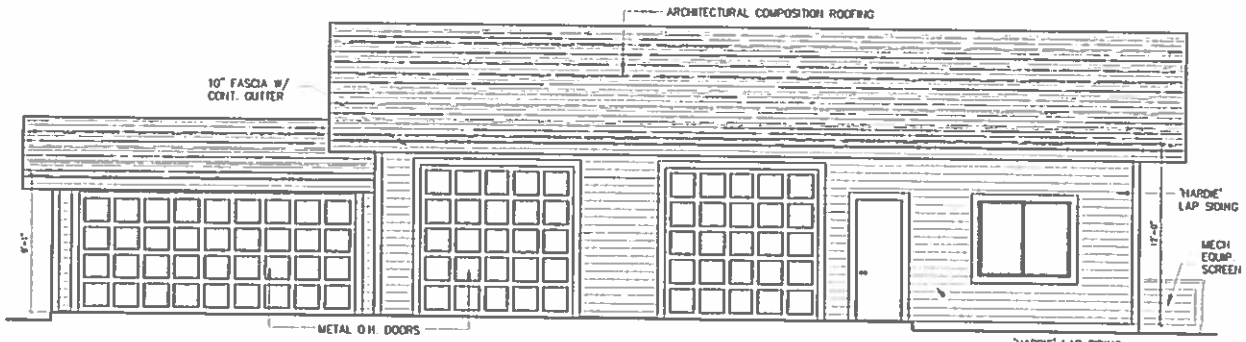
SHEET TITLE
PROPOSED FLOOR PLAN
PROPERTY MAINTENANCE BUILDING

SCHEMATIC

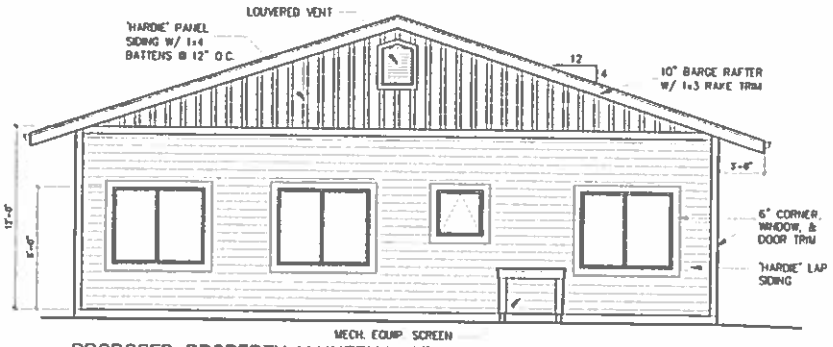
SHEET NO.
A-7

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

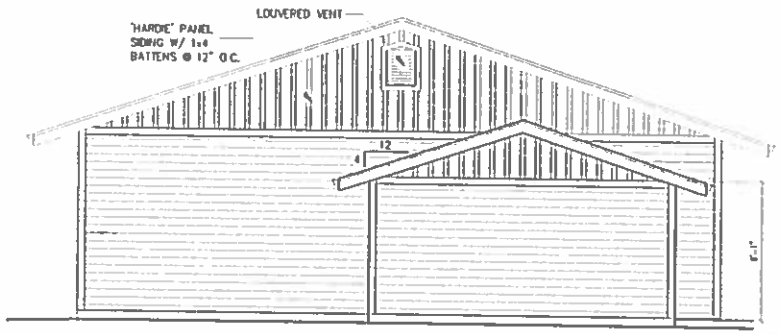
20



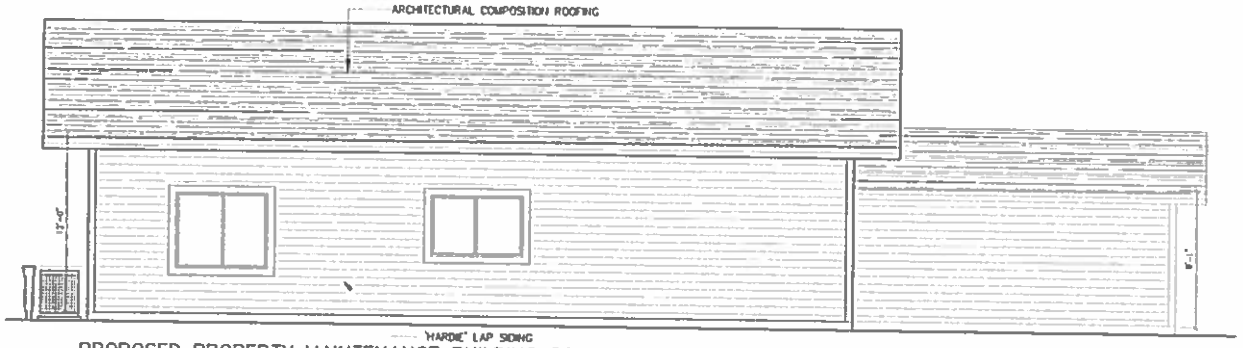
PROPOSED PROPERTY MAINTENANCE BUILDING NORTH ELEVATION
SCALE: 1/4"=1'-0"



PROPOSED PROPERTY MAINTENANCE BUILDING WEST ELEVATION
SCALE: 1/4"=1'-0"



PROPOSED PROPERTY MAINTENANCE BUILDING EAST ELEVATION
SCALE: 1/4"=1'-0"



PROPOSED PROPERTY MAINTENANCE BUILDING SOUTH ELEVATION
SCALE: 1/4"=1'-0"

SCALE: 1/4"=1'-0"
SCALE: 1/8"=1'-0" (11x17 SHEETS)

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OCT 22 2015
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MARK	DATE	REVISION

STEVE ENNIS ARCHITECT
P.O. BOX 4051
2375 HANSEN DRIVE
MEDFORD, OREGON 97501

PROJECT FOR
LIVING OPPORTUNITIES

PROJECT NAME
LIVING OPPORTUNITIES
SITE & BUILDING IMPROVEMENTS

PROJECT ADDRESS
857 VALLEY VIEW DRIVE
MEDFORD, OR. 97504

SHEET TITLE
EXTERIOR ELEVATIONS
PROPERTY MAINTENANCE BUILDING

SCHEMATIC

FILE NAME 1420EEN
PROJECT NUMBER 1420
DATE 08/08/15
SHEET NO A-8

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

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EXHIBIT 4

FOR ASSESSMENT AND TAXATION ONLY

N.W.1/4, S.E.1/4, SEC.20, T.37S., R.1W., W.M.
JACKSON COUNTY
1" = 100'

37 1W 20DB
MEDFORD

37 1W 20DB
MEDFORD

NEW MAP DECEMBER 03, 2009

RECEIVED
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PLANNING DEPT

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

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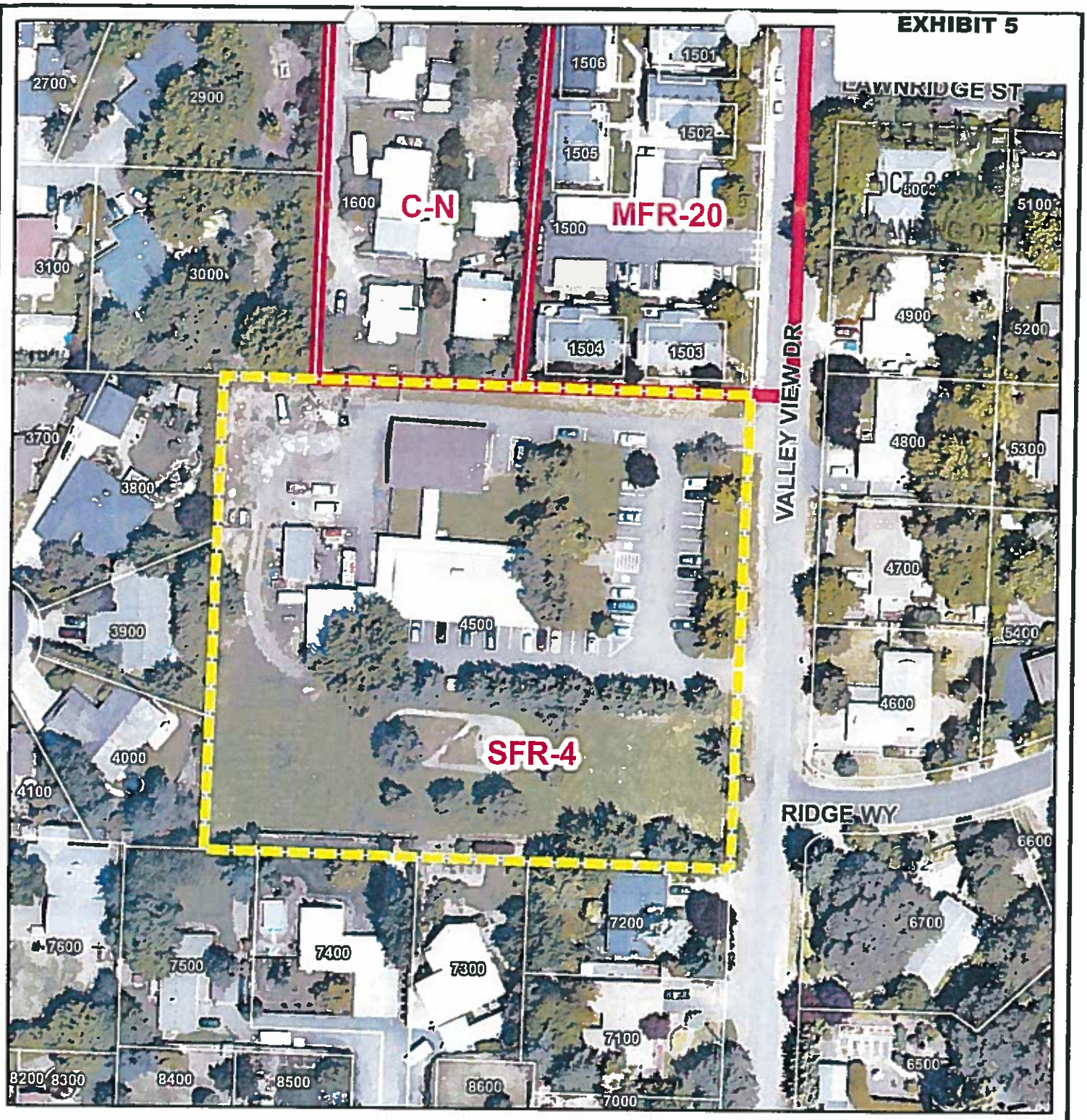
12/03/2009 8:33:43 AM AlamoAJ

EXHIBIT 5



Legend

Subject Lot

Tax Lots

Medford Zoning

2012 Aerial

Zoning Map

Living Opportunities
37-1W-20DB-4500

CSA Planning, Ltd.

N
W E
S

1 inch = 100 feet

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

EXHIBIT 6

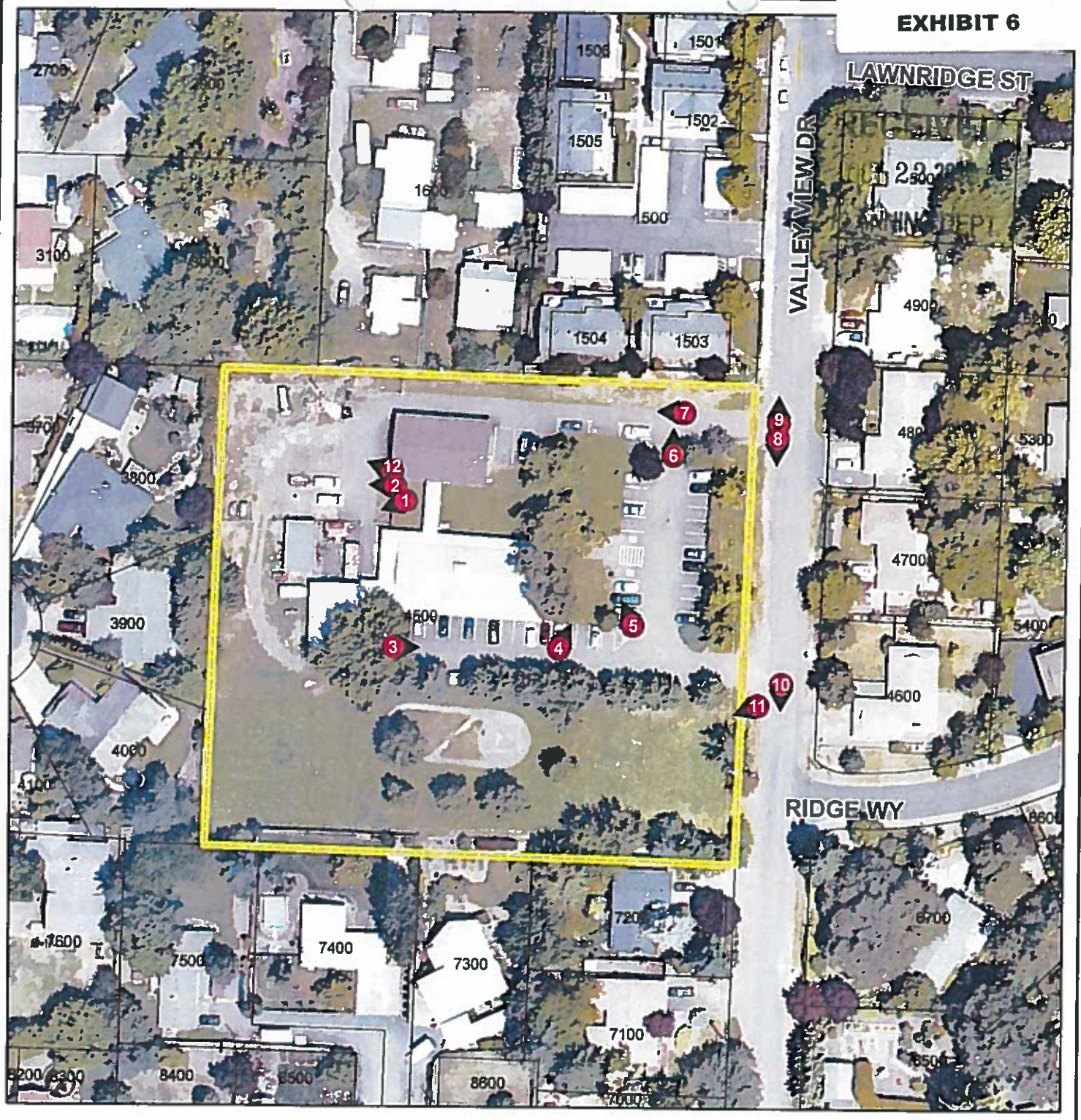


Photo Location and Direction

Subject Lot

Tax Lots

2012 Aerial

Photo Key Map

EXHIBIT 6

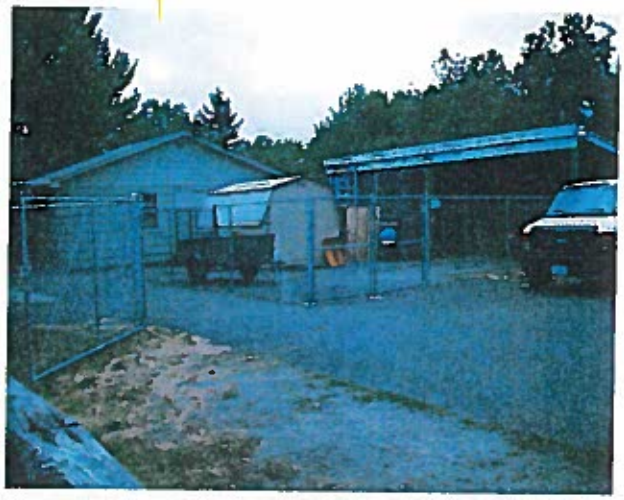
Living Opportunities
37-1W-20DB-4500

N
W E
S

CSA Planning, Ltd.

CITY OF MEDFORD
EXHIBIT "B"
FILE # CUP-15-145

RECEIVED
OCT 22 2015



1 EXISTING EQUIPMENT YARD

2 PORTION OF OUTDOOR VEHICLE/EQUIPMENT STORAGE AREA-TO BE PAVED

3 VIEW EAST ALONG EXISTING PARKING AND DEVELOPMENT AREAS LINE OF DEMARCATION

4 VIEW NORTH TO SITE OF FUTURE EAST ADDITION

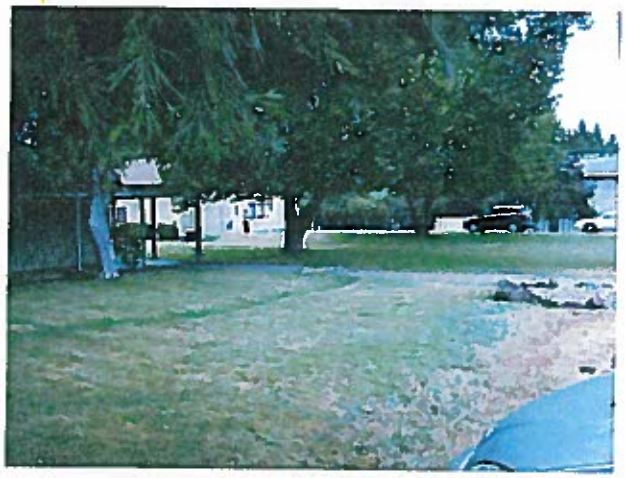
Legend

2 Photo ID Number

Site Photos

LIVING OPPORTUNITIES

"B"



5 VIEW NORTH-NORTH WEST TO SITE OF FUTURE LOBBY ADDITION

6 VIEW TO EAST OF EXISTING 2-STORY APARTMENTS AND FENCING

7 VIEW WEST ALONG NORTH PROPERTY LINE

8 VIEW SOUTH ALONG VALLEY VIEW DRIVE

Legend

2 Photo ID Number

Site Photos

LIVING OPPORTUNITIES

"B"

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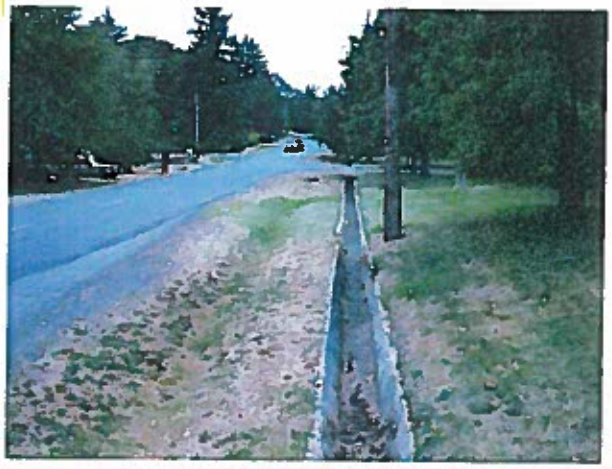
9 VIEW NORTH ALONG VALLEY VIEW DRIVE



10 VIEW SOUTH ALONG PORTION OF VALLEY VIEW DRIVE NOT PROPOSED FOR DEVELOPMENT NOR STREET IMPROVEMENT

11 VIEW WEST OF SOUTHERLY PORTION OF PROPERTY NOT PROPOSED FOR DEVELOPMENT

12 NORTHERLY PORTION OF OUTDOOR VEHICLE/EQUIPMENT STORAGE AREA-TO BE PAVED

Legend

2 Photo ID Number

Site Photos

LIVING OPPORTUNITIES

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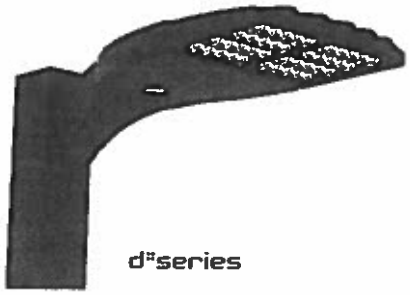
"B"

EXHIBIT 7

RECEIVED

OCT 22 2015

PLANNING DEPT.



d"series

D-Series Size 0

LED Area Luminaire

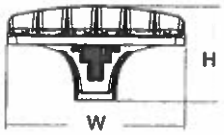
Catalog Number

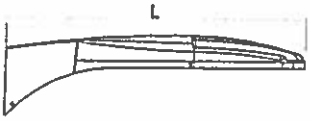
Notes

Type

Specifications

EPA:	0.8 ft²
Length:	26"
Width:	13"
Height:	7"
Weight (max):	16 lbs





Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX0 LED 40C 1000 40K T3M MVOLT SPA DDBXD

DSX0 LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX0 LED	**Forward optics** 20C 20 LEDs (one engine) 40C 40 LEDs (two engines) **Rotated optics**[1] 30C 30 LEDs (one engine)	530 530 mA 700 700 mA 1000 1000 mA (1 A)[2]	30K 3000 K (80 CRI min.) 40K 4000 K (70 CRI min.) 50K 5000 K (70 CRI) AMBPC Amber phosphor converted[3]	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short T5S Type V short T5M Type V medium T5W Type V wide	MVOLT[4] 120[4] 208[4] 240[4] 277[4] 347[5] 480[5]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor[6] RPUMBA Round pole universal mounting adaptor[6] **Shipped separately**[7] KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)

Control options				Other options		Finish (required)	
Shipped installed				**Shipped installed**		DDBXD	Dark bronze
PER	NEMA twist-lock receptacle only (no controls)[8]	BL30	Bi-level switched dimming, 30%[11]	HS	House-side shield[14]	DBLXD	Black
PER5	Five-wire receptacle only (no controls)[8,9]	BL50	Bi-level switched dimming, 50%[11]	SF	Single fuse (120, 277, 347V)[15]	DNAXD	Natural aluminum
PER7	Seven-wire receptacle only (no controls)[8,9]	PNMTDD3	Part night, dim till dawn[11]	DF	Double fuse (208, 240, 480V)[15]	DWHXD	White
DMG	0-10V dimming driver (no controls)[10]	PNMT5D3	Part night, dim 5 hrs[11]	L90	Left rotated optics[1]	DDBTXD	Textured dark bronze
DCR	Dimmable and controllable via ROAM® (no controls)[11]	PNMT6D3	Part night, dim 6 hrs[11]	R90	Right rotated optics[1]	DBLBXD	Textured black
PIR	Motion sensor, 8-15' mounting height[12]	PNMT7D3	Part night, dim 7 hrs[11]	DDL	Diffused drop lens[16]	DNATXD	Textured natural aluminum
PIRH	Motion sensor, 15-30' mounting height[12]					DWHGXD	Textured white

Accessories

Ordered and shipped separately.

Controls & Shields

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[13]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[13]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[13]
SC U	Shorting cap[13]
DSX0HS 20C U	House-side shield for 20 LED unit[14]
DSX0HS 30C U	House-side shield for 30 LED unit[14]
DSX0HS 40C U	House-side shield for 40 LED unit[14]
DSX0DDL U	Diffused drop lens (polycarbonate)[14]
PUMBA DDBXD U[6]	Square and round pole universal mounting bracket adaptor (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish)[7]

For more control options, visit ... and ... online

NOTES

1. 30 LEDs (30C option) and rotated options (L90 or R90) only available together.
2. 1000mA is not available with AMBPC.
3. AMBPC only available with 530mA or 700mA.
4. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options).
5. Not available with single-board, 530 mA product (20C 530 or 30C 530). Not available with DCR, BL30, or BL50.
6. Available as a separate combination accessory: PUMBA (finish) U, 1.5 G vibration load rating per ANCI C136.31
7. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
8. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories.
9. If ROAM node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR.
10. DMG option for 347v or 480v requires 1000mA.
11. Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Not available with 347 or 480V. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A BL30, BL50, PIR, or PIRH.
12. PIR specifies the [illegible] control, PIRH specifies the [illegible] control; see [illegible] for details. Dimming driver standard. Not available with DCR.
13. Requires an additional switched circuit. Dimming driver standard. MVOLT only. Not available with DCR.
14. Also available as a separate accessory; see Accessories information. HS and DDL are not available together.
15. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
16. Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

LITHONIA LIGHTING

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 •

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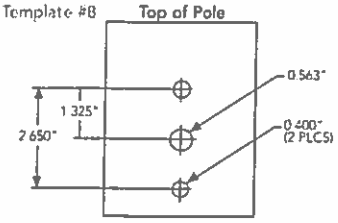
CITY OF MEDFORD

EXHIBIT "B"

FILE # CUP-15-145

Drilling

Template #8 Top of Pole



DSX0 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

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

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's [illegible] to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum.

**For round pole mounting (RPA) only

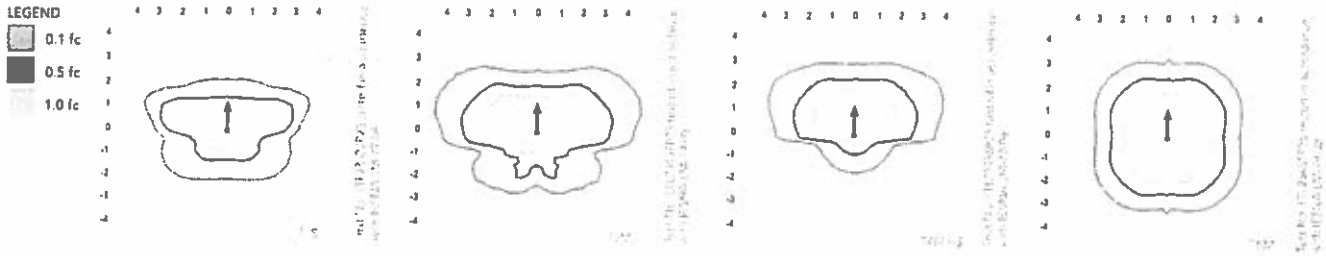
Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [illegible]

Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	**77°F**	**1.00**
30°C	86°F	1.00
40°C	104°F	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
	DSX0 LED 20C 1000			
Lumen Maintenance Factor	1	0.97	0.94	0.90
	DSX0 LED 40C 1000			
	1	0.94	0.90	0.84
	DSX0 LED 40C 700			
	1	0.99	0.98	0.96

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A) 120	208	240	277	347	480
20C	530	35	0.34	0.22	0.21	0.20	—	—
	700	45	0.47	0.28	0.24	0.22	0.18	0.14
	1000	72	0.76	0.45	0.39	0.36	0.26	0.26
30C	530	52	0.51	0.31	0.28	0.25	—	—
	700	70	0.72	0.43	0.37	0.34	0.25	0.19
	1000	104	1.11	0.64	0.56	0.49	0.47	0.34
40C	530	68	0.71	0.41	0.36	0.33	0.25	0.19
	700	91	0.94	0.55	0.48	0.42	0.33	0.24
	1000	138	1.45	0.84	0.73	0.64	0.69	0.50

"B"

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530 mA	35 W	T1S	3,174	1	0	1	91	3,971	1	0	1	113	4,001	1	0	1	114	2,541	1	0	1	73
			T2S	3,234	1	0	1	92	4,045	1	0	1	116	4,075	1	0	1	116	2,589	1	0	1	74
			T2M	3,171	1	0	1	91	3,967	1	0	1	113	3,997	1	0	1	114	2,539	1	0	1	73
			T3S	3,195	1	0	1	91	3,997	1	0	1	114	4,027	1	0	1	115	2,558	1	0	1	73
			T3M	3,226	1	0	1	92	4,036	1	0	1	115	4,066	1	0	1	116	2,583	1	0	1	74
			T4M	3,210	1	0	1	92	4,015	1	0	1	115	4,045	1	0	1	116	2,570	1	0	1	73
			TFTM	3,173	1	0	1	91	3,969	1	0	2	113	3,999	1	0	2	114	2,540	1	0	1	73
			T5VS	3,310	2	0	0	95	4,140	2	0	0	118	4,172	2	0	0	119	2,650	1	0	0	76
			T5S	3,360	2	0	2	96	4,203	2	0	0	120	4,235	2	0	0	121	2,690	1	0	0	77
			T5M	3,320	2	0	1	95	4,153	3	0	1	119	4,184	3	0	1	120	2,658	2	0	0	76
			T5W	3,327	3	0	1	95	4,161	3	0	1	119	4,193	3	0	1	120	2,663	2	0	1	76
	700 mA	45 W	T1S	3,927	1	0	1	87	4,913	1	0	1	109	4,950	1	0	1	110	3,144	1	0	1	70
			T2S	4,000	1	0	1	89	5,004	1	0	1	111	5,042	1	0	1	112	3,203	1	0	1	71
			T2M	3,924	1	0	1	87	4,908	1	0	1	109	4,945	1	0	1	110	3,141	1	0	1	70
			T3S	3,953	1	0	1	88	4,945	1	0	1	110	4,982	1	0	1	111	3,165	1	0	1	70
			T3M	3,991	1	0	1	89	4,994	1	0	2	111	5,031	1	0	2	112	3,196	1	0	1	71
			T4M	3,971	1	0	1	88	4,967	1	0	2	110	5,005	1	0	2	111	3,179	1	0	1	71
			TFTM	3,925	1	0	2	87	4,910	1	0	2	109	4,947	1	0	2	110	3,143	1	0	1	70
			T5VS	4,095	2	0	0	91	5,122	2	0	0	114	5,161	2	0	0	115	3,278	2	0	0	73
			T5S	4,157	2	0	0	92	5,200	2	0	0	116	5,239	2	0	0	116	3,328	2	0	0	74
			T5M	4,107	3	0	1	91	5,138	3	0	1	114	5,177	3	0	1	115	3,288	2	0	1	73
			T5W	4,116	3	0	1	91	5,148	3	0	1	114	5,187	3	0	1	115	3,295	2	0	1	73
	1000 mA	72 W	T1S	5,387	1	0	1	75	6,739	2	0	2	94	6,790	2	0	2	94					
			T2S	5,488	1	0	1	76	6,865	2	0	2	95	6,917	2	0	2	96					
			T2M	5,382	1	0	2	75	6,733	2	0	2	94	6,784	2	0	2	94					
			T3S	5,423	1	0	1	75	6,784	2	0	2	94	6,835	2	0	2	95					
			T3M	5,475	1	0	2	76	6,850	2	0	2	95	6,901	2	0	2	96					
			T4M	5,447	1	0	2	76	6,814	2	0	2	95	6,866	2	0	2	95					
			TFTM	5,385	1	0	2	75	6,736	1	0	2	94	6,787	1	0	2	94					
			T5VS	5,617	2	0	0	78	7,027	3	0	0	98	7,080	3	0	0	98					
			T5S	5,702	2	0	0	79	7,133	2	0	0	99	7,187	2	0	0	100					
			T5M	5,634	3	0	1	78	7,048	3	0	1	98	7,101	3	0	1	99					
			T5W	5,646	3	0	1	78	7,063	3	0	2	98	7,116	3	0	2	99					
40C (40 LEDs)	530 mA	68 W	T1S	6,093	2	0	2	90	7,622	2	0	2	112	7,679	2	0	2	113	4,878	1	0	1	72
			T2S	6,207	2	0	2	91	7,764	2	0	2	114	7,823	2	0	2	115	4,969	1	0	1	73
			T2M	6,087	2	0	2	90	7,615	2	0	2	112	7,672	2	0	2	113	4,874	1	0	1	72
			T3S	6,133	1	0	2	90	7,672	2	0	2	113	7,730	2	0	2	114	4,910	1	0	1	72
			T3M	6,193	2	0	2	91	7,747	2	0	2	114	7,805	2	0	2	115	4,958	1	0	2	73
			T4M	6,161	1	0	2	91	7,707	2	0	2	113	7,765	2	0	2	114	4,932	1	0	2	73
			TFTM	6,090	1	0	2	90	7,618	2	0	2	112	7,676	2	0	2	113	4,876	1	0	2	72
			T5VS	6,353	2	0	0	93	7,947	3	0	0	117	8,007	3	0	0	118	5,086	2	0	0	75
			T5S	6,449	2	0	0	95	8,068	3	0	1	119	8,128	3	0	1	120	5,163	2	0	0	76
			T5M	6,372	3	0	1	94	7,971	3	0	2	117	8,031	3	0	2	118	5,102	3	0	1	75
			T5W	6,385	3	0	2	94	7,988	3	0	2	117	8,048	3	0	2	118	5,112	3	0	1	75
	700 mA	91 W	T1S	7,752	2	0	2	85	9,697	2	0	2	107	9,770	2	0	2	107	6,206	2	0	2	68
			T2S	7,897	2	0	2	87	9,878	2	0	2	109	9,953	2	0	2	109	6,322	2	0	2	69
			T2M	7,745	2	0	2	85	9,688	2	0	2	106	9,761	2	0	2	107	6,201	2	0	2	68
			T3S	7,803	2	0	2	86	9,761	2	0	2	107	9,834	2	0	2	108	6,247	1	0	2	69
			T3M	7,879	2	0	2	87	9,856	2	0	2	108	9,930	2	0	2	109	6,308	2	0	2	69
			T4M	7,838	2	0	2	86	9,805	2	0	2	108	9,879	2	0	2	109	6,275	1	0	2	69
			TFTM	7,748	2	0	2	85	9,693	2	0	3	107	9,765	2	0	3	107	6,203	1	0	2	68
			T5VS	8,083	3	0	0	89	10,111	3	0	1	111	10,187	3	0	1	112	6,569	2	0	0	72
			T5S	8,205	3	0	1	90	10,264	3	0	1	113	10,341	3	0	1	114	6,569	2	0	0	72
			T5M	8,107	3	0	2	89	10,142	3	0	2	111	10,218	3	0	2	112	6,491	3	0	1	71
			T5W	8,124	3	0	2	89	10,163	4	0	2	112	10,239	4	0	2	113	6,504	3	0	2	71
	1000 mA	138 W	T1S	10,435	2	0	2	76	13,054	3	0	3	95	13,152	3	0	3	95					
			T2S	10,630	2	0	2	77	13,297	3	0	3	96	13,398	3	0	3	97					
			T2M	10,426	2	0	2	76	13,042	3	0	3	95	13,140	3	0	3	95					
			T3S	10,503	2	0	2	76	13,139	2	0	2	95	13,238	2	0	2	96					
			T3M	10,606	2	0	2	77	13,267	3	0	3	96	13,167	3	0	3	97					
			T4M	10,551	2	0	2	76	13,199	3	0	3	96	13,298	3	0	3	96					
			TFTM	10,430	2	0	3	76	13,047	2	0	3	95	13,146	2	0	3	95					
			T5VS	10,881	3	0	1	79	13,611	3	0	1	99	13,714	4	0	1	99					
			T5S	11,045	3	0	1	80	13,817	3	0	1	100	13,921	3	0	1	101					
			T5M	10,914	4	0	2	79	13,652	4	0	2	99	13,755	4	0	2	100					
			T5W	10,936	4	0	2	79	13,680	4	0	2	99	13,783	4	0	2	100					

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Performance Data

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI) Lumens	B	U	G	LPW	40K (4000 K, 70 CRI) Lumens	B	U	G	LPW	50K (5000 K, 70 CRI) Lumens	B	U	G	LPW	AMBPC (Amber Phosphor Converted) Lumens	B	U	G	LPW
30C (30 LEDs)	530 mA	52 W	T1S	4,797	2	0	2	92	6,001	2	0	2	115	6,046	2	0	2	116	3,841	2	0	2	74
			T2S	4,887	2	0	2	94	6,113	2	0	2	118	6,159	3	0	3	118	3,912	2	0	2	75
			T2M	4,793	2	0	2	92	5,996	3	0	3	115	6,041	3	0	3	116	3,837	2	0	2	74
			T3S	4,829	2	0	2	93	6,041	3	0	3	116	6,086	3	0	3	117	3,866	2	0	2	74
			T3M	4,876	3	0	3	94	6,099	3	0	3	117	6,145	3	0	3	118	3,904	2	0	2	75
			T4M	4,851	3	0	3	93	6,068	3	0	3	117	6,114	3	0	3	118	3,884	2	0	2	75
			TFTM	4,795	3	0	3	92	5,998	3	0	3	115	6,043	3	0	3	116	3,819	2	0	2	74
			T5VS	5,002	2	0	0	96	6,258	2	0	0	120	6,305	2	0	0	121	4,005	2	0	0	77
			T5S	5,078	2	0	0	98	6,352	2	0	0	122	6,400	2	0	0	123	4,065	2	0	0	78
			T5M	5,017	3	0	1	96	6,276	3	0	1	121	6,324	3	0	1	122	4,017	2	0	1	77
			T5W	5,028	3	0	1	97	6,289	3	0	2	121	6,337	3	0	2	122	4,025	3	0	1	77
	700 mA	70 W	T1S	5,975	2	0	2	85	7,474	3	0	3	107	7,530	3	0	3	108	4,783	2	0	2	68
			T2S	6,086	2	0	2	87	7,614	3	0	3	109	7,671	3	0	3	110	4,873	2	0	2	70
			T2M	5,969	3	0	3	85	7,467	3	0	3	107	7,524	3	0	3	107	4,779	2	0	2	68
			T3S	6,014	3	0	3	86	7,523	3	0	3	107	7,580	3	0	3	108	4,815	2	0	2	69
			T3M	6,072	3	0	3	87	7,596	3	0	3	109	7,654	3	0	3	109	4,862	3	0	3	69
			T4M	6,041	3	0	3	86	7,557	3	0	3	108	7,614	3	0	3	109	4,837	3	0	3	69
			TFTM	5,972	3	0	3	85	7,471	3	0	3	107	7,527	3	0	3	108	4,781	3	0	3	68
			T5VS	6,230	2	0	0	89	7,793	3	0	0	111	7,852	3	0	0	112	4,988	2	0	0	71
			T5S	6,324	2	0	0	90	7,911	3	0	1	113	7,971	3	0	1	114	5,063	2	0	0	72
			T5M	6,249	3	0	1	89	7,817	3	0	2	112	7,876	3	0	2	113	5,003	3	0	1	71
			T5W	6,262	3	0	2	89	7,833	3	0	2	112	7,892	3	0	2	113	5,013	3	0	1	72
	1000 mA	104 W	T1S	7,956	3	0	3	76	9,952	3	0	3	96	10,027	3	0	3	96					
			T2S	8,104	3	0	3	78	10,138	3	0	3	97	10,214	3	0	3	98					
			T2M	7,949	3	0	3	76	9,943	3	0	3	96	10,018	3	0	3	96					
			T3S	8,008	3	0	3	77	10,018	3	0	3	96	10,093	3	0	3	97					
			T3M	8,086	3	0	3	78	10,115	4	0	4	97	10,191	4	0	4	98					
			T4M	8,044	3	0	3	77	10,063	3	0	3	97	10,139	3	0	3	97					
			TFTM	7,952	3	0	3	76	9,948	3	0	3	96	10,022	4	0	4	96					
			T5VS	8,296	3	0	0	80	10,377	3	0	1	100	10,455	3	0	1	101					
			T5S	8,421	3	0	1	81	10,534	3	0	1	101	10,613	3	0	1	102					
			T5M	8,321	3	0	2	80	10,409	4	0	2	100	10,487	4	0	2	101					
			T5W	8,338	4	0	2	80	10,430	4	0	2	100	10,509	4	0	2	101					

FEATURES & SPECIFICATIONS

INTENDED USE
The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.8 ft.²) for optimized pole wind loading.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS
Precision molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 4000 K (70 minimum CRI) or optional 3000 K (80 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine(s) configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L96/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION
Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS
UL Listed for wet locations. Light engines are IP66 rated, luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at [illegible] to confirm which versions are qualified.

WARRANTY
Five-year limited warranty. Full warranty terms located at:
[illegible]

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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Continuous Improvement Customer Service

CITY OF MEDFORD

Revised Date: 12/24/2015
File Number: CUP-15-145

PUBLIC WORKS DEPARTMENT STAFF REPORT
Living Opportunities Inc.

Project: **Consideration of a request for a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters.**

Location: **Located on the west side of Valley View Drive at the intersection of Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential – 4 dwelling units per gross acre) zone district.**

Applicant: **Living Opportunities Inc., Applicant (CSA Planning Ltd., Agent). Desmond McGeough, Planner.**

NOTE:

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

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

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

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

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

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CITY OF MEDFORD
EXHIBIT "C"
FILE # CUP-15-145

Inc

A. STREETS

1. Dedications

Valley View Drive is classified as a Standard Residential Street, and in accordance with Medford Land Development Code (MLDC) Section 10.430, it requires a total right-of-way width of 63 feet. Prior to issuance of any permit for construction, the developer shall dedicate for public right-of-way, sufficient width of land along the frontage of this development to comply with the half width of right-of-way, which is 31.5-feet. The existing right-of-way west of the centerline appears to be 30 feet. **The amount of additional right-of-way needed appears to be 1.5 feet.** (MLDC 10.451).

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

The right-of-way and PUE dedications shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: right-of-way and PUE dedications, a copy of a current lot book report, preliminary title report, or title policy; a mathematical closure report (if applicable), and the Planning Department file number, all for review and signature acceptance by the City Engineer prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the areas dedicated.

2. Public Improvements

a. Public Streets

The Developer shall construct **Valley View Drive** to Standard Residential Street Standards in accordance with the MLDC, Section 10.430 and 10.442. The roadway improvements shall include 18-feet of paving from the centerline to the west curb face and a minimum of 12-feet wide east of centerline or to the existing edge of paving, whichever is greater. Improvements shall also include an 8-foot planter strip, 5-foot sidewalk and street lights along this development's frontage.

b. Street Lights and Signing

Street Lighting – Developer Provided and Installed

A. 1 – 100 watt residential street light, power to be from new base mounted cabinet (BMC), or Engineer to confirm existing power source is adequate to the additional light.

c. Pavement Moratoriums

There is no pavement cutting moratorium currently in effect along this frontage.

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The developer shall be responsible for notifying by certified letter all utility companies, as well as all current property owners of parcels which are adjacent to any public street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City's street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer at least 6 months before a street is resurfaced or rebuilt per Medford Municipal Code (MMC), Section 3.070. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

3. Access and Circulation

Driveway access to the proposed development site shall comply with MLDC 10.550. Access to this parcel shall be limited to the two (2) driveways as shown on the Site Plan. The driveway approaches can utilize either a standard curb cut or have 20 foot curb radii, concrete valley gutters and ADA ramps at the throat of each driveway.

4. MLDC Section 10.668 Analysis

Notwithstanding any other provisions of this Chapter 10, an applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless: (1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose, and that there is a rough proportionality between the burden of the exaction on the developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or (2) a mechanism exists and funds are available to fairly compensate the applicant for the excess burden of the exaction to the extent that it would be a taking.

1. Nexus to a legitimate government purpose.
The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and are supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, and pedestrians. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

2. Rough proportionality between the required dedications and improvements, and the impacts of development.
No mathematical formula is required to support the rough proportionality analysis. Also, the City is allowed to consider the benefits to the development from the dedication and improvements when determining "rough proportionality."

As set forth below, the dedications and improvements recommended herein can be found to be

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roughly proportional to the impacts reasonably anticipated to be imposed by this development.

Valley View Drive:

The additional right-of-way and improvements on Valley View Drive will provide the needed width for a bike lane, planter strip and sidewalk. Valley View Drive is a 25 mile per hour facility, which currently carries approximately 1,600 vehicles per day. The planter strip moves pedestrians a safe distance from the edge of the roadway. Valley View Drive will be a primary route for pedestrians traveling to and from this development.

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

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

B. SANITARY SEWERS

The proposed development is situated within the Medford sewer service area. It is unclear where the existing or proposed sanitary sewer laterals are located. A Site/Utility Plan shall be submitted with the building permit application to show the location of the existing or proposed sanitary sewer lateral for the proposed buildings. The Developer shall provide one separate individual service lateral to the site or ensure that the site is served by an individual service lateral. All unused laterals adjacent and stubbed to the development shall be capped at the main. No additional sewer connections are indicated on the plans.

C. STORM DRAINAGE

1. Drainage Plan

A comprehensive drainage plan showing the entire project site with sufficient spot elevations to determine direction of runoff to the proposed drainage system, and also showing elevations on the proposed drainage system, shall be submitted with the first building permit application for approval. All area catch basins shall meet Department of Environmental Quality (DEQ) requirements, which include a down-turned elbow and sump.

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

It is unclear where the existing or proposed stormdrain connections are located. A Site/Utility Plan shall be submitted with the building permit application to show the location of the existing or proposed stormdrain lateral/s for the site.

2. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed development will be submitted with the improvement plans for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

3. Detention and Water Quality

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

4. Certification

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

5. Erosion Prevention and Sediment Control

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

D. <u>General Conditions</u>

1. Design Requirements and Construction Drawings

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

2. Construction Plans

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Construction drawings for any public improvements for this project shall be prepared by a professional engineer currently licensed in the State of Oregon, and submitted to the Engineering Division of Medford Public Works Department for approval. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings (3 copies) shall be accepted for review, including plans and profiles for all streets, minimum access drives, sanitary sewers, storm drains, and street lights as required by the Site Plan and Architectural Commission's Final Order, together with all pertinent details and calculations. The Developer shall pay a deposit for plan review and construction inspection prior to final plan approval. Public Works will keep track of all costs associated with the project and, upon our acceptance of the completed project, will reconcile the accounting and either reimburse the Developer any excess deposit or bill the Developer for any additional amount not covered by the deposit. The Developer shall pay Public Works within 60 days of the billing date or will be automatically turned over for collections.

3. Construction and Inspection

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

4. Site Improvements

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

5. System Development Charges

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

Prepared by: Doug Burroughs
Revised by: Doug Burroughs

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SUMMARY CONDITIONS OF APPROVAL
Living Opportunities Inc.
CUP-15-145

A. Streets:

1. Street Dedications to the Public:

Dedicate approximately 1.5-feet of additional public right-of-way on Valley View Drive.

Dedicate 10 foot Public Utility Easement (PUE) along all frontages.

2. Improvements:

Public improvements are required along Valley View Drive in accordance with the MLDC, Section 10.428 and 10.442, Half plus 12-feet. Requires public improvement plan submittal.

Construct one (1) 100 watt HPS street light & possibly BMC along frontage. Requires public improvement plan submittal.

The Developer shall construct new driveway approaches on Valley View Drive.

Provide pavement moratorium letters.

B. Sanitary Sewer:

Ensure or construct separate individual sanitary sewer connection.

Cap remaining unused laterals at the main.

C. Storm Drainage:

Provide a comprehensive grading and drainage plan.

Provide water quality and detention facilities, calculations and O&M Manual.

Provide engineers certification of stormwater facility construction.

Provide copy of an approved Erosion Control Permit (1200C) from DEQ for this project.

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

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION
200 S. IVY STREET
MEDFORD, OREGON 97501
www.ci.medford.or.us
TELEPHONE (541) 774-2100
FAX (541) 774-2552

"C"
7 of 7

BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: CUP-15-145

PARCEL ID: 371W30AC TL 2500

PROJECT: Consideration of a request for a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters, located on the west side of Valley View drive at the intersection of Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential – 4 dwelling units per gross acre) zone district; Living Opportunities Inc., Applicant (CSA Planning Ltd., Agent). Desmond McGeough, Planner.

DATE: December 15, 2015

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

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."

2. The existing water meter located approximately mid-lot along Valley View Drive shall be protected in place during construction activities, and shall remain in place and continue to serve the existing, and proposed "new" buildings. (See Comment 4 below)

3. Installation of an MWC approved backflow device is required for all commercial, industrial, municipal, and multi-family developments. New backflow devices shall be tested by an Oregon certified backflow tester. See MWC website for list of certified testers at the following web link http://www.medfordwater.org/Page.asp?NavID=35 .

COMMENTS

1. Off-site water line installation is not required.

2. On-site water facility construction may be required depending on Fire Department Conditions.

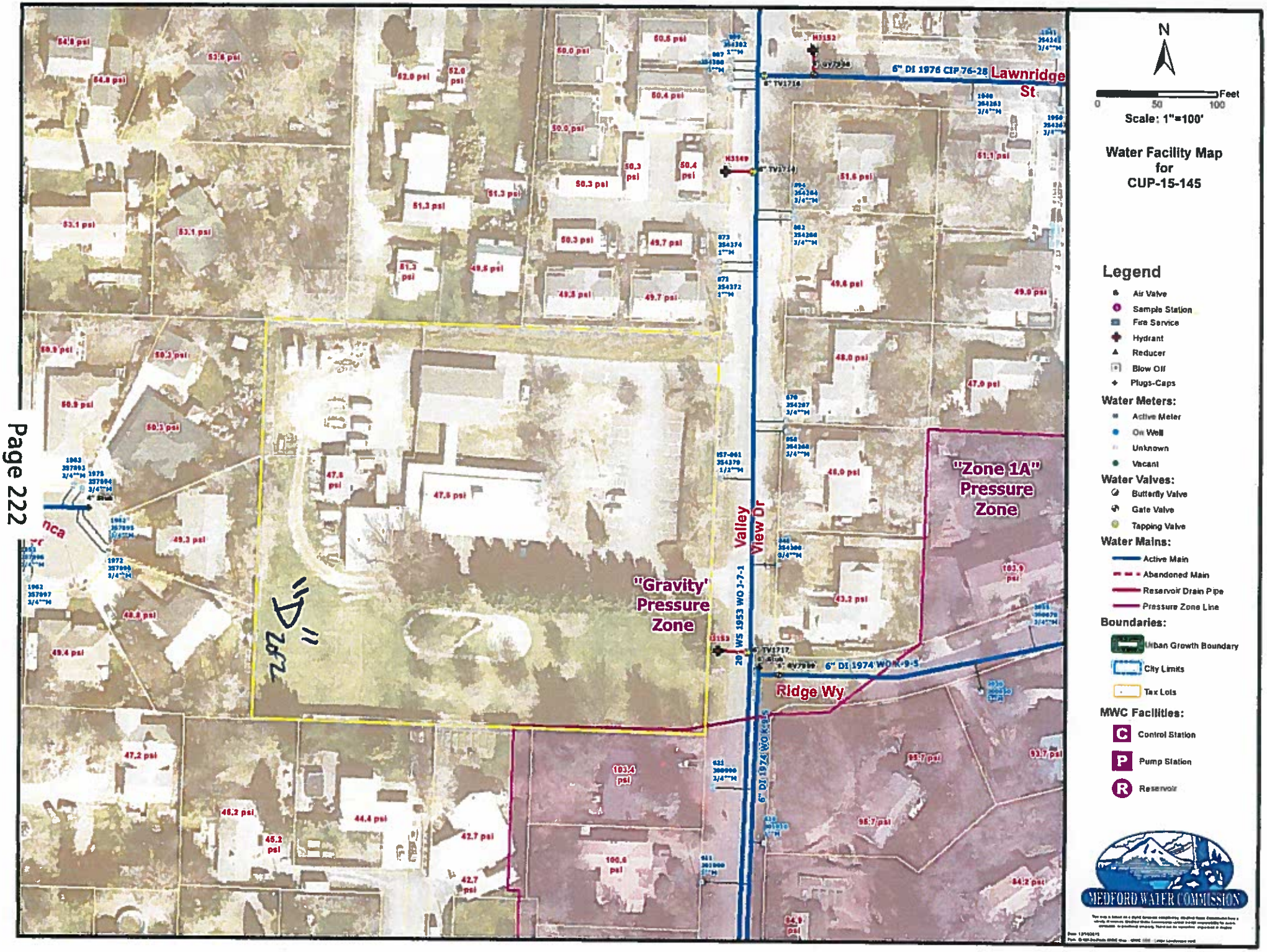
3. MWC-metered water service does exist to this property. A 1.5-inch water meter serves the existing Living Opportunities building. (See Condition 2 above)

4. Static water pressure is expected to be between 45 and 50 psi.

5. Access to MWC water lines is available. A 20-inch water line is located in Valley View Drive.

K:\Land Development\Medford Planning\cup15145.docx

CITY OF MEDFORD
EXHIBIT "D"
FILE # CUP-15-145
1 of 2


N
Feet
0
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Water Facility Map
for
CUP-15-145
Legend
Air Valve
Sample Station
Fire Service
Hydrant
Reducer
Blow Off
Plugs-Caps
Water Meters:
Active Meter
On Well
Unknown
Vacant
Water Valves:
Butterfly Valve
Gate Valve
Tapping Valve
Water Mains:
Active Main
Abandoned Main
Reservoir Drain Pipe
Pressure Zone Line
Boundaries:
Urban Growth Boundary
City Limits
Tax Lots
MWC Facilities:
Control Station
Pump Station
Reservoir
MEDFORD WATER COMMISSION
6" DI 1976 CIP 76-28
Lawnridge St
"Zone 1A" Pressure Zone
"Gravity" Pressure Zone
Valley View Dr
20" WS 1953 WO 3-7-1
6" DI 1974 WO K-9-5
Ridge Wy
6" DI 1974 WO K-9-5

Memo

To: Desmond McGeough, Planning Department

From: Chad Wiltrout, Building Department (541) 774-2363

CC: Living Opportunities Inc., Applicant (CSA Planning Ltd.,)

Date: December 16, 2015

Re: September 16, 2015 LDC Meeting: Item #2– CUP-15-145

CITY OF MEDFORD
EXHIBIT "E"
FILE # CUP-15-145

1 of 1

Please Note:

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

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

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

General Comments:

1. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.

2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Electronic Plan Review (ePlans)" for information.

3. A site excavation and grading permit will be required if more than 50 cubic yards is disturbed.

Comments:

4. A code analysis providing a means of egress plan, occupant load, type of construction, type of occupancy, notation of sprinkled or non-sprinkled, separated or non-separated use, etc… will be required.

5. The building and building appurtenances shall be designed by an Oregon licensed design professional in accordance with 107.1 and 107.3.4 OSSC.

6. Additions to existing buildings shall comply with 3403 OSSC to ensure structural integrity of the existing building.

7. The existing building shall comply with 3411 OSSC for removing architectural barriers to ensure ADA requirements.

8. ADA parking spaces shall be required in accordance with code section 1106 of the Oregon Structural Specialty Code.

From: MOREHOUSE Donald <Donald.MOREHOUSE@odot.state.or.us>
To: Desmond M. McGeough
Cc:
Subject: CUP-15-145

Sent: Wed 12/23/2015 12:45 PM

Thank you for sending agency notice of the consideration of a request for a Conditional Use Permit to allow for office building expansion, a new maintenance and equipment storage building and other minor improvements to the Living Opportunities Headquarters, located on the west side of Valley View drive at the intersection of Ridge Way (857 Valley View Drive) on a 2.95 acre parcel located within a SFR-4 (Single Family Residential – 4 dwelling units per gross acre) zone district. We reviewed this and determined that it would not significantly affect state transportation facilities under the State Transportation Planning Rule (OAR 660-012-0060) or State Access Management Rule (OAR 734-051-000). We have no further comments at this time.

Don Morehouse
Senior Transportation Planner
ODOT Region 3, District 8 (Rogue Valley Tech Center)
Ph: (541) 774-6399
Fax: (541) 774-6349
Donald.Morehouse@odot.state.or.us

CITY OF MEDFORD
EXHIBIT "F"
FILE # CUP-15-145
1 of 1

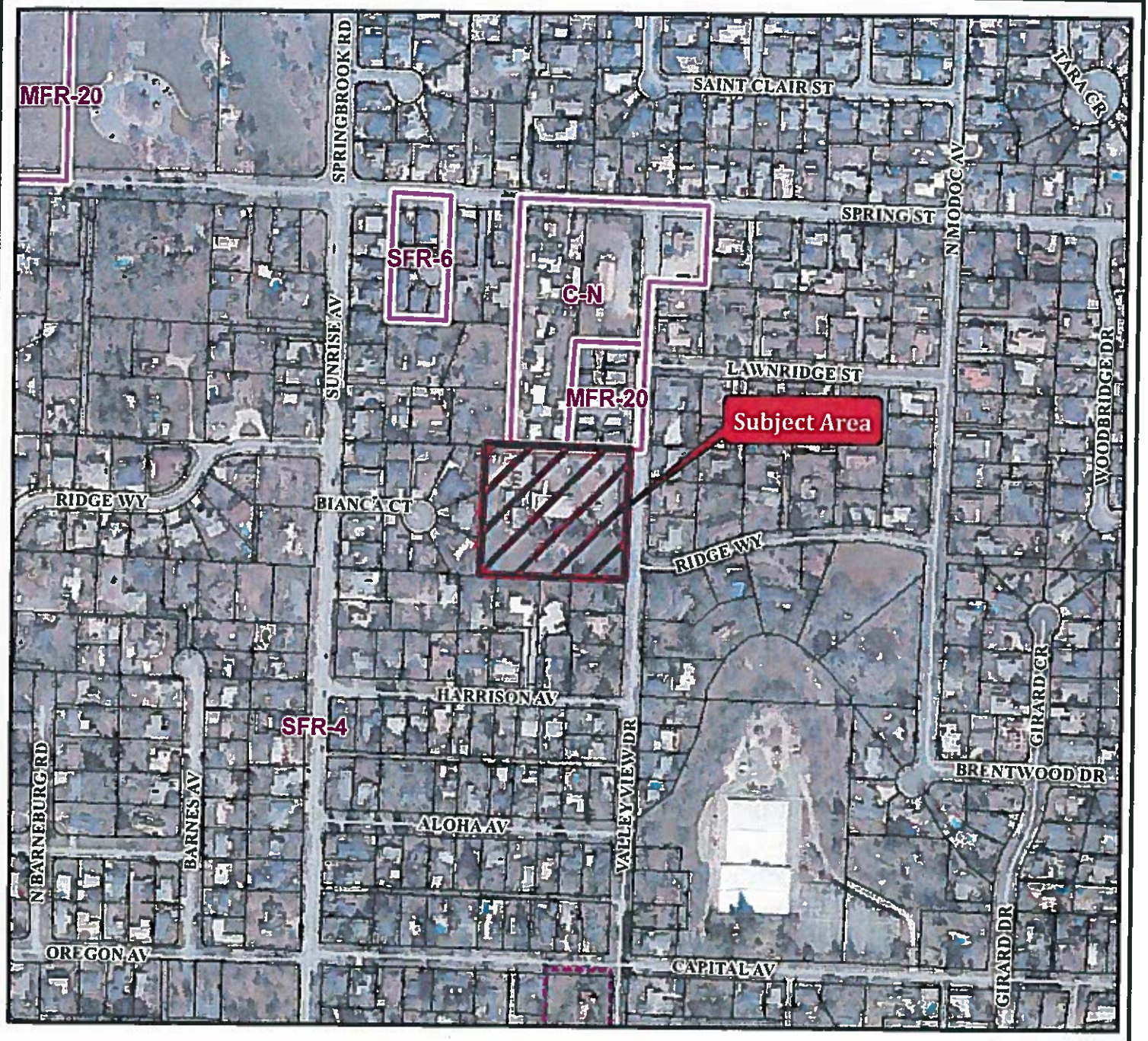
City of Medford

Planning Department

Vicinity Map

File Number:

CUP-15-145



Project Name:

Living Opportunities Inc

Map/Taxlot:

371W20DB TL 4500

0 250 500 Feet

10/23/2015

Subject Area

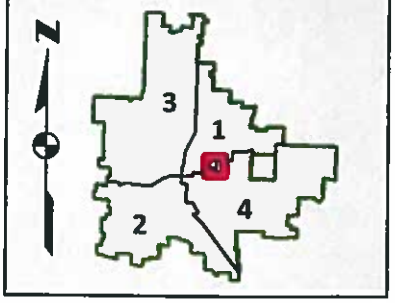
Medford Zoning

City Limits

Tax Lots

Historic

Medford UGB with Wards



STAFF REPORT

for a Type-C quasi-judicial decision: **Land Division (Subdivision)**

Project	Heights at Hondeleau Applicant: Hondeleau, LLC; Agent: Steven Swartsley	
File no.	LDS-15-121	
To	Planning Commission	*for January 14, 2016 hearing*
From	Aaron Harris, Planner II	
Reviewer	Kelly Akin, Principal Planner	
Date	January 7, 2016	

BACKGROUND

Proposal

Proposed tentative plat for a 21-lot residential subdivision on a 3.36 net acre parcel located at the eastern terminus of Hondeleau Lane (approximately 200 feet east of the intersection of Springbrook Road and Hondeleau Lane), within the SFR-6 (single family residential, 6 dwelling units per gross acre) zoning district.

Subject Site Characteristics

Zoning	SFR-6	Single family residential, 6 dwelling units per gross acre
GLUP	UR	Urban Residential
Use	Single family home	

Surrounding Site Characteristics

North	RR-5	Rural Residential, 5 acre minimum lot size (Jackson County zoning)
South	SFR-6	Single family homes
	SFR-10	Single family residential – 10 dwelling units per gross acre
East	EFU	Exclusive Farm Use (Jackson County zoning)
West	SFR-6	Single-family homes

Related Projects

ZC-06-268 (approved)
LDS-06-269 Ernest Place Subdivision (approved/expired)

Applicable Criteria

Medford Municipal Code Section 10.270, Land Division Criteria

The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

(1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;

(2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

(4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;

(5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

ISSUES AND ANALYSIS

Background and Prior Approvals

The subject property was previously approved as the Ernest Place Subdivision by the Planning Commission in November 2006 (LDS-06-269). The Planning Commission also approved a zone change from RR-5 (Jackson County zoning) to SFR-6 at the same hearing. The subdivision approval has since expired.

One dwelling unit is currently located on the subject site.

Project Phasing

The applicant proposes to build the project in a single phase.

Site Development Standards

All proposed lots conform to the standards of the Medford Land Development Code (MLDC) for length, width, area, lot frontage, and access.

Density

The allowable density for the 3.69 gross acre site is 15 to 22 units. The project is proposed with 21 lots, which is within the allowable range.

Streets

Circulation Plan

The proposed subdivision lies within the adopted North Medford Circulation Plan. The Circulation Plan identifies Hondeleau Lane as a local street. The Code requires the improvement of Hondeleau Lane to standard residential street standards per the Public Works Staff Report (Exhibit F). Staff has determined that the project proposal complies with the North Medford Circulation Plan.

The proposed subdivision includes two additional streets. Harper Way will be constructed to minor residential street standards with 55 feet of right-of-way and 28 feet of paved width. Luxor Lane will be constructed to residential lane standards with a 33-foot right-of-way and 26 feet of paved width (Exhibit D). Both streets meet the standards at MLDC §10.430 and comply with the Public Works Staff Report (Exhibit F).

A five-acre property located outside of the City limits and within the Urban Growth Boundary (UGB) abuts the proposed subdivision to the north. A 10-acre property located outside of City limits and within Urban Reserve Area MD-3 abuts the proposed subdivision to the east. The proposed street pattern will allow for future connections to both the north and east.

Block Lengths

The block length of Hondeleau Lane from the intersection of Hondeleau Lane and Springbrook Road to the eastern terminus of Hondeleau Lane is 645 feet. Additionally, the street layout provides future connections to abutting properties. The proposal is consistent with the block length standards set forth at Table 10.426-1.

Access

Lots 1–6 and Lots 15–17 will take vehicular access from Harper Way. Lots 7–14 will take vehicular access from Luxor Lane. Lots 18–21 will take vehicular access from Hondeleau Lane (Exhibit D). The proposal is consistent with the access standards set forth at MLDC §10.430.

Wetlands

The Medford Local Wetland Inventory Map indicates there are no locally significant wetlands on the property.

Agricultural Buffer

The subject site is required to meet the Agricultural Buffering standards at MLDC §10.801 because the lot directly east of the subject site is within the Jackson County EFU zoning district. Per MLDC §10.801, the approving authority shall determine whether adjacent agricultural uses are intensive or passive based upon the specific circumstances of each case and the nature of agriculture which exists on the adjacent land zoned EFU. The Agricultural Impact Assessment Report (AIA) notes the adjacent EFU land was formerly used for pear production but is no longer in agricultural use (Exhibit E). Based on the AIA and the e-mail from the adjoining property owner (Exhibit K), staff recommends that the EFU land be classified as passive agriculture.

A project proposal located adjacent to land zoned EFU and deemed passive agriculture is required to meet the mitigation requirements at MLDC §10.801(D)(3). These requirements include: 1) a wood fence, chain link fence, or masonry wall, not less than six feet in height; 2) a deed declaration that requires property owners and all successors to recognize and accept common farming practices and provide perpetual maintenance of fencing; 3) appropriate measures necessary to mitigate both naturally occurring runoff and inadvertent agricultural irrigation runoff; and 4) any additional discretionary mitigation measures and design conditions required by the approving authority. A landscaped buffer is not required for passive agriculture.

According to the AIA, the applicant proposes a six-foot fence at the easterly property line to be installed by the purchasers of the individual lots and to be maintained by the City. As a condition of approval, fences shall be installed and maintained by the purchasers of the individual lots in conformance with MLDC §10.801(D)(2)(c). The City will not accept responsibility for the maintenance of the fencing.

As a condition of approval, the applicant shall provide a deed declaration in conformance with MLDC §10.801(D)(2)(c) and §10.801(D)(3)(b). The deed shall omit horticultural care and landscape maintenance requirements that pertain to a project proposal adjacent to an intensive agricultural use.

The project proposal will comply with §10.801(D)(3)(c) by meeting the requirements for stormwater detention and water quality treatment and hydrology as provided in the Public Works Staff Report (Exhibit F).

Staff has determined that additional discretionary mitigation measures and design conditions are unnecessary for project approval.

Committee Comments

No committee comments have been received with regard to the proposal as of January 5, 2016.

Agency Comments

Agency comments are included at Exhibits F through J. There are adequate facilities to serve the development according to agency comments.

FINDINGS AND CONCLUSIONS

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

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare a Final Order for approval of LDS-15-121 per the staff report dated January 7, 2016, including Exhibits A through K.

EXHIBITS

A Conditions of Approval
B Tentative Plat received November 17, 2015
C Conceptual Grading & Storm Drainage Plan received November 17, 2015
D Applicant's Findings of Fact received November 17, 2015
E Applicant's Agricultural Impact Assessment Report received November 17, 2015
F Public Works Department staff report received December 24, 2015
G Medford Building Department memo received November 18, 2015
H Medford Fire Department report received December 16, 2015
I Water Commission memo received December 16, 2015
J ODOT comments received December 23, 2015.
K E-mail from Dunbar Carpenter received January 5, 2016

Vicinity map

PLANNING COMMISSION AGENDA: **JANUARY 14, 2016**

Heights at Hondeleau
LDS-15-121
Conditions of Approval
January 5, 2016

CODE CONDITIONS

1. Fencing along the easterly project boundary shall be installed by the developer in conformance with MLDC §10.801(D)(2)(c) prior to receiving a certificate of occupancy.

2. Fencing along the easterly project boundary shall be maintained by the purchasers of the individual lots in conformance with MLDC §10.801(D)(2)(c).

3. Prior to approval of the final plat:

    a. The applicant shall provide a deed declaration in conformance with MLDC §10.801(D)(2)(c) and §10.801(D)(3)(b).

    b. The applicant shall comply with the Public Works Department staff report received December 16, 2015 (Exhibit F).

    c. The applicant shall comply with the Fire Department report received December 16, 2015 (Exhibit H).

    d. The applicant shall comply with the Medford Water Commission memo received December 16, 2015 (Exhibit I).

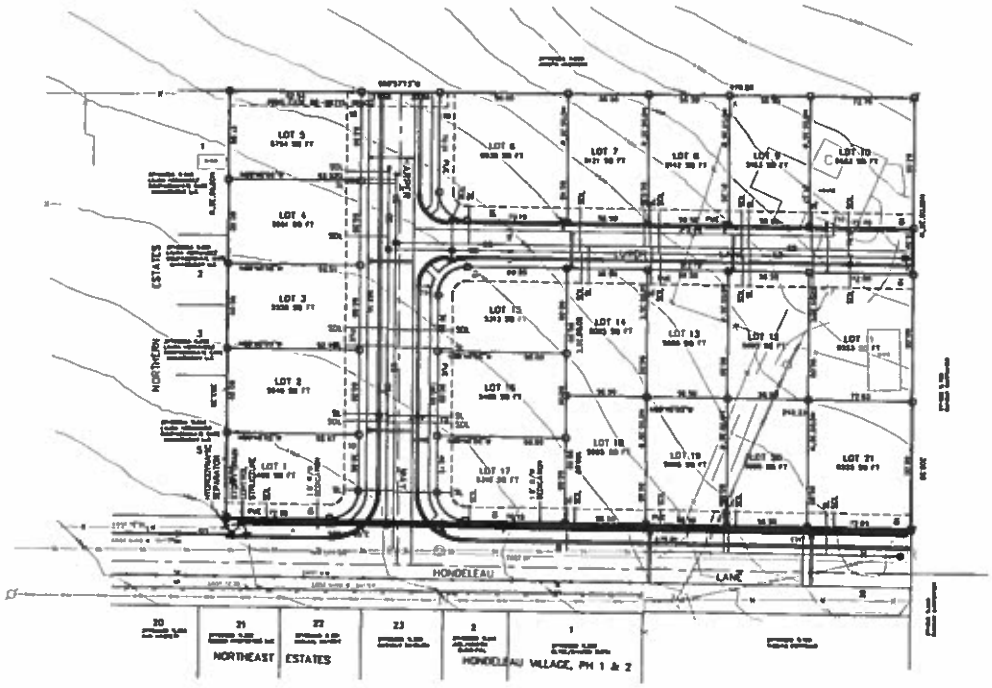
CITY OF MEDFORD
EXHIBIT # A
File # LDS-15-121

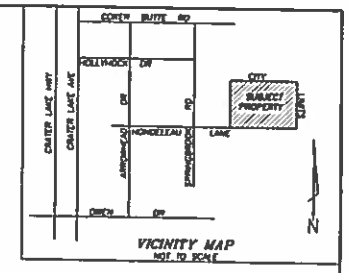
TENTATIVE PLAT

HEIGHTS AT HONDELEAU

A SUBDIVISION

In the N.W. 1/4 of Sec. 6, T.37S., R.1W., W.M. &
in the City of Medford Jackson County, Oregon





VICINITY MAP
NOT TO SCALE

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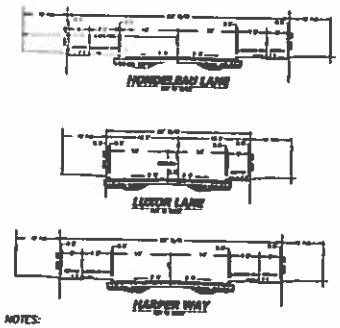

NOTES:

OWNER OF RECORD:

TENTATIVE SUBDIVISION PLAT
371N08BA TL700
STEVE SWARTLEY
P.O. BOX 8800
MEDFORD, OR 97501

L.J. FRIAR & ASSOCIATES, P.E.

REGISTERED PROFESSIONAL LAND SURVEYOR

RECEIVED
NOV 17 2015
Planning Dept.

CITY OF MEDFORD
EXHIBIT # B
File # LDS-15-121

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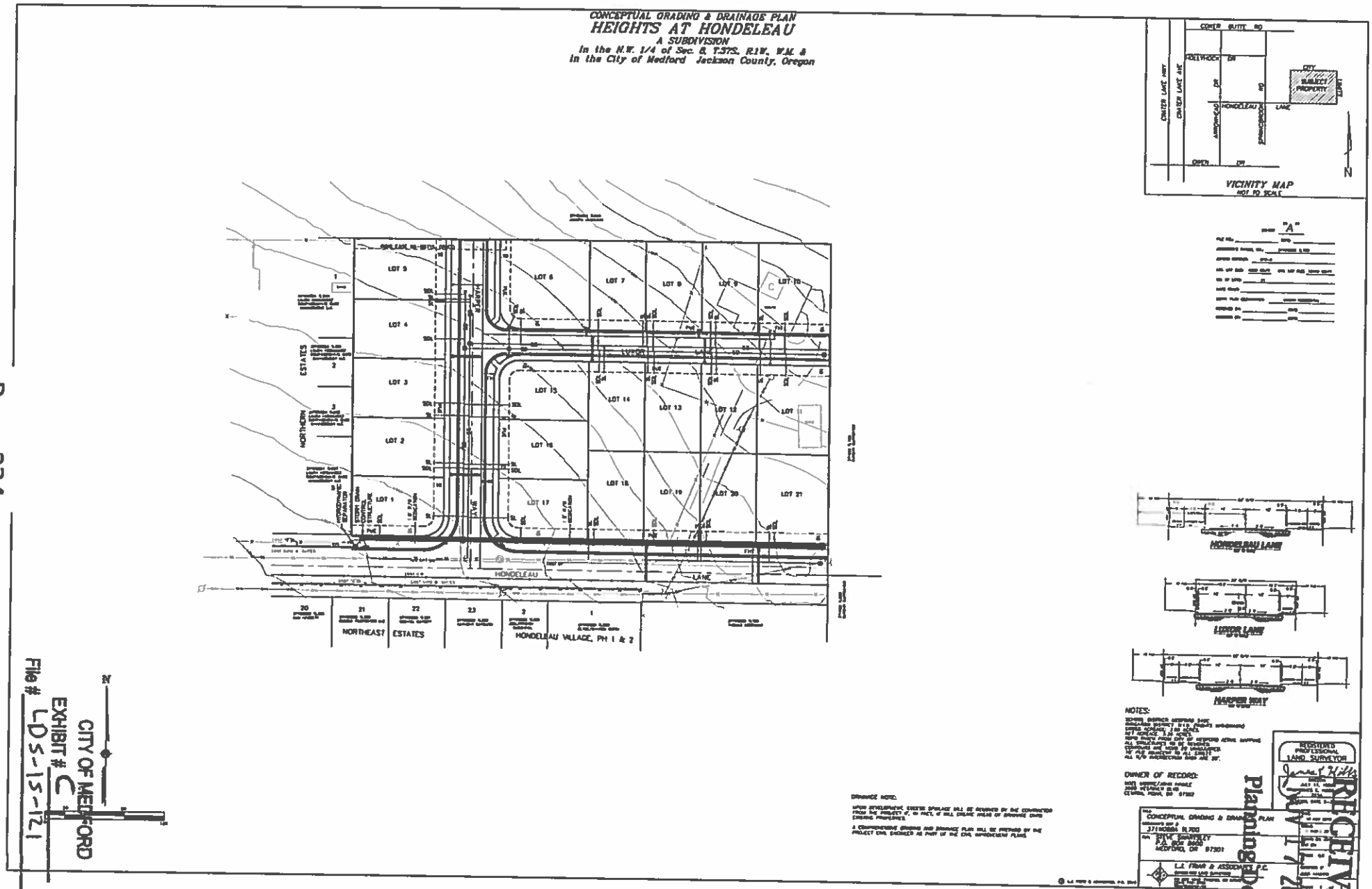
CONCEPTUAL GRADING & DRAINAGE PLAN
HEIGHTS AT HONDELEAU
A SUBDIVISION
In the N.W. 1/4 of Sec. 8, T.37S., R.1W., W.M. &
In the City of Medford Jackson County, Oregon
VICINITY MAP
NOT TO SCALE
HONDELEAU LANE
LUXOR LANE
HARPER WAY
NORTHEAST ESTATES
HONDELEAU VILLAGE, PH 1 & 2
NORTHERN ESTATES
NOTES:
OWNER OF RECORD:
REGISTERED PROFESSIONAL LAND SURVEYOR
CONCEPTUAL GRADING & DRAINAGE PLAN
L.J. FRIAR & ASSOCIATES P.C.
RECEIVED
NOV 17 2015
Planning Dept.
CITY OF MEDFORD
EXHIBIT # C
File # LDS-15-121

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RECEIVED
NOV 17 2015
Planning Dept.

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD, JACKSON COUNTY, OREGON

IN THE MATTER OF A TENTATIVE PLAT APPROVAL APPLICATION FOR A 21 LOT SUBDIVISION DEVELOPMENT ON A PARCEL OF LAND CONTAINING 3.4 ACRES ON TAX LOT 700 IN TOWNSHIP 37 RANGE 1W, SECTION 08BA WHICH IS LOCATED ON HONDELEAU LANE APPROXIMATELY 100 FEET EAST OF SPRINGBROOK ROAD WITHIN A SFR-6 (SINGLE FAMILY RESIDENTIAL-6 UNITS PER ACRE ZONING DISTRICT) WITHIN THE CITY LIMITS OF MEDFORD, JACKSON COUNTY, OREGON	) LDS 15-121
HONDELEAU, LLC, APPLICANT	)
STEVEN L. SWARTSLEY, AGENT	)

2nd AMENDED FINDINGS FOR A SUBDIVISION

I

SCOPE AND NATURE OF THE PLANNING ACTION

In the City of Medford in 2007 the previous applicant, W. L. Moore Construction Company received a Tentative Plat for the proposed division of 22 lots that expired in 2010. This is not a resubmission of the original as significant changes have been made in the design of the same to meet the current code, water retention requirements and lot sizes. This applicant is purchasing the land contingent on tentative plat approval and has submitted a signed permission form executed by the owner. The 1 lot, currently zoned SFR 6 per the City of Medford Land Development Code would be divided into 21 lots. The City of Medford General Land Use Plan designates the property as "urban residential".

II

EVIDENCE OF RECORD

Submitted herewith are the requisite proposed tentative plat together with the conceptual drainage and grading plans.

III

SUBSTANTIVE CRITERIA

CITY OF MEDFORD
EXHIBIT # D
File # LDS-15-121

The criteria under which an application for a tentative plat for Heights at Hondeleau must be considered is in chapter 10 of the Medford Land Development Code (MLDC). The applicable criteria include:

10.000 through 10.668

The narrative, findings of fact and conclusions of law, which follow in Sections IV and V, form the basis upon which the City can act favorably on this Tentative Plat Application.

IV

NARRATIVE

The Planning Commission can utilize the following facts and information with respect to this matter regarding the Application for Land Division for Heights at Hondeleau Subdivision.

Application Procedure: This is a request for tentative plat approval for a 21 lot subdivision located as set forth herein.

Proposed Lot Dimensions:

The following standards are part of the proposed submitted tentative plat:

- Lot Size: Minimum Lot Size: 5,085 square feet
- Lot Frontage: All lots meet requirements per MLDC 10.710
- Minimum Lot Width: 56.50 feet
- Minimum Lot Depth: Minimum Lot Depth is 90 feet
- Lot Density Calculations: The residential density criteria for SFR 6 zoning district have been met.
- Lot Coverage: Up to 40%
- Building Setbacks: Adjoining rear alley yard set-back: for garages: 20 feet from the face of the curb of the alley where no sidewalk; 24 feet from the face where sidewalk is present. For other portions of structure: 10 feet.
- Rear Yard not Adjoining Alley: 4 feet plus an additional 0.25 feet added to the minimum 4 foot setback for each foot in building height over 15 feet.
- Side Yard: 4 feet plus an additional 0.25 feet added to the minimum 4 foot set back for each foot in building height over 15 feet.
- Front Yard Abutting All Streets Including Minimum Access Easements: For garages, 20 feet back from back of sidewalk. For other portions of the structure 20 feet.
- Vision Triangles and Areas: The same shall be maintained on all corner lots.

As illustrated on the tentative plat submitted with this application, the approximate minimum lot dimensions for the 21 single family detached dwelling lots are summarized in the following table:

Lot 1: 5,460 square feet corner lot, 60 feet minimum frontage, 60 feet minimum lot width, 92.47 feet minimum lot depth.

Lot 2: 5,549 square feet interior lot, 60 feet minimum frontage, 60 feet minimum lot width, 92.49 feet minimum lot depth.

Lot 3: 5,550 square feet interior lot, 60 feet minimum frontage, 60 feet minimum lot width, 92.49 feet minimum lot depth.

Lot 4: 5,551 square feet interior lot, 60 feet minimum frontage, 60 feet minimum lot width, 92.51 feet minimum lot depth.

Lot 5: 5,745 square feet interior lot, 62.5 feet minimum frontage, 61.88 feet minimum lot width, 92.52 feet minimum lot depth.

Lot 6: 8,030 square feet interior lot, 90 feet minimum frontage, 90 feet minimum lot width, 90 feet minimum lot depth.

Lot 7: 5,121 square feet interior lot, 56.5 feet minimum frontage, 56.5 feet minimum lot width, 90.45 feet minimum lot depth.

Lot 8: 5,142 square feet interior lot, 56.5 feet minimum frontage, 56.5 feet minimum lot width, 90.83 feet minimum lot depth.

Lot 9: 5,163 square feet interior lot, 56.5 feet minimum frontage, 56.5 feet minimum lot width, 91.20 feet minimum lot depth.

Lot 10: 6,682 square feet interior lot, 72.76 feet minimum frontage, 72.76 feet minimum lot width, 91.57 feet minimum lot depth.

Lot 11: 6,553 square feet interior lot, 72.80 feet minimum frontage, 72.80 feet minimum lot width, 90 feet minimum lot depth.

Lot 12: 5,085 square feet interior lot, 56.50 feet minimum frontage, 56.50 feet minimum lot width, 90 feet minimum lot depth.

Lot 13: 5,085 square feet interior lot, 56.50 feet minimum frontage, 56.50 feet minimum lot width, 90 feet minimum lot depth.

Lot 14: 5,085 square feet interior lot, 56.5 feet minimum frontage, 56.5 feet minimum lot width, 90 feet minimum lot depth.

Lot 15: 5,313 square feet corner lot, 60 feet minimum frontage, 60 feet minimum lot width, 90 feet minimum lot depth.

Lot 16: 5,400 square feet corner lot, 60 feet minimum frontage, 60 feet minimum lot width, 90 feet minimum lot depth.

Lot 17: 5,316 square feet interior lot, 60 feet minimum frontage, 60 feet minimum lot width, 90 feet minimum lot depth.

Lot 18: 5,085 square feet corner lot, 56.50 feet minimum frontage, 56.50 feet minimum lot width, 90 feet minimum lot depth.

Lot 19: 5,085 square feet corner lot, 56.50 feet minimum frontage, 56.50 feet minimum lot width, 90 feet minimum lot depth.

Lot 20: 5,085 square feet interior lot, 56.50 feet minimum frontage, 56.50 feet minimum lot width, 90 feet minimum lot depth.

Lot 21: 6,555 square feet corner lot, 72.85 feet minimum frontage, 72.85 feet minimum lot width, 90 feet minimum lot depth.

As illustrated in the Tentative Plat, the minimum for lot development with Heights at Hondeleau are as follows:

- Lot Size: Minimum Lot Size: Tentative Plat: 5,085 square feet
- Lot Frontage: All 21 lots meet the minimum per MLDC 10.710.
- Lot Width: Minimum Lot Width per Tentative Plat: 56.50 feet
- Lot Depth: Minimum Lot Depth per Tentative Plat: 90 feet
- Lot Density Calculations: The residential density criteria for a SFR 6 zoning district have been met.
- Lot Coverage: Up to 40%
- Building Setbacks: As per code
- Minimum-Maximum Building Envelopes: 1,300 square feet minimum.

Streets: Harper Way will be constructed to minor residential street standards, with an approximate 55 feet right of way and 28 feet of paved width; Luxor Lane will be constructed to residential lane standards with a 33 foot right of way and 26 feet of paved width. Hondeleau Lane will be finished to minor residential street standards.

Signs: None

Vehicular Access and Frontage: Lots 1 through 6 and Lot 15, 16, and 17 will take access directly from Harper Way. Lots 7 through 14 will take access from Luxor Lane. Lots 18 through 21 will take access from Hondeleau Lane.

Pedestrian/Bicycle Access: Pedestrian/Bicycle access will continue to be afforded through the existing roads and sidewalks as shown on the Tentative Plat.

Utility Easements: Appropriate easements have been created to provide domestic water, sanitary sewer, storm drainage, and other utility services. A separate 10 foot wide public utility easement has been provided behind street lights and water facility easement, and adjacent to the rights of way of Harper Way, Luxor Lane, Woodridge Road and the remaining construction of Hondeleau Lane.

Minimum Access Easements: None

Lot Sizes: All lots within the proposed subdivision meet the minimum and do not exceed the maximum sizes allowed in SFR 6 zoning district.

Agricultural Impact Assessment Report: Attached hereto and made a part hereof by this reference is an Agricultural Impact Assessment Report prepared under the provision of Section 10.801.

Hillside Ordinance: Does not apply.

Block Length and Dead End Streets: The proposed block lengths in the development fall within the maximum allowed by Section 10.426. Additionally, there are no dead end streets within the proposed development.

V

FINDINGS OF FACT AND CONCLUSIONS OF LAW

The Planning Commission can reach the following conclusions of law which are based on the findings of fact and information contained above in Section IV and findings response to each criteria enumerated below:

1. Application for approval of Tentative Plat for Heights at Hondeleau Subdivision complies with the existing MLDC for SFR 6 single family lots. It is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V of the Land Division Criteria.
2. It will not prevent development of the remainder of the property under the same ownership, if any, of adjoining land or of access thereto, in accordance with Chapter 10 of the Land Division Criteria.
3. It bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of

the party who platted the land division bearing that name and block numbers continue those of the plat of the same name last filed.

4. The streets are laid out to be consistent with existing and planned streets and the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern.
5. It will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands with the EFU (Exclusive Farm Use) zoning district. 10.801 allows for fencing and/or landscaping next to intensive agriculture. The land abutting this proposed plat on the east and north sides are not high, medium or low intensity farmings as east is an abandoned pear orchard that has not been farmed in more than 4 years with no intent to ever farm the acreage in the future and to the north is a mowed field not in active agricultural production.
6. Urban services and facilities are available to adequately serve the property, and cumulative impacts from the development of the site, consistent with the zoning, will not affect the capability of the City to provide the site with water, sanitary sewer, storm drainage, streets and public safety. The capacity of the water system and sanitary sewer facilities indicated the proposal will not tax the capacity of the plants.
7. The applicant is aware it is subject to, with any change of use, the systems development charges adopted by the City of Medford to insure developers their fair share of extending public facilities such as water, sanitary sewer and streets if necessary.
8. The proposed plat will not adversely impact the north Medford Interchange or any other state facility. This is in compliance with the Transportation Planning Rules as outlined in OAR 660-012-0060.

The applicant respectfully requests the planning Commission approve the plat as submitted.

Respectfully submitted,

Steven L. Swartsley,
Managing Member of Applicant and Agent

2nd REVISED AGRICULTURAL IMPACT ASSESSMENT REPORT

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Planning Dept.

Agent: **Steven L. Swartsley**
P.O. Box 8600
Medford, OR 97501

Applicant: **Hondeleau Heights, LLC** **LDS 15-121**
P.O. Box 8600
Medford, OR 97501

Property: **37 1W 08BA 700**
Hondeleau Heights
2005 Hondeleau Lane
Medford, OR 97501
Zoned SFR 6RZ City of Medford, OR
3.45 Acres

Summary:

The requirement for an Agricultural Impact Assessment Report (AIAR is contained in section 10.801 of the Medford Land Development Code (MLDC), and is stated below:

The provisions of the section apply to the development permit applications listed below in this subsection where land proposed for urban development is not in an urban reserve and abuts and has a common lot line with other land which is zoned Exclusive Farm Use (EFU) or Exclusive Agriculture (EA).

(1) Land Divisions
(2) Planned Unit Developments
(3) Conditional Use Permits
(4) Site Plan and Architectural Review or Historic Review where the action being sought will result in the construction of one or more buildings intended for human occupancy.

The subject property is currently under review for consideration of Hondeleau Heights subdivision and is adjacent to a property within the Jackson County Exclusive Farm Use (EFU) resource district, therefore the applicant is required to submit an AIAR.

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File # LDS-15-121

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The submittal requirements are as follows:

(1) An excerpt of a city of Medford and/or Jackson County zoning map showing the zoning land adjacent and within two hundred feet of the property proposed for urban development.

(2) A description of the type and nature of agricultural uses and farming practices, if any, which presently occur on adjacent lands zoned EFU or EA and sources of such information. The information thus required, if applicable shall include:

(a) Method of irrigation

(b) Type of agricultural product produced

(c) Method of frost protection

(d) Type of agricultural equipment customarily used on the property.

(3) Detailed information obtained from the Natural Resources Conservation Service (NCRS) concerning soils which occur on adjacent lands zoned EFU or EA, and whether the land has access to water for irrigation.

(4) Wind pattern information.

(5) A description of the measures proposed to comply with the requirements of Subsections 10.801 A through E

(6) The persons who prepared said report and all persons, agencies, and organizations contacted during preparation of the report.

(7) All statements shall be documented, sources given as reference, and any other detailed information needed to substantiate conclusions should be provided in the appendices.

DISCUSSION:

1. A Jackson County zoning map showing the zoning of land adjacent and within two hundred feet of the property proposed for urban development.

A review of the attached Jackson County Zoning District Map indicates the subject property is within the City of Medford SFR-6 zoning district. The properties to the west and south are urbanized within the city of Medford SFR 6 zoning district. The property to the north is within the UGB but not within the city of Medford, Oregon boundaries. It currently carries a RR 5 zoning designation which will change when brought within the city boundaries.

The property to the east of the subject is two tax lots, 30.00 acres outside the City of Medford UGB and within the Jackson County EFU zoning district.

2. A description of the type and nature of agricultural uses and farming practices, if any, which presently occur on adjacent lands zoned EFU or EA and sources of such information. The information required shall include:
    a. Method of irrigation
    b. Type of agricultural product produced
    c. Method of frost protection
    d. Type of agricultural equipment customarily used on the property

The adjacent property, 371W 8 TL 800 and 37 1W 8 700, was formerly used for pear production. The property was deemed to be too expensive to operate as an orchard and the fruit trees have been abandoned and the property is now a virtual jungle of dying pear trees overgrown with weeds, effectively lying fallow, with no current agricultural use. There is no intent to actively farm this property in the future as per the affidavit submitted separately executed by the parcel's owner.

The property is located within the Regional Problem Solving growth area suitable for urbanization and has been included and excluded from the current Urban Growth Expansion. Litigation will probably be necessary to determine what, if anything happens as far as the inclusion or exclusion in the upcoming urban expansion.

The property has irrigation available. There are no frost protection measures operable on the property.

There is no customary agricultural equipment currently working on the property as it is not being used for any agricultural purposes at this time nor in the immediate future.

3. Detailed information obtained from the Natural Resources conservation Service (NCRS) concerning soils which occur on adjacent lands zoned EFU or EA, and whether the land has access to water for irrigation.

The NCRS soil map for the adjacent EFU property has been attached with this assessment. A review of the soils map indicated there is one soil type on the property, that being Carney Clay (27D).

The NCRS soils map with the adjacent property indicated is attached with this report. The soils are described as follows.

> "Carney Clay (Map unit 27D) the Carney Clay soil is 20 to 40 inches deep to bedrock. It is clay, moderately well drained and occurs on fans and mountains. Permeability is very slow. Shrink swell is a hazard. A water table is present during the winter and spring. Water erosion is a potential hazard.

The property does have access to irrigation, but irrigation has not been delivered for a few years.

4. Wind pattern information.

The wind pattern on the adjacent agricultural property follow the same general patterns displayed throughout the mid valley area. During the growing seasons the winds predominately flow north to south in the morning hours and then shift to a south to generally north direction in the afternoon and evening hours.

5. A description of the measures proposed to comply with the requirements of Sections 10.801.

The current agricultural uses on the adjacent property can be found to be consistent with the Passive Agricultural Classification.

There is currently no intensive day to day agricultural activity. The property does have irrigation but there is currently no irrigation activity on the property and there are currently no marketable crops, plantings, or pasture on the property.

The mitigation and impact management proposed for the land division on the Applicant's property is proposed to be consistent with the requirements of MLDC 10.801 D(3) for passive agricultural.

The proposed mitigation is submitted by the Applicant includes a dedication of right of way for the construction of Woodbridge Drive adjacent to the urban growth boundary to provide a buffer consistent with section 10.801.

The applicant proposes a 6 foot fence at the east property line, adjacent to the EFU parcel. This fence will be installed by the purchasers of the individual lots along the east boundary the maintenance of the property within the dedicated right of way would be the responsibility of the City.

The properties within 200 feet of the adjoining EFU parcel will record a deed declaration consistent with section 10.801 D(2)(c).

The applicant will design and submit for City review a plan to demonstrate appropriate mitigation for naturally occurring and inadvertent agricultural runoff from the adjoining parcel.

6. The person who prepared said report and all persons, agencies and organizations contacted during preparation of the report.

This Agricultural Impact Assessment report has been prepared by Steven L. Swartsley. Persons contacted for the preparation of this report are planning staff and Dunbar S. Carpenter, owner of the adjoining EFU parcel.

This report was prepared with information provided by the Natural Resources Conservation Service (NRCS), and information from Jackson County public records and the Geographic Information Services (GSI).

7. All statements shall be documented, sources given as reference, and any other detailed information needed to substantiate conclusions should be provided in the appendices.

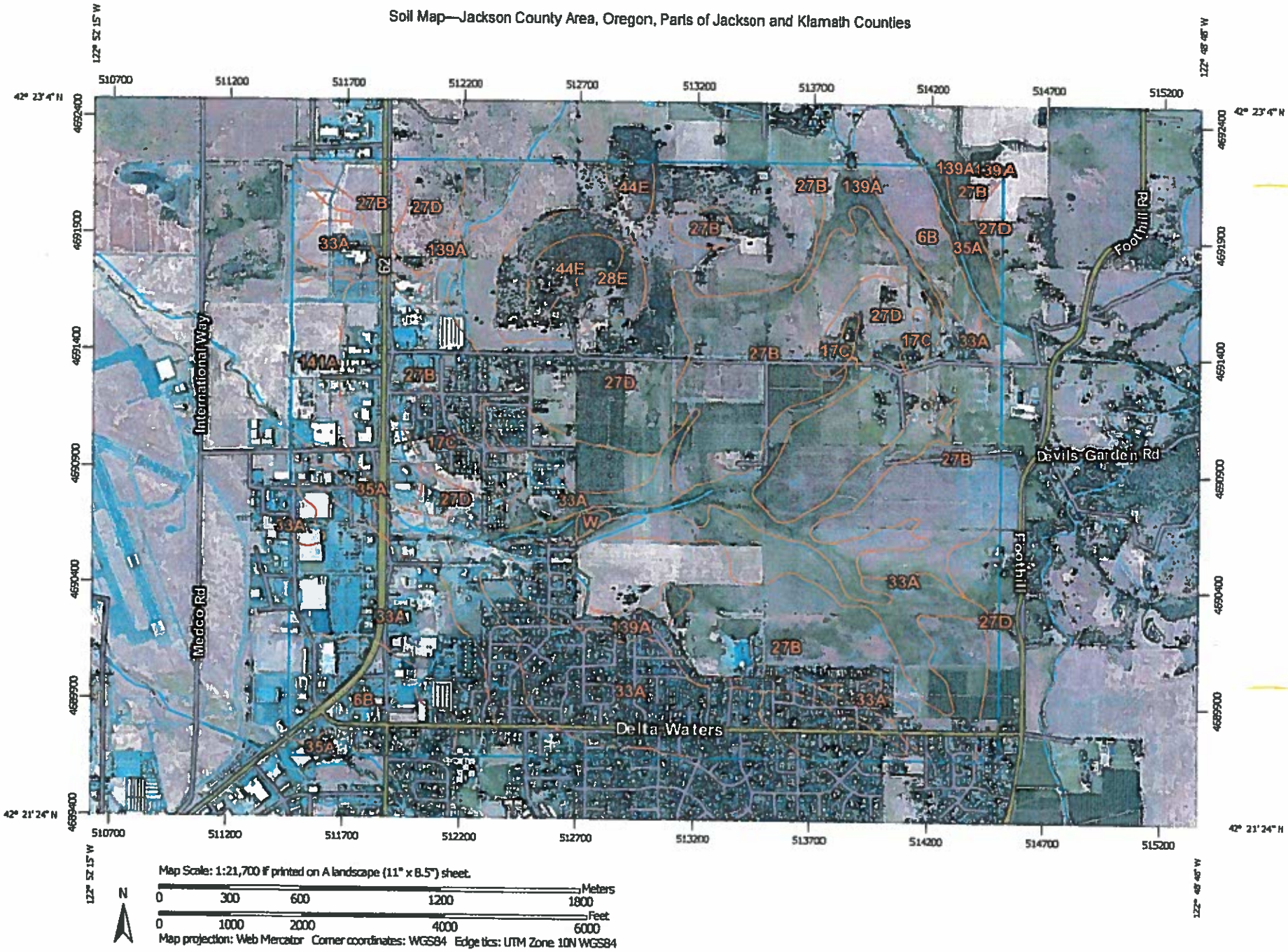
Attached with this summary is the following documentation:

1. Jackson County Smartmap zoning district map (A)
2. NCRS soil Map with the adjoining EFU parcel identified (B)
3. NCRS Non-Technical Descriptions for the soils identified on the soils map.(B 1-9)
4. Jackson County Smartmap irrigated soils map (C)

Respectfully submitted

Steven L. Swartsley

Soil Map—Jackson County Area, Oregon, Parts of Jackson and Klamath Counties



Map Scale: 1:21,700 if printed on A landscape (11" x 8.5") sheet.

N

0 300 600 1200 1800 Meters

0 1000 2000 4000 6000 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

USDA Natural Resources Conservation Service

Web Soil Survey
National Cooperative Soil Survey

7/31/2015
Page 1 of 3

Map Unit Legend

Jackson County Area, Oregon, Parts of Jackson and Klamath Counties (OR632)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
6B	Agate-Winlo complex, 0 to 5 percent slopes	101.1	5.2%
17C	Brader-Debenger loams, 1 to 15 percent slopes	36.1	1.9%
27B	Carney clay, 1 to 5 percent slopes	688.8	35.6%
27D	Carney clay, 5 to 20 percent slopes	327.8	16.9%
28E	Carney cobbly clay, 20 to 35 percent slopes	50.6	2.6%
33A	Coker clay, 0 to 3 percent slopes	374.9	19.4%
35A	Cove clay, 0 to 3 percent slopes	38.5	2.0%
44E	Debenger-Brader loams, 15 to 40 percent slopes	29.9	1.5%
139A	Padigan clay, 0 to 3 percent slopes	247.6	12.8%
141A	Phoenix clay, 0 to 3 percent slopes	39.0	2.0%
W	Water	2.7	0.1%
Totals for Area of Interest		1,937.1	100.0%

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

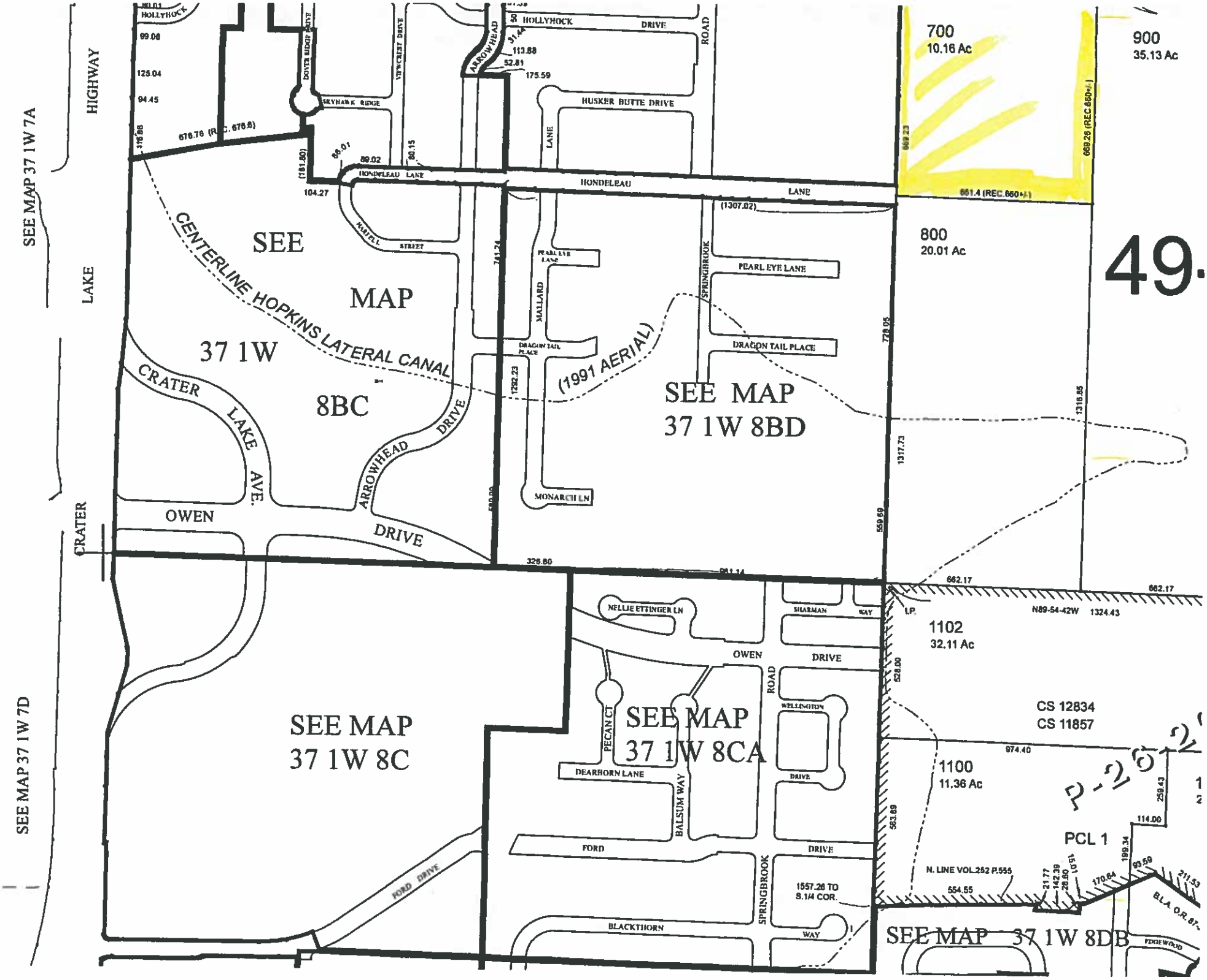
This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Jackson County Area, Oregon, Parts of Jackson and Klamath Counties
Survey Area Data: Version 11, Sep 15, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 28, 2010—Jul 17, 2010

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.



SEE MAP 37 1W 7A
SEE MAP 37 1W 7D
HIGHWAY
LAKE
CRATER
HOLLYHOCK
DRIVE
ROAD
ARROWHEAD
HUSKER BUTTE DRIVE
SKYHAWK RIDGE
DOVER RIDGE DRIVE
VIEWCREST DRIVE
HONDELEAU LANE
HONDELEAU
LANE
HARTELL STREET
PEARL EYE LANE
MALLARD
SPRINGBROOK
DRAGON TAIL PLACE
MONARCH LN
CENTERLINE HOPKINS LATERAL CANAL
(1991 AERIAL)
SEE MAP 37 1W 8BC
SEE MAP 37 1W 8BD
CRATER LAKE AVE.
ARROWHEAD DRIVE
OWEN DRIVE
700
10.16 Ac
900
35.13 Ac
800
20.01 Ac
49
1102
32.11 Ac
1100
11.36 Ac
CS 12834
CS 11857
PCL 1
N89-54-42W 1324.43
NELLIE ETTINGER LN
SHARMAN WAY
OWEN DRIVE
ROAD
WELLINGTON
PECAN CT
SEE MAP 37 1W 8CA
DEARBORN LANE
BALSUM WAY
DRIVE
FORD DRIVE
SPRINGBROOK
1557.26 TO S.1/4 COR.
BLACKTHORN WAY
SEE MAP 37 1W 8C
SEE MAP 37 1W 8DB
N. LINE VOL.252 P.555

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CITY OF MEDFORD

Revised Date: 12/24/2015
File Numbers: LDS-15-121

PUBLIC WORKS DEPARTMENT STAFF REPORT
HEIGHTS AT HONDELEAU SUBDIVISION

Project: Proposed tentative plat for a 21-lot residential subdivision on a 3.4 acre parcel.

Location: Located at the eastern terminus of Hondeleau Lane (200 feet east of the intersection of Springbrook Road and Hondeleau Lane), within the SFR-6 zoning district.

Applicant: Hondeleau, L.L.C., Applicant (Steven Swartsley, Agent). Aaron Harris, Planner.

NOTE: **Items A - D Shall be Completed and Accepted Prior to Approval of the Final Plat.**

A. STREETS

1. Dedications

Hondeleau Lane is designated as a Standard Residential Street within the Medford Land Development Code (MLDC 10.430). The Developer shall dedicate for public right-of-way, sufficient width of land along the frontage of this proposed subdivision to comply with the half width of right-of–way, which is 31.5 feet. Based on the Tentative Plat, it appears there is 30 feet of right-of-way existing north of centerline. **The amount of additional right-of-way needed appears to be 1.5 feet. (MLDC 10.451). The Developer's surveyor shall verify the amount of additional right-of-way required.**

Harper Way is proposed as a Minor Residential Street with a right-of-way width of 55 feet, consistent with the standard prescribed by MLDC 10.430.

Luxor Lane is proposed as a Residential Lane with a right-of-way width of 33 feet, consistent with the standard prescribed by MLDC 10.430.

Streets, as shown on the Tentative Plat, in which any portion terminates to a boundary line of the

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CITY OF MEDFORD
EXHIBIT # F
File # LDS-15-121

subdivision shall be dedicated to within one foot of the boundary line, and the remaining one foot shall be granted in fee, as a non-access reserve strip to the City of Medford. Upon approved dedication of the extension of said streets, the one-foot reserve strip shall automatically be dedicated to the public use as part of said street without any further action by the City of Medford (MLDC 10.439).

A **15 foot corner radius** shall be provided at the right-of-way lines of all intersecting streets (MLDC 10.445).

Public Utility Easements (PUE), 10-feet in width, shall be dedicated along the street frontage of all the Lots within this development (MLDC 10.471).

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

2. **Public Improvements**

   a. **Public Streets**

Hondeleau Lane shall be improved to Standard Residential Street standards with 36 foot wide paved sections, complete with curbs, gutters, 8-foot wide park strips, 5 foot wide sidewalks and street lights in accordance with MLDC 10.430 (1). Previous developments to the south (i.e., Hondeleau Village, Phase 1 & 2 & Northeast Estates) completed partial improvements to the south half plus 12 feet north of centerline to only a portion of Hondeleau Lane. Therefore, along this partially improved portion, the Developer shall improve the remaining north half to provide an 18-foot half street width. This shall include saw cutting the existing north edge of pavement back a minimum of 1-foot to ensure structural integrity and to provide cross slopes that meet current standards as required. In addition, the Developer shall improve the north half (18-feet) plus 12 feet south of the centerline, or to the far edge of the existing pavement, whichever is greater, along the portion of frontage where the south side curb and gutter is not currently constructed.

Harper Way shall be built as a Minor Residential Street with a right-of-way width of 55 feet, consistent with the standard prescribed by MLDC 10.430 (2).

Luxor Lane shall be built as a Residential Lane with a right-of-way width of 33 feet, consistent with the standard prescribed by MLDC 10.430 (3).

   b. **Street Lights and Signing**

All street lights and signing for public streets shall be installed to City of Medford specifications.

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The following street lighting and signing installations will be required:

Street Lighting – Developer Provided & Installed

A. 5 – 100W HPS street lights

Traffic Signs and Devices – City Installed, paid by the Developer

A. 2 – Street name signs
B. 3 – Dead end signs
C. 3 – Barricades

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

c. Pavement Moratoriums

There is no pavement cutting moratorium currently in effect along this frontage.

The developer shall be responsible for notifying by certified letter all utility companies, as well as all current property owners of parcels which are adjacent to any public street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City's street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer at least 6 months before a street is resurfaced or rebuilt per Medford Municipal Code (MMC), Section 3.070. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

d. Soil Testing

The Developer's engineer shall obtain soil testing data to determine if there is shrink-swell potential in the underlying soils in this development. If they are present, they shall be accounted for in the roadway and sidewalk design within this Development.

e. Access to Public Street System

Lots 6 and 15 shall be restricted to only take access directly from Harper Way. There is currently no access from the north or east into this development. No access to the north or east shall be taken from Harper Way, Hondeleau Lane or Luxor Lane, respectively, for the adjacent parcels.

f. Easements

Easements shall be shown on the final plat for all sanitary sewer and storm drain mains or laterals, which cross lots, including any common area, other than those being served by said lateral.

3. Section 10.668 Analysis

To support a condition of development that an applicant dedicate land for public use or provide a

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public improvement, the Medford Code requires a nexus and rough proportionality analysis which is essentially a codification of the constitutional provisions in Nollan and Dolan cases.

10.668 Limitation of Exactions

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

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

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

Nexus to a legitimate government purpose

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

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

No mathematical formula is required to support the rough proportionality analysis. Furthermore, benefits to the development resulting from the dedication and improvements when determining "rough proportionality" have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

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

Hondeleau Lane, Harper Way and Luxor Lane: In determining rough proportionality, the City averaged the square footage of roadway per trip for road improvements and averaged square foot of right-of-way per trip for dedications. This development will create an additional 21 Lots within the City of Medford and increase vehicular traffic by approximately 201 average daily trips and will improve approximately 23,914 square feet of roadway which equates to approximately 119 square feet per trip. Also the development will dedicate approximately

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25,136 square feet of right-of-way which equates to approximately 125 square feet per trip.

To determine proportionality a neighborhood with similar characteristics was used. The development used was Spring Meadows Subdivision Phase 1-5 located between Griffin Creek Road and Orchard Home Drive and Sunset Drive and South Stage Road and consisting of 66 dwelling units. The previous development improved approximately 92,521 square feet of roadway and dedicated approximately 151,756 square feet of right-of-way (GIS data used to calculate, approximations only). This equates to approximately 147 square feet of road per trip and approximately 240 square feet of right-of-way per trip.

a. Dedication will ensure that new development and density intensification provides the current level of urban services. The proposed street improvements will provide a safe environment of all modes of travel (vehicular, bicycles, & pedestrians) to and from this development.

b. Dedication will ensure adequate street circulation is maintained. The street layout and connectivity proposed in this development will provide alternate route choices for the residents that will live in this neighborhood. This will decrease emergency vehicle response times and will decrease overall vehicle miles traveled.

c. Dedication will provide access and transportation connections at urban level of service standards for this development. Each Lot in this development will have direct access to a public street with facilities that will allow for safe travel for vehicles, bicycles and pedestrians. There is also sufficient space for on-street parking. The connections proposed in this development will enhance the connectivity for all modes of transportation and reduce trip lengths. As trip lengths are reduced, it increases the potential for other modes of travel including walking and cycling.

d. Dedication of PUE will benefit development by providing public utility services, which are out of the roadway and more readily available to each Lot being served.

The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated and improved for this development is necessary and roughly proportional to that required in previous developments in the vicinity to provide a transportation system that meets the needs for urban level services.

B. SANITARY SEWERS

The proposed development is situated within the Medford Sewer service area. The Developer shall construct the necessary public sanitary sewer facilities to City of Medford standards, and shall provide one service lateral to each platted lot prior to approval of the Final Plat. All public sewer manholes shall be located within paved streets, or the Developer shall provide paved access and grant easements to the City of Medford for access and maintenance of public sewer facilities not located within paved public streets. All public sanitary sewer mains shall be extend to the limits of the development where applicable to serve future development

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C. STORM DRAINAGE

1. Hydrology

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

2. Stormwater Detention and Water Quality Treatment

This development shall provide stormwater detention in accordance with MLDC, Section 10.486, and water quality treatment in accordance with the Rogue Valley Stormwater Quality Manual per MLDC, Section 10.481.

Upon completion of the project, the Developer's design engineer shall provide written certification to the Engineering Division that the construction of the controlled storm water release drainage system was constructed per plan. This letter shall be received by the City of Medford Public Works Engineering Department prior to certificate of occupancy of the new building.

3. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed subdivision will be submitted with the public improvement plans for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

4. Mains and Laterals

In the event the lot drainage should drain to the back of the lot, the Developer shall be responsible for constructing a private drain line, including a tee at the low point of each lot to provide a storm drain connection. All roof drains and foundation drains shall be connected directly to a storm drain system.

A storm drain lateral shall be constructed to each tax lot prior to approval of the Final Plat. Easements shall be shown on the Final Plat for storm drain laterals crossing lots other than the one being served by the lateral.

All public storm drain mains shall be located in paved public streets or within easements and shall extend to the limits of the development where applicable to serve future development. All manholes shall be accessible by paved, all-weather roads. All easements shall be shown on the Final Plat and the public improvement plans.

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ENGINEERING & DEVELOPMENT DIVISION
200 S. IVY STREET
MEDFORD, OREGON 97501
www.ci.medford.or.us
TELEPHONE (541) 774-2100
FAX (541) 774-2552

5. Erosion Control

Subdivisions of one acre and greater require a run-off and erosion control permit from DEQ. The approved permit must be submitted to the Engineering Division prior to public improvement plan approval. The erosion prevention and sediment control plan shall be included as part of the plan set. All disturbed areas shall have vegetation cover prior to final inspection/"walk-through" for this subdivision.

D. SURVEY MONUMENTATION

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

E. GENERAL CONDITIONS

1. Design Requirements and Construction Drawings

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

2. Construction Plans

Construction drawings for any public improvements for this project shall be prepared by a professional engineer currently licensed in the State of Oregon, and submitted to the Engineering Division of Medford Public Works Department for approval. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings (3 copies) shall be accepted for review, including plans and profiles for all streets, minimum access drives, sanitary sewers, storm drains, and street lights as required by the Planning Commission's Final Order, together with all pertinent details and calculations. The Developer shall pay a deposit for plan review and construction inspection prior to final plan approval. Public Works will keep track of all costs associated with the project and, upon our acceptance of the completed project, will reconcile the accounting and either reimburse the Developer any excess deposit or bill the Developer for any additional amount not covered by the deposit. The Developer shall pay Public Works within 60 days of the billing date or will be automatically turned over for collections.

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

3. Draft of Final Plat

The Developer shall submit 2 copies of the preliminary draft of the final plat at the same time the public improvement plans (3 copies) are submitted. Neither lot number nor lot line changes shall be allowed on the plat after that time, unless approved by the City and all utility companies.

PUBLIC WORKS DEPARTMENT
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4. Permits

Building Permit applications shall not be accepted by the Building Department until the Final Plat has been recorded, and a "walk through" inspection has been conducted and approval of all public improvements as required by the Planning Commission has been obtained for this development.

Concrete or block walls built within a PUE, or within sanitary sewer or storm drain easements require review and approval from the Engineering Division of Public Works. Walls shall require a separate permit from the Building Department and may also require certification by a professional engineer.

5. System Development Charges (SDC)

Buildings in this development are subject to sewer treatment, collection and street systems development charges. These SDC fees shall be paid at the time individual building permits are taken out.

This development is also subject to storm drain system development charges, the Developer is eligible for storm drain system development charge credits for the installation of storm drain pipe which is 24 inches in diameter or larger and is not used for storm drain detention in accordance with Medford Municipal Code (MMC), Section 3.891. The storm drain system development charge shall be collected at the time of the approval of the final plat

6. Pavement Moratoriums

The Developer shall be responsible for notifying by certified letter all utility companies, as well as all current property owners of parcels which are adjacent to any public street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City's street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer at least 6 months before a street is resurfaced or rebuilt per MMC, Section 3.070. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

7. Construction and Inspection

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

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

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

Prepared by: Doug Burroughs
Revised by: Doug Burroughs

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SUMMARY CONDITIONS OF APPROVAL
HEIGHTS AT HONDELEAU SUBDIVISION

LDS-15-121

A. Streets

1. Street Dedications to the Public:

- Dedicate approximately 1.5-feet of additional right-of-way on Hondeleau Lane.
- Dedicate full right-of-way for Harper Way and Luxor.
- Dedicate 10 foot PUE.

2. Improvements:

Public Streets

- Construct Hondeleau Lane to Standard Residential standards.
- Construct Harper Way to Minor Residential standards.
- Construct Luxor Lane to Residential Lane standards.
- Provide pavement moratorium letters.

Lighting and Signing

- Developer supplies and installs all street lights at own expense.
- City installs traffic signs and devices at Developer's expense.

- Provide soil testing.

B. Sanitary Sewer:

- Provide private laterals to each lot.

C. Storm Drainage:

- Provide an investigative drainage report.
- Provide water quality and detention facilities.
- Provide a comprehensive grading plan.
- Provide storm drain laterals to each tax lot.
- Provide Erosion Control Permit from DEQ.

D. Survey Monumentation

- Provide all survey monumentation.

E. General Conditions

- Provide public improvement plans and drafts of the final plat.

- Provide pavement moratorium letters.

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

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FAX (541) 774-2552

Memo

RECEIVED
NOV 18 2015
Planning Dept.

To: Aaron Harris, Planning Department

From: Mary Montague, Building Department

CC: Hondeleau, LLC

Date: November 18, 2015

Re: LDS-15-121; Heights at Hondeleau

Building Department:

Please Note: This is not a plan review. These are general notes based on general information provided. Plans need to be submitted and will be reviewed by a residential plans examiner to determine if there are any other requirements for this occupancy type.

Please contact the front counter for fees.

1. Applicable Building Codes are 2014 ORSC with additional Oregon amendments to the 2011 ORSC; 2014 OPSC; and 2014 OMSC. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.

2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Go to "City Departments" at top of screen; click on "Building"; click on "ELECTRONIC PLAN REVIEW (ePlans)" for information.

3. Soils report from a geotech engineer required for each lot at time of building permit.

4. Any buildings that are demolished will require a demo permit.

5. Site excavation permit required for installation of utilities and excavation.

CITY OF MEDFORD
EXHIBIT # G
File # LDS-15-121

Medford Fire Department

200 S. Ivy Street, Room #180
Medford, OR 97501
Phone: 774-2300; Fax: 541-774-2514;
www.medfordfirerescue.org

RECEIVED
DEC 16 2015
Planning Dept.

LAND DEVELOPMENT REPORT - PLANNING

To: City of Medford Public Works

LD Meeting Date: 12/16/2015

From: Greg Kleinberg

Report Prepared: 12/09/2015

Applicant: Applicant (Steven Swartsley, Agent

File #: LDS - 15 - 121

Site Name/Description:

Proposed tentative plat for a 21-lot residential subdivision on a 3.4 acre parcel located at the eastern terminus of Hondeleau Lane (200 feet east of the intersection of Springbrook Road and Hondeleau Lane), within the SFR-6 zoning district; Hondeleau, L.L.C., Applicant (Steven Swartsley, Agent). Aaron Harris, Planner.

DESCRIPTION OF CORRECTIONS	REFERENCE	
Requirement FIRE HYDRANTS	**OFC**	**508.5**

Fire hydrants with reflectors will be required for this project.

Hydrant locations shall be as follows: Approved as submitted.

Additional hydrants may be required to comply with the requirement of proximity to fire department connections (for fire sprinkler and standpipe systems, the fire department connection shall be located at an approved location away from the building and within 75' of a fire hydrant. The fire department connection shall be located on the same side as the fire department access route.).

The approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site.

Plans and specifications for fire hydrant system shall be submitted to Medford Fire Department for review and approval prior to construction. Submittal shall include a copy of this review (OFC 501.3).

Requirement MEDFORD CODE STREET DESIGN OPTIONS — **MEDFORD** — **10.430**

Section 10.430 of the Medford Code states the following:

In order to ensure that there is at least twenty (20) feet of unobstructed clearance for fire apparatus, the developer shall choose from one of the following design options:

(a) Clustered, offset (staggered) driveways (see example) (design approved by Fire Department), and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 250-feet.

(b) All dwellings that front and take access from minor residential streets to be equipped with a residential (NFPA 13D) fire sprinkler system, and fire hydrants located at intersection with the maximum fire hydrant spacing along the

CITY OF MEDFORD
EXHIBIT # H
File # LDS-15-121

Medford Fire Department
200 S. Ivy Street, Room #180
Medford, OR 97501
Phone: 774-2300; Fax: 541-774-2514;
www.medfordfirerescue.org

LAND DEVELOPMENT REPORT - PLANNING

To: City of Medford Public Works

LD Meeting Date: 12/16/2015

From: Greg Kleinberg

Report Prepared: 12/09/2015

Applicant: Applicant (Steven Swartsley, Agent

File #: LDS - 15 - 121

Site Name/Description:

street of 500-feet.

(c) Total paved width of 33-feet with five-and-a-half (5 ½) foot planter strips.

When the clustered-offset driveway option is chosen, a note indicating driveway locations shall be included on the final plat.

Requirement "NO PARKING-FIRE LANE" SIGNS REQUIRED **OFC** **503.3**

Parking shall be posted as prohibited on one side of Luxor Lane.

Fire apparatus access roads 20-26' wide shall be posted on both sides as a fire lane. Fire apparatus access roads more than 26' to 32' wide shall be posted on one side as a fire lane (OFC D103.6.1).

Where parking is prohibited for fire department vehicle access purposes, NO PARKING-FIRE LANE signs shall be spaced at 50' intervals along the fire lane and at fire department designated turn-around's. The signs shall have red letters on a white background stating "NO PARKING FIRE LANE TOW AWAY ZONE ORS 98.810 to 98.812" (See handout).

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

This restriction shall be recorded on the property deed as a requirement for future construction.

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

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

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

RECEIVED
DEC 16 2015
Planning Dept.

MEDFORD WATER COMMISSION

BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: LDS-15-121

PARCEL ID: 371W08BA TL 700

PROJECT: Proposed tentative plat for a 21-lot residential subdivision on a 3.4 acre parcel located at the eastern terminus of Hondeleau Lane (200 feet east of the intersection of Springbrook Road and Hondeleau Lane), within the SFR-6 zoning district; Hondeleau, L.L.C., Applicant (Steven Swartsley, Agent). Aaron Harris, Planner.

DATE: December 15, 2015

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

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."

2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.

3. The existing water meter located near existing driveway to house located 2005 Hondeleau Lane is required to be abandoned at time of site development.

4. Installation of 8-inch water lines is required in all proposed public streets. Applicants' civil engineer shall coordinate with MWC engineering department staff for water facility layout.

5. Applicants' civil engineer shall coordinate with Medford Fire Department for proposed fire hydrant locations.

COMMENTS

1. Off-site water line installation is not required.

2. On-site water facility construction is required. (See Condition 4 above)

3. MWC-metered water service does exist to this property. There is one (1) ¾-inch water meter that serves the existing home located at 2005 Hondeleau Lane. (See Condition 3 above)

4. Static water pressure is expected to be over 80 psi. See attached document from the City of Medford Building Department on "Policy on Installation of Pressure Reducing Valves".

5. Access to MWC water lines is available. There is an 8-inch water line in Hondeleau Lane.

K:\Land Development\Medford Planning\lds15121.docx

CITY OF MEDFORD
EXHIBIT # I Page 1 of 1
File # LDS-15-121

27

Feet
0 50 100
Scale: 1"=100'

Water Facility Map for LDS-15-121

Legend

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

Water Meters:

- Active Meter
- On Well
- Unknown
- Vacant

Water Valves:

- Butterfly Valve
- Gate Valve
- Tapping Valve

Water Mains:

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

Boundaries:

- Urban Growth Bounds
- City Limits
- Tax Lots

MWC Facilities:

- Control Station
- Pump Station
- Reservoir

MEDFORD WATER COMMISSION

BUILDING SAFETY DEPARTMENT
ROOM 277

CITY OF MEDFORD
LAUSMANN ANNEX
200 SOUTH IVY STREET
MEDFORD, OREGON 97501

TELEPHONE (541) 774-2350
FAX (541) 774-2575
E-MAIL:
bldmed@ci.medford.or.us

Policy on Installation of Pressure Reducing Valves

August 5, 2014

Section 608 of the 2011 Edition of the Oregon Plumbing Specialty Code requires a pressure regulator (commonly called a Pressure Reducing Valve or PRV) where the static pressure in the water supply piping exceeds 80 psi. Although this section gives limited guidance as to installation, it does require the device to be

> *"...accessibly located above ground or in a vault equipped with adequate means to provide drainage and shall be protected from freezing, and shall have the strainer readily accessible for cleaning without removing the regulator or strainer body or disconnecting the supply piping."*

"Accessible" and "readily accessible" are defined in chapter 2.

To assure uniform and appropriate installation of these devices within Medford, the following standards have been agreed to by the City of Medford Building Safety Department and the Medford Water Commission:

1. The need for these devices will be based on pressure information provided by the Medford Water Commission, and can be verified on-site with a pressure gage. While factory settings of these devices may be adjusted, MWC recommends that the regulated pressure be set no higher than 65 psi.
2. PRVs shall NOT be installed when static pressure is less than 50 psi, except for limited specific equipment-based needs.
3. The PRV shall be installed outside the street right of way as close as practical to the water meter.
4. No expansion tank is necessary.
5. No fixture, device or system is permitted between the meter and the PRV.
6. The PRV must NOT be direct buried nor installed in a crawl space.
7. PRVs shall be installed within a readily accessible valve box / vault following the same standard as used for double check backflow assemblies, as follows:
   "On new installations, at least 12-inches clearance will be required as per section 603.3.4. When replacing an existing assembly, the 12-inch clearance requirement can be waived as long as there is at least 3-inches clearance between the bottom of the assembly and the ground, and the device is tested and serviced from the top."

Sam Barnum
Building Safety Director

RECEIVED
DEC 23 2015
Planning Dept.

Aaron J. Harris

From: MOREHOUSE Donald <Donald.MOREHOUSE@odot.state.or.us>
Sent: Wednesday, December 23, 2015 12:43 PM
To: Aaron J. Harris
Subject: LDS-15-121

Aaron,

Thank you for sending agency notice of a Proposed tentative plat for a 21-lot residential subdivision on a 3.4 acre parcel located at the eastern terminus of Hondeleau Lane (200 feet east of the intersection of Springbrook Road and Hondeleau Lane), within the SFR-6 zoning district. We reviewed this and determined that it would not significantly affect state transportation facilities under the State Transportation Planning Rule (OAR 660-012-0060) or State Access Management Rule (OAR 734-051-000). We have no further comments at this time.

Don Morehouse
Senior Transportation Planner
ODOT Region 3, District 8 (Rogue Valley Tech Center)
Ph: (541) 774-6399
Fax: (541) 774-6349
Donald.Morehouse@odot.state.or.us

CITY OF MEDFORD
EXHIBIT # J
File # LDS-15-121

Kelly A. Akin

From: Steve Swartsley <swartsley@charter.net>
Sent: Tuesday, January 05, 2016 3:58 PM
To: Kelly A. Akin
Subject: FW: Farm Plans

RECEIVED
JAN 05 2016
PLANNING DEPT

Kelly; just received the following. I believe it meets my needs for Hondeleau. Any questions please contact me. Thanks for all of you help, Steve

---

From: DunbarCarpenter [mailto:dcarpen186@aol.com]
Sent: Tuesday, January 05, 2016 1:59 PM
To: swartsley@charter.net
Subject: Farm Plans

Hello Steve,

This email will confirm the substance of the conversation we had recently. I am the owner of the 72 acre parcel of property to the East of your proposed Hondeleau subdivision, and I have no plans to farm that property in the immediate future.

Sincerely,

Dunbar Carpenter

CITY OF MEDFORD
EXHIBIT # K
File # LDS-15-121

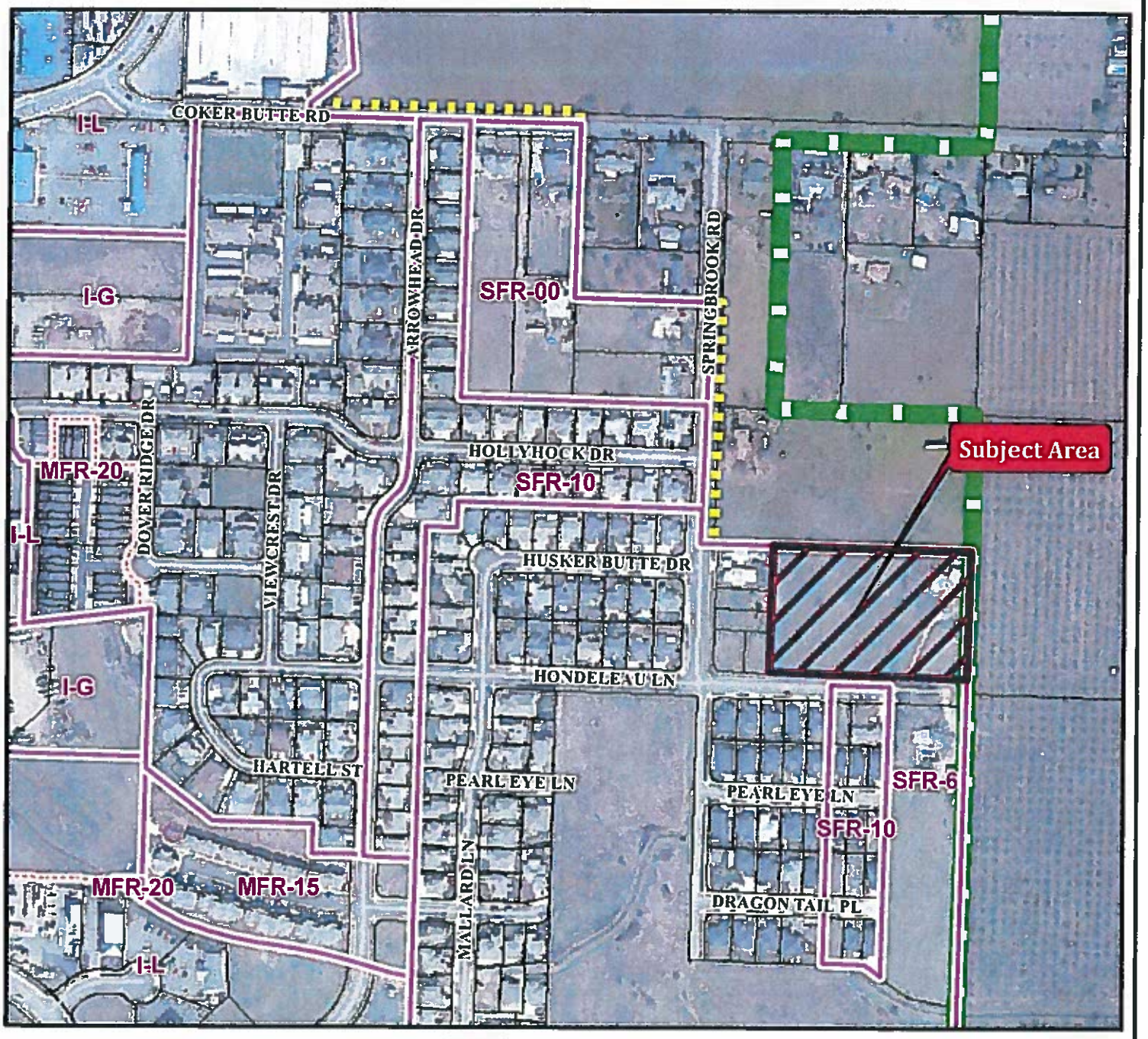
City of Medford

Planning Department

Vicinity Map

File Number:

LDS-15-121



Project Name:

Heights at Hondeleau (23 Lots)

Map/Taxlot:

371W08BA TL 700

0 250 500 Feet

09/01/2015

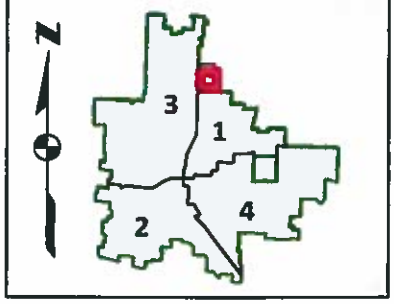
Subject Area

Medford Zoning

UGB

Tax Lots

PUD

City Limits

Medford UGB with Wards