

PLANNING COMMISSION AGENDA FEBRUARY 22, 2018



Commission Members

David Culbertson
Joe Foley
Bill Mansfield
David McFadden
Mark McKechnie
E. J. McManus
Patrick Miranda
Alex Poythress
Jared Pulver

Regular Planning Commission meetings
are held on the second and fourth
Thursdays of every month
Meetings begin at 5:30 PM

City of Medford
City Council Chambers
411 W. Eighth Street, Third Floor
Medford, OR 97501
541-774-2380



Planning Commission

Agenda

Public Hearing
February 22, 2018

5:30 PM

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

10. Roll Call

10.1 Election of Officers

10.2 Appointments / Reappointments to the Site Plan and Architectural Commission and Joint Transportation Subcommittee

20. Consent Calendar/Written Communications (voice vote)

20.1 LDP-17-094 Final Order for tentative plat for Wilkshire Terrace, Phases 1-3, a, 3-lot reserve acreage partition on a 9.72 acre parcel, generally located southwest of the Wilkshire Drive terminus, east of the Roberts Road terminus, west of the Voss Drive terminus and east of the Canyon Avenue terminus, within a SFR-4 (Single Family Residential – 4 dwelling units per gross acreage) zoning district. (William Barchet, Applicant/Agent; Liz Conner, Planner).

20.2 LDP-17-131 Final Order of a request for the creation of a three-lot partition involving six existing lots totaling 9.1-acres, located at the intersection of Garfield Street and Center Drive in the C-R (Regional Commercial) zoning district (371W32B TL 4802, 4708, 3604, 4800, 4801, & 3605). Galpin Gang LLC, Applicant/Agent; Dustin Severs, Planner).

30. Minutes

30.1 Consideration for approval of minutes from the February 8, 2018, hearing.

40. Oral and Written Requests and Communications

Comments will be limited to 3 minutes per individual or 5 minutes if representing an organization. **PLEASE SIGN IN.**

50. Public Hearings

Comments are limited to a total of 10 minutes for applicants and/or their representatives. You may request a 5-minute rebuttal time. All others will be limited to 3 minutes per individual or 5 minutes if representing a group or organization. **PLEASE SIGN IN.**

New Business

50.1 CP-17-154 Consideration of a Minor General Land Use Plan Map amendment to reclassify a 3.0 acre property located at 503 Airport Road from General Industrial (GI) to Commercial (CM). (Columbia Care, Applicant; Richard Stevens & Associates, Agent; Sarah Sousa, Planner).

Meeting locations are generally accessible to persons with disabilities. To request interpreters for hearing impaired or other accommodations for persons with disabilities, please contact the ADA Coordinator at (541) 774-2074 or ada@cityofmedford.org at least three business days prior to the meeting to ensure availability. For TTY, dial 711 or (800) 735-1232.

50.2 **LDP-17-155** Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.5-acre parcel located at 914 Ross Lane within the SFR-10 (Single-Family Residential, ten dwelling units per gross acre) zoning district (372W23DD 4400). (Billy Hogue, Applicant; Scott Sinner Consulting, Inc., Agent; Dustin Severs, Planner).

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 FOR)
WILKSHIRE TERRACE PHASES 1-3 [LDP-17-094]) **ORDER**

ORDER granting approval of a request for tentative plat approval for *Wilkshire Terrace Phases 1-3*, as follows:

Proposed tentative plat for Wilkshire Terrace, Phases 1-3, a, 3-lot reserve acreage partition on a 9.72 acre parcel, generally located southwest of the Wilkshire Drive terminus, east of the Roberts Road terminus, west of the Voss Drive terminus and east of the Canyon Avenue terminus, within a SFR-4 (Single Family Residential – 4 dwelling units per gross acreage) zoning district.

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 described above, with a public hearing a matter of record of the Planning Commission on February 8, 2018; 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 directed staff to prepare 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 *Wilkshire Terrace Phases 1-3*, stands approved per the Staff Report dated February 1, 2018, 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 Staff Report dated February 1, 2018.

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 22nd day of February, 2018.

CITY OF MEDFORD PLANNING COMMISSION

Planning Commission Chair

ATTEST:

Planning Department Representative

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

IN THE MATTER OF TENTATIVE PLAT APPROVAL FOR
SOUTH CENTER

[LDP-17-131]

)
)
ORDER

ORDER granting approval of a request for tentative plat approval for *South Center*, as follows:

A request for the creation of a three-lot partition involving six existing lots totaling 9.1-acres, located at the intersection of Garfield Street and Center Drive in the C-R (Regional Commercial) zoning district (371W32B TL 4802, 4708, 3604, 4800, 4801, & 3605).

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 described above, with a public hearing a matter of record of the Planning Commission on February 8, 2018; 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 directed staff to prepare 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 *South Center*, stands approved per the Staff Report dated February 1, 2018, 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 Staff Report dated February 1, 2018.

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 22nd day of February, 2018.

CITY OF MEDFORD PLANNING COMMISSION

Planning Commission Chair

ATTEST:

Planning Department Representative



Planning Commission

Minutes

From Public Hearing on **February 8, 2018**

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

Joe Foley, Acting Chair
Bill Mansfield
Mark McKechnie
E.J. McManus
Alex Poythress

Staff Present

Kelly Akin, Assistant Planning Director
Eric Mitton, Deputy City Attorney
Alex Georgevitch, City Engineer
Greg Kleinberg, Fire Marshal
Terri Rozzana, Recording Secretary
Dustin Severs, Planner III
Seth Adams, Planner III
Liz Conner, Planner II

Commissioners Absent

Patrick Miranda, Chair, Excused Absence
David McFadden, Vice Chair, Excused Absence
David Culbertson, Excused Absence
Jared Pulver, Excused Absence

10. Roll Call

20. Consent Calendar/Written Communications.

20.1 LDS-16-004 Consideration of an extension of time for Rancho McMillan Subdivision, a four lot residential subdivision on a 0.95 acre parcel located on the north side of Lone Pine Road, approximately 1,100 feet west of North Foothill Road, within the SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district. (Michael McMillan, Applicant; Scott Sinner Consulting, Inc., Agent; Kelly Akin, Planner).

Motion: The Planning Commission adopted the consent calendar as submitted.

Moved by: Commissioner Mansfield

Seconded by: Commissioner McManus

Voice Vote: Motion passed, 5–0.

30. Minutes

30.1. The minutes for January 25, 2018, were approved as submitted.

40. Oral and Written Requests and Communications. None.

Eric Mitton, Deputy City Attorney, read the Quasi-Judicial Statement.

50. Public Hearings – Continuance Request

50.1 CUP-17-116 Consideration of a request for a Conditional Use Permit (CUP) for a proposed Bed & Breakfast to be located at 15 Geneva Street in the SFR-6 (Single-Family Residential – 6 dwelling units per gross acre) zoning district, and within the Historic Preservation Overlay District (371W30AB TL 16400). (Gloria Thomas & Cecil de Hass, Applicants; Julie Krason, Agent; Dustin Severs, Planner). **The applicants have requested this item be continued to the Thursday, March 22, 2018, Planning Commission meeting.**

Motion: The Planning Commission continued CUP-17-116, per the applicant's request, to the Thursday, March 22, 2018, Planning Commission meeting.

Moved by: Commissioner Mansfield

Seconded by: Commissioner McKechnie

Roll Call Vote: Motion passed, 5-0.

New Business

50.2 TF-17-142 The City proposes a transportation facility project to construct street improvements on Springbrook Road between Pheasant Lane Road to Cedar Links Drive to major collector standards including: north and south travel lanes, a center turn lane, bike lanes, side-walks, street lighting, planter strips with landscaping, and a roundabout at the intersection of Cedar Links Drive and Springbrook Road. (City of Medford Public Works Department, Applicant; Seth Adams, Planner).

Acting Chair Foley inquired whether any Commissioners have a conflict of interest or ex-parte communication they would like to disclose. Commissioner Poythress reported that he lives at Springbrook and Ford. He does not believe it will be a conflict of interest for him.

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

Seth Adams, Planner III, stated that the transportation facility criteria can be found in the Medford Land Development Code Section 10.207. The applicable criteria were included in the staff report, property owner notices and hard copies are available at the entrance of Council Chambers for those in attendance. Mr. Adams gave a staff report. Staff received public comments on the project since the publication of the agenda packet. The comments will be submitted into the record.

Commissioner McKechnie asked, is a property owner losing their shop building and another property owner's driveway being relocated? Mr. Adams reported that is correct.

There is a shop building at 2401 Springbrook that will need to be relocated. The details of the driveway was deferred to Public Works.

Alex Georgevitch, City Engineer, reported that the box culvert south of the project and the driveway impacted will be relocated because of the proximity to the roundabout. All the final details will be worked out during final design. The roundabout will have a median island that would block southbound access. If the driveway is relocated further south it would allow entrance and backing out for the home owner.

There is a center turn lane on both sides of the roundabout and Cedar Links.

Commissioner Mansfield stated that he has heard from Public Works staff in prior years that the history of the roundabout has reduced the number of accidents. Is that generally true in roundabouts and is that part of Public Works motivation? Mr. Georgevitch stated that he does not know if accidents at Siskiyou Boulevard and Highland have been reduced. There are aspects of modern roundabouts that provide for reduction in the severity and reduction of accidents which is significant to the Public Works Department. They deal with slower moving traffic and it is pedestrian friendly.

The reason for the new location is the overall performance. The long term operational analysis showed that the roundabout would operate at a higher level of service over a twenty year period than a traffic signal.

Commissioner McManus asked, does the roundabout have to be in the center of the intersection? The alignment has to be optimal due to the limitations with the property or other environmental limits. If that is correct, because of the creek and surrounding properties, the placement of the roundabout is in the ideal location. Mr. Georgevitch reported there is a balance of placing the roundabout and dealing with entrance speeds and angles. The entire concept of a modern roundabout is lowering the entrance speed for cars to flow smoothly through the intersection without stopping. As they shift around it changes the entrance angles adding additional curvature to slow vehicles down. In this location, Public Works is balancing a combination of impacts to the surrounding neighborhood and environmental constraints to the south. They have more flexibility since they purchased the property west of Cedar Links several years ago.

The Public Hearing was opened.

a. Alex Georgevitch, City Engineer, stated that he was present to answer questions.

Mr. Georgevitch reserved rebuttal time.

b. Lynn Campbell , 2560 Springbrook Road, Medford, Oregon, 97504. Ms. Campbell feels this project will be an improvement but she has concerns. She has the longest lot that

will be cut. If 10-foot planter strips are put in and taking peoples land away, what is the point, function and purpose? She likes the turn lane. Her yard slopes down into the street. Are there going to be retaining walls? Who maintains the planter strip? Ms. Campbell cannot live with an 18-foot wide driveway because of their trailer.

c. Sid Lumpkin, 2570 Springbrook Road, Medford, Oregon, 97504. Mr. Lumpkin stated that 27 feet off the front of his lot will significantly reduce the curb appeal if he sells. Is the proposed 5-foot sidewalk, 10-foot planter strip consistent with the recently completed addition at the other end of Springbrook where it interfaces with Delta Waters?

d. Questa Knight, 2407 Bell Court, Medford, Oregon, 97504. Ms. Knight's concern is that from her house to the fence is approximately 25-feet. She is concerned with 10 more feet coming off her property. She is hoping to sell her house in the next year or two. She wants to see what is going to be cutoff her property and discuss it.

e. John Kuklenski, 2800 Springbrook Road, Medford, Oregon, 97504. Mr. Kuklenski reported that 37 years ago the City went to him asking if he would like to donate part of his property. He is glad to see this project happening. He has a rental on Springbrook that will be impacted by the project. He will have only 27 feet from the house to the street. Currently there is mature foliage that buffers the traffic noise. This will be taken out with the project. Will there be something else put there or can he put something there to help buffer the traffic noise? There are overhead electrical lines in front of the older homes on Springbrook. Will those lines be put underground and get rid of the telephone poles? He feels there will be more congestion with the roundabout because Tahitian is not far off of Springbrook. People going north turn right at Springbrook and go up Tahitian to get to Delta Waters. If there was a three-way stop light it would work well.

f. Sue McKenna, 2401 Springbrook Road, Medford, Oregon, 97504. The shop building mentioned earlier is a 24 foot by 44 foot shop they built for personal use. If the roundabout goes in, the back sidewalk of the project, will come about one-third of the way into the shop. They have been working with the Planning Department to relocate the shop a different direction so they can continue to have it in that location.

g. Anne Farmer, 2398 Springbrook Road, #1, Medford, Oregon, 97504. Ms. Farmer asked, what affect would the roundabout have on Cedar Links? Just down the road is a signal. Will that backup each other? How is that going to work?

Mr. Georgevitch addressed the questions of the planter strip, retaining walls, who maintains the planter strips and driveway width. The question of the planter strip being consistent with what was built to the north, Pheasant to Delta Waters is consistent and with the City code to have a 10-foot planter strip and a 5-foot sidewalk. Right now they do not have final design to determine when they will need retaining walls and when they

will not. There are some locations they already know that they will need them. The impacts to private property are negotiated through right-of-way acquisitions. That includes any damages to property value, moving the road closer to the front door, any additional right-of-way they will need they will be paying for at assessed value. They will begin appraisals as needed. That is a future discussion when they have a full understanding of the impacts to each property.

There was a question of a larger driveway than 18-feet. The standard is 18-feet. They can go to 24-feet depending on the needs. That would be a case-by-case basis when dealing with right-of-way negotiations.

There was a comment about taking 27-feet from the lot being too much. Once again, through negotiations or through City Council direction that Public Works reduce the impacts. Staff is required to request code required design when they can. There are locations along the project site that cannot meet that because of environmental impacts or existing structures. The testimony and the Planning Commissions direction will be passed to the City Council for the final decision of how much right-of-way Public Works will need.

Questions of steep banks will be addressed in final design and any impacts.

A question of natural foliage being replaced. If a property owner wants to start planning in advance they can. Public Works will be compensating for impacts to landscaping. That is a common practice for Public Works through their right-of-way negotiations. They have met with property owners in the past on other projects where they want to know approximate location of where the project will be so they can begin planting early before Public Works begins the project. He encouraged property owners to contact Public Works in order to get the location so they can plant early.

Public Works will not be undergrounding power. Pacific Power may choose to do so. Mr. Georgevitch recommended the property owners check with Pacific Power. Public Works requests Pacific Power to relocate and they provide the location. What Pacific Power does with that location, whether they put it underground or stays above ground, is strictly up to Pacific Power and the property owner.

There was a concern of more congestion in close proximity to Tahitian. That distance is the same distance. There is no center turn lane and a free movement. This will be an improvement because Public Works is providing a refuge for one to two cars. It will provide some refuge for people to get out of the through movement of traffic to turn north onto Tahitian and lower exit speeds for people coming off the roundabout.

There was a comment about traffic backing up at the roundabout and how it operates with the traffic signal. Signals, when too closely spaced to a roundabout, can definitely

have negative impacts. The distance from the signal to this roundabout should be sufficient to not have any backups or adverse impacts from platooning traffic.

Mr. Georgevitch is hesitate to answer the question of the functions of the planter strips. They have several functions specifically on higher order streets for pedestrians. They separate the pedestrian from the moving traffic and provides a comfortable location for pedestrians. They can also provide beautification. Public Works will be planting trees and will work with the Parks Department to find what works best in the area prior to the City Council's final decision.

The Parks Department will maintain the planter strips on higher order streets.

Commissioner McKechnie commented that it seems that the improvements are to the sides of the road. The roadway bed is going to be in the same spot. Is that a fair assessment? Mr. Georgevitch replied, generally, that is a fair assessment. The funding for this project is from Safe Routes to School. There was a bond passed several years ago by the citizens of Medford and this project was identified as a high need area due to no shoulders and deep roadside ditches. It is not a safe place for students to be walking. There are two different schools in proximity. Pedestrian activity has the potential to be high. There is an added benefit adding the center turn lane. It will allow smooth traffic to occur in the through lanes and the left turn having refuge onto or off the facility.

Commissioner McManus asked, could the exception request for the planter strips be stretched to go with the improvements? Mr. Georgevitch reported that what is in the agenda packet is staff's recommendation. It is up to the Planning Commission to determine the best decision for the community weighing all the testimony. If the recommendation is to reduce down, Public Works can do that. He recommended checking with the Parks Department if there is any negative impacts to having a long section of narrow park strips for the success and viability of the trees that are planted.

The Public Hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and directs staff to forward a favorable recommendation to the City Council for TF-17-142, per the staff report, dated January 25, 2018, including Exhibits A through P.

Moved by: Commissioner McKechnie

Seconded by: Commissioner Poythress

Commissioner Mansfield provided input regarding damages in a taking. The law in Oregon provides not only for the value of the parcel taken but also the reduction in damages market value to the remaining properties. Several of the property owners testified about that and it is called the taking and residual damages, that are allowed. That is the rule of law.

Commissioner McManus is in favor of the motion. All comments made were appropriate. In regards to the exceptions that have been noted through Public Works, there should be consistency to the planter strips, especially if there are property owners that have noted reasoning to have it reduced.

Roll Call Vote: Motion passed, 5-0.

50.3 LDP-17-094 Proposed tentative plat for Wilkshire Terrace, Phases 1-3, a, 3-lot reserve acreage partition on a 9.72 acre parcel, generally located southwest of the Wilkshire Drive terminus, east of the Roberts Road terminus, west of the Voss Drive terminus and east of the Canyon Avenue terminus, within a SFR-4 (Single Family Residential – 4 dwelling units per gross acreage) zoning district. (William Barchet, Applicant/Agent; Liz Conner, Planner).

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

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

Liz Conner, Planner II, stated that the land division criteria can be found in the Medford Land Development Code Section 10.270. The applicable criteria were included in the staff report, property owner notices and hard copies are available at the entrance of Council Chambers for those in attendance. Ms. Conner gave a staff report.

The Public Hearing was opened.

a. Scott Sinner, Scott Sinner Consulting, Inc., 4401 San Juan Drive, Medford, Oregon, 97504. Mr. Sinner reported that this application is three parcels of reserved acreage. They have an underlying approval on this application. The request is to create the three parcels that match the phase lines and financing for the applicant. There are no changes to the subdivision or conditions of approval. Comments in the staff report from the agencies recognize that. One condition of approval is new from the Medford Irrigation District. Their comment was to remove the irrigation rights from the property prior to approval of the final plat.

Mr. Sinner reserved rebuttal time.

b. John Larkin, 2860 Shanteal Place, Medford, Oregon, 97504. Mr. Larkin stated that it seems there is a lot of wetlands near the subject property. How is that going to be addressed? Will it be recognized or plow everything under the ground?

Mr. Sinner reported that the wetlands was addressed in the original subdivision approval. The applicant will comply with all conditions and meet the requirements of that approval.

The Public Hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and directs staff to prepare a Final Order for approval of LDP-17-094 per the staff report dated February 1, 2018, including Exhibits A through I.

Moved by: Commissioner McKechnie

Seconded by: Commissioner McManus

Roll Call Vote: Motion passed, 5-0.

50.4 LDP-17-131 Consideration of a request for the creation of a three-lot partition involving six existing lots totaling 9.1-acres, located at the intersection of Garfield Street and Center Drive in the C-R (Regional Commercial) zoning district (371W32B TL 4802, 4708, 3604, 4800, 4801, & 3605). Galpin Gang LLC, Applicant/Agent; Dustin Severs, Planner).

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

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

Dustin Severs, Planner III, stated that the land division criteria can be found in the Medford Land Development Code Section 10.270. The applicable criteria were included in the staff report, property owner notices and hard copies are available at the entrance of Council Chambers for those in attendance. Mr. Severs gave a staff report.

The Public Hearing was opened.

The applicant or agent was not present.

The Public Hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and directs staff to prepare a Final Order for approval of LDP-17-131 per the staff report dated February 1, 2018, including Exhibits A through H.

Moved by: Commissioner McKechnie

Seconded by: Commissioner Poythress

Roll Call Vote: Motion passed, 5-0.

60. Reports

60.1 Site Plan and Architectural Commission. None.

60.2 Report of the Joint Transportation Subcommittee. None.

60.3 Planning Department

Kelly Akin, Assistant Planning Director, reported that the Site Plan and Architectural Commission did not meet last week. The Joint Transportation Subcommittee has not met since the last Planning Commission meeting

The Boards and Commissions luncheon is scheduled for Friday, February 9, 2018, at the Inn at the Commons at noon.

The next Planning Commission study session scheduled for Monday, February 12, 2018, has been cancelled. On Monday, February 26, 2018, Kelly Madding, Deputy City Manager, will discuss the Medford Urban Renewal Agency (MURA) substantial amendment process. Carla Paladino, Principal Planner, will give the annual Citizen Involvement report.

Thursday, March 29, 2018, there will be a joint study session with the City Council and Planning Commission to be held in the Prescott Room at the Police Department. Discussion will be on the Transportation System Plan.

The Planning Commission has business scheduled for Thursday, February 22, 2018, March 8, 2018, and March 22, 2018.

Last week the City Council continued the annexation on Vilas Road near Table Rock Road to the Thursday, March 15, 2018. There was an issue with the publication. The City Council will hear the Evergreen Street vacation and the Housing Advisory Committee resolution and construction excise tax ordinance.

The Housing Advisory Committee came up with thirty-eight recommendations and staff is starting to work on them. There are four teams of staff working on four different topics such as density, design standards, regulatory barrier procedures and various housing types. Staff will be bringing the work to the Commission.

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 6:42 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by:

Terri L. Rozzana
Recording Secretary

Planning Commission Acting Chair

Approved: February 22, 2018



STAFF REPORT

for Class-B and Class-C quasi-judicial decisions: **Minor Comprehensive Plan (General Land Use Plan Map) Amendment**

Project Columbia Care GLUP Map Amendment
File no. CP-17-154
To Planning Commission for February 22, 2018 hearing
From Sarah Sousa, Planner IV
Reviewer Carla Angeli Paladino, Principal Planner
Date February 15, 2018

BACKGROUND

Proposal

A minor General Land Use Plan amendment to reclassify a 3.0 acre property located at 503 Airport Road from General Industrial (GI) to Commercial (CM).

Overview

The subject property, located at 503 Airport Road, consists of one parcel totaling 3.0 acres. The property is developed with three buildings of approximately 30,000 square feet. It was used as a bank with associated offices previously, but is currently vacant.

Columbia Care has requested to change the General Land Use Plan designation on the subject property from General Industrial to Commercial. The purpose of this change is to allow the applicant to purchase the property and use the existing buildings for their mental health care services and programs. This use is not permitted in the existing Light Industrial zoning but is allowed in the commercial zones.

Due to the proximity to Biddle Road, Table Rock Road, and the Rogue Valley Medford International Airport, the area has a mix of commercial and industrial uses. Adjacent to the west is a wholesale beverage distributor and adjacent to the east is a vacant building previously used for a manufacturing company. To the south across Airport Road there is a retail tire business and another wholesale beverage distributor. Approximately a quarter mile from the subject property, is the new location of the Costco building within the City of Central Point.

The subject property and surrounding area is all zoned Light Industrial; however, within approximately 200 feet to the east, there are two large vacant properties adjoining Biddle Road designated as Commercial on the General Land Use Plan map.

Authority

This proposal includes a Class-B quasi-judicial 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 Sections 10.102–122, 10.165, and 10.185.

ANALYSIS

Review of the proposed GLUP map designation change reveals a reasonable proposal that can be supported by 1) the most recent use of the property, 2) the proximity to properties with a commercial designation, and 3) and the need for more commercial land in the City. The most recent use of the property was for a bank branch and associated bank offices. Although banks are permitted in the existing Light Industrial zone, the use is generally more commercial than industrial. In addition, two properties to the east of the subject property currently have the Commercial General Land Use Plan map designation. And another factor in this analysis is that the City has identified a need for more commercial land as part of the Urban Growth Boundary expansion process.

FINDINGS AND CONCLUSIONS

Applicable Criteria – Minor Comprehensive Plan Amendment

For the applicable criteria the Medford Municipal Code Section 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 map amendments. The criteria are set in *italics* below; findings and conclusions are in roman type.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Map Designations] shall be based on the following [criteria 1–7]:

1. *A significant change in one or more Goal, Policy, or Implementation Strategy.*

Findings

The City has completed an Urban Growth Boundary amendment to accommodate future land need and is waiting for formal adoption by the State. The analysis done through that process has provided information regarding the need for commercial land.

Conclusions

The proposed change is consistent with pertinent Comprehensive Plan policies and implementation strategies that seek to provide an adequate supply of commercial land.

2. *Demonstrated need for the change to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities.*

Findings

The City's Urban Growth Boundary amendment (adopted by both the City and County, but not yet approved by the State) provides for additional residential and employment land to accommodate future need. Based upon the existing land and future growth projections, the City determined a need for 97 acres of General and Heavy Industrial land and a need for 318 acres of commercial land. This produced a surplus of one acre of industrial land and a deficit of 18 acres of commercial land when compared to the determined need. Although the projected need numbers are estimates and are not intended to be precise mathematical determinations (as allowed in OAR 660-024-0040(1)), the proposal provides an opportunity to balance the small commercial deficit without significantly impacting the City's industrial lands base.

The Housing Element of the Comprehensive Plan has determined that there is a need for additional housing units in the City of Medford. Although the land need for residential land has been accommodated in the Urban Growth Boundary amendment, there is anticipation that higher density residential will continue to develop within some of the commercial properties to help meet this need. Currently, industrial zoned properties do not allow residential units, other than one caretaker residence per property. However, commercially zoned properties (other than Neighborhood Commercial), allow residential development to the Multi-Family Residential – 30 dwelling units per gross acre densities. Although the planned use of the site is for commercial, this doesn't prohibit residential units in the future.

Conclusions

The proposal responds to a demonstrated need for adequate employment opportunities by balancing the deficit of commercial land.

In addition, the proposed designation and subsequent future commercial zoning provides an opportunity for needed residential units. The subject property is developed with commercial buildings that could be converted to or replaced with residential units.

3. *The orderly and economic provision of key public facilities.*

Findings

Water, storm drainage, and sewer utilities are available to the site and are adequate to serve the changes without upgrading the facilities.

In regards to transportation, the change from Light Industrial to a Regional Commercial zone on the subject property would typically trigger a traffic impact analysis. However, the applicant has instead proposed a maximum trip stipulation based upon the existing zoning plus 249 additional average daily trips. This will be monitored based upon the future use of the site.

Conclusions

Sufficient facilities exist to accommodate the proposed classification change. Also, a trip cap stipulation helps to ensure there will be no significant impact to the transportation system.

4. *Maximum efficiency of land uses within the current urbanizable area.*

Findings

The Commercial designation allows for high-density residential in addition to permitted commercial uses. A designation change would not eliminate possible residential use of the site.

Conclusions

A designation change would mean the land could be used for both commercial and residential uses; it is a more efficient use of land within the current City limits.

5. *Environmental, energy, economic, and social consequences.*

Findings

Environmental: The subject area is already within the Urban Growth Boundary, thus has already met the test concerning environmental impacts, change of designation does not affect suitability for urbanization.

Energy: No energy consequences are discernable.

Economic: The designation change would help address a need for more employment land.

Social: The subject site has remained vacant possibly due to its commercial building setup. The proposed change will allow the reuse of the commercial buildings onsite.

The proposed future use of the buildings will be for a mental health facility that will serve a public benefit.

Conclusions

Environmental: Since the subject property is not in a natural state and has long been developed, no adverse environmental impacts are anticipated.

Energy: There are no energy consequences.

Economic: By addressing an employment land deficit, there is an economic benefit.

Social: The Commercial designation is appropriate for the subject site that is developed with commercial buildings. The future mental health facility will also benefit the public.

6. *Compatibility of the proposed change with other elements of the City Comprehensive Plan.*

Findings

Economic Element

Policy 1-5: The City of Medford shall assure that adequate commercial and industrial lands are available to accommodate the types and amount of economic development needed to support the anticipated growth in employment in the City of Medford and the region.

Implementation 1-5-b: Reduce projected deficits in employment lands by changing GLUP Map designations within the existing Urban Growth Boundary.

Conclusions

This proposed change does supply a small amount of the projected need for Commercial land.

7. *All applicable Statewide Planning Goals.*

Goal 1—Citizen Involvement

Findings

Goal 1 requires the City to have a citizen involvement program that sets the procedures by which affected citizens will be involved in the land use decision process, including participation in the quasi-judicial revision of the Comprehensive Plan. The City of Medford has an established citizen-involvement program consistent

with Goal 1 that includes public review of proposed Comprehensive Plan amendments by the Planning Commission and City Council.

Conclusions

By following the standard notification and comment procedure, the City provided adequate opportunities for citizen input.

Goal 2— Land-use Planning

Findings

The City has a land use planning process and policy framework in the form of a Comprehensive Plan and development regulations in Chapter 10 of the Municipal Code that comply with Goal 2. These are the bases for decisions and actions.

Conclusions

There is an adequate factual basis for the proposed designation change.

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 does not apply in this case.

Goal 6—Air, Water, and Land Resources Quality

Findings

The allowable uses in the Commercial designation generally produce less discharges than those in the General Industrial designation. There are no streams on the property that would be impacted. The subject property is not classified as a resource in terms of agriculture because it is classified as urbanizable.

Conclusions

The proposed change will have no greater effect on the production of pollutants. There are no water or land resource quality impacts.

Goal 7—Areas Subject to Natural Hazards does not apply in this case.

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

Goal 9—Economic Development

Findings

Goal 9 outlines that Comprehensive Plans shall “provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies.”

Conclusions

The proposed change will provide additional commercial land in the existing urban area.

Goal 10—Housing

Findings

The goal requires that “plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density.” Although not proposed at this time, the change to the Commercial designation would allow the potential for high-density housing units.

Conclusions

Although the property is currently developed with commercial buildings, there is a potential for multi-family units on the subject property either through a total redevelopment or conversion of the existing buildings on the site.

Goal 11—Public Facilities and Services

Findings

Refer to findings under Criterion 3, above.

Conclusions

Refer to conclusions under Criterion 3, above.

Goal 12—Transportation

Findings

The “Transportation Planning Rule” (OAR 660-012) requires cities to have plans to accommodate anticipated transportation system needs. The change from Light Industrial to a Regional Commercial zone on the subject property would typically trigger a traffic impact analysis. However, the applicant has instead proposed a maximum trip stipulation based upon the existing zoning plus 249 additional average daily trips.

Conclusions

The trip cap stipulation will ensure there will be no significant impact to the transportation system based upon the change in designation from General Industrial to Commercial.

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 upon the Findings and Conclusions that all of the approval criteria are met or are not applicable, forward a favorable recommendation for approval of CP-17-154 to the City Council per the staff report dated February 15, 2018, including Exhibits A through J.

EXHIBITS

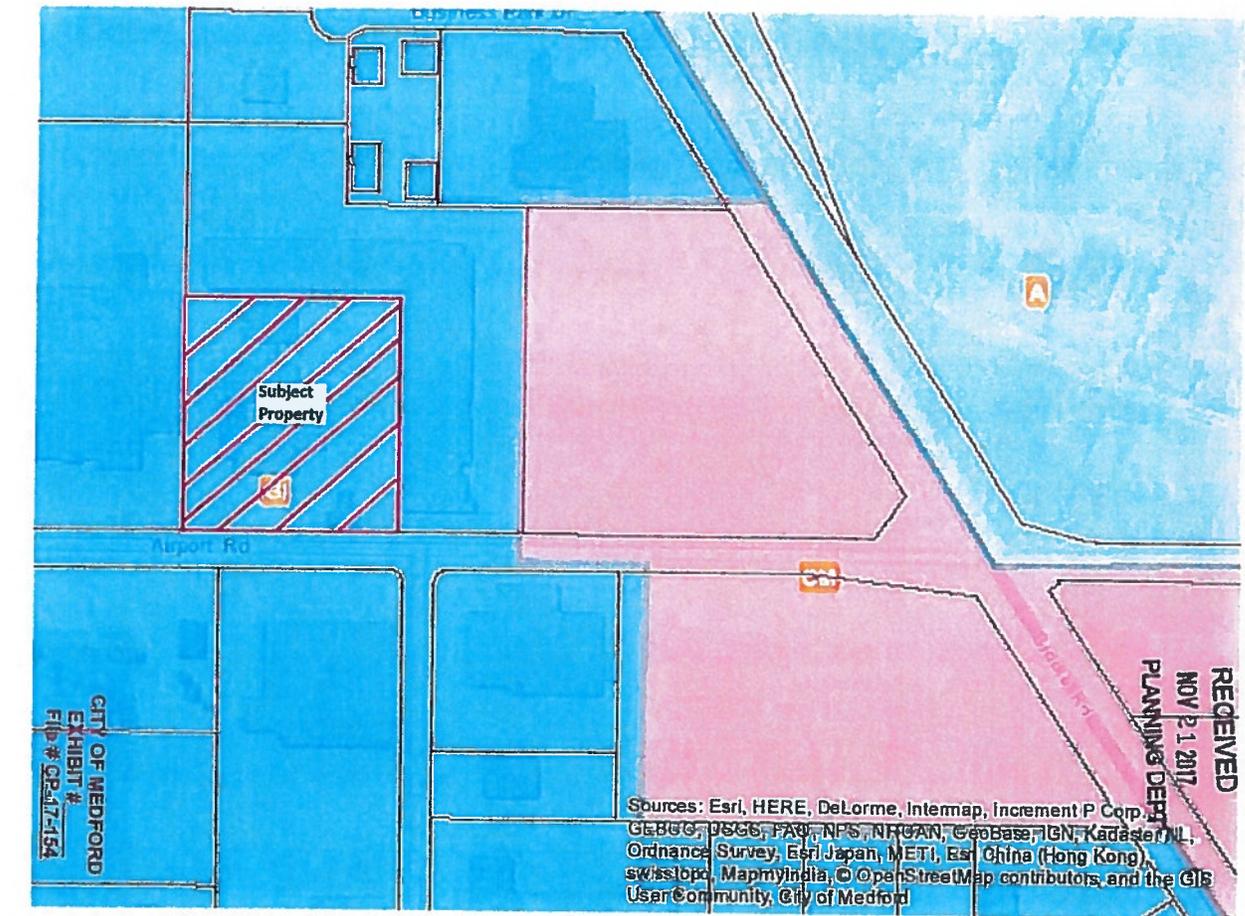
- A General Land Use Plan Map received November 21, 2017
- B Applicant's Findings of Fact received November 21, 2017
- C Attachment to Applicant's Findings received November 21, 2017
- D Letter from Southern Oregon Transportation Engineering, LLC received November 21, 2017
- E Public Works Staff Report received January 24, 2018
- F Medford Fire Department Report received January 22, 2018
- G Medford Water Commission Memo received January 24, 2018
- H Rogue Valley Sewer Services Letter received January 12, 2018
- I Jackson County Roads Letter received January 19, 2018
- J Jackson County Assessor's Map received November 21, 2017
Vicinity map

PLANNING COMMISSION AGENDA:

FEBRUARY 22, 2018

Exhibit A

General Land Use Plan Map



5



Exhibit B

Applicant's Findings of Fact

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

IN THE MATTER OF AN APPLICATION FOR)
A CHANGE IN GENERAL LAND USE PLAN)
(GLUP) MAP DESIGNATION FROM GI TO)
CM FOR 3 ACRES OF LAND, LOCATED)
ON THE NORTH SIDE OF AIRPORT ROAD,) FINDINGS OF FACT
BETWEEN TABLE ROCK ROAD AND)
BIDDLE ROAD; COLUMBIA CARE,)
APPLICANTS; RICHARD STEVENS &)
ASSOCIATES, INC.; AGENTS)

I. RECITALS PERTAINING TO THE PROPERTY:

APPLICANTS: Columbia Care
3587 Heathrow Way
Medford, OR 97504

AGENTS: Richard Stevens & Associates, Inc.
P.O. Box 4368
Medford, OR 97501
(541) 773-2646

PURPOSE OF APPLICATION:

The applicant is requesting a change of General Land Use Plan (GLUP) map designation from GI (General Industrial) to CM (Commercial) for 3 acres of land located at 503 Airport Road and described as T-37 R-2W SEC-12A, Tax Lot 502, within the Medford city limits. The proposed change will help to address a deficit in available CM lands resulting from the recently approved Urban Growth Boundary (UGB) expansion; it will help to balance the supply of available industrial and CM lands; it will increase the efficiency of land uses in the area; and it will lead to a more economical and efficient use of existing public facilities in the vicinity.

II. APPLICABLE CRITERIA:

Comprehensive Plan Amendments to change General Land Use Plan (GLUP) Map Designation must be based on information and findings addressing the Criteria for Plan Amendments in the Goals, Policies, and Implementation Element of the Medford Comprehensive Plan, as follows:

1. A significant change in one or more Goals, Policies, or Implementation Strategies of the *Medford Comprehensive Plan*.
2. A demonstrated need for the change to accommodate unpredicted population trends to satisfy urban housing needs, or to assure adequate employment opportunities.
3. The orderly and economic provision of key public facilities.
4. The maximum efficiency of land uses within the urbanizable area.
5. The environmental, energy, economic, and social (ESEE) consequences.
6. The compatibility of the proposed change with other elements of the *Medford Comprehensive Plan*.
7. All applicable Statewide Planning Goals.

III. FINDINGS IN COMPLIANCE WITH THE CRITERIA FOR PLAN AMENDMENTS TO CHANGE GENERAL LAND USE PLAN MAP DESIGNATION, IN THE MEDFORD COMPREHENSIVE PLAN:

The Criteria for Plan Amendments, found in the Goals, Policies, and Implementation Element of the Medford Comprehensive Plan, establishes different sets of criteria for various categories of Comprehensive Plan amendments, noting:

"Because of the important functional difference among various Comprehensive Plan components, no common set of criteria can be used to assess all proposed Plan amendments."

The section goes on to note that:

"While all of the criteria may not apply to each proposed amendment, all must be considered when developing substantive findings supporting final

action on the amendment, and those criteria which are applicable must be identified and distinguished from those which are not."

General Land Use Plan Map Designations; Amendments Shall be Based on the following:

- 1. A significant change in one or more Goals, Policies, or Implementation Strategies of the Medford Comprehensive Plan.*
- 2. A demonstrated need for the change to accommodate unpredicted population trends to satisfy urban housing needs, or to assure adequate employment opportunities.*
- 3. The orderly and economic provision of key public facilities.*
- 4. The maximum efficiency of land uses within the urbanizable area.*
- 5. The environmental, energy, economic, and social (ESEE) consequences.*
- 6. The compatibility of the proposed change with other elements of the Medford Comprehensive Plan.*
- 7. All applicable Statewide Planning Goals.*

A significant change in one or more Goals, Policies, or Implementation Strategies of the Medford Comprehensive Plan:

The City of Medford continues to have a goal of providing land to accommodate its 20-year land need for housing and employment as required under Oregon Revised Statute (ORS) 197.296. While the City has not recently changed Goals, Policies, or Implementation Strategies relevant to the proposed change in GLUP map designation, the recent analysis completed through the process of expanding the City's UGB demonstrates an imbalance in the number of acres of available land for industrial (both GI and HI GLUP designations) and Commercial (CM GLUP) designations. As discussed in detail below, the proposed GLUP map amendment will help to adjust this imbalance.

FINDING:

The recent analysis of available lands completed through the UGB amendment process demonstrates an imbalance between the available industrial and CM land categories. The City of Medford's

Goal of providing land to accommodate its 20-year land need has not changed, however, the understanding of what exactly that need is, as it relates to each of the GLUP map designations is now better understood thanks to the UGB amendment process. The proposed change of GLUP map designation will help the City in meeting its goal of providing land to accommodate its 20-year land need.

A demonstrated need for the change to accommodate unpredicted population trends to satisfy urban housing needs, or to assure adequate employment opportunities:

The City of Medford is in the final stages of expanding its UGB to provide an adequate land supply for both residential and employment growth over the next 20 years. During that process, the City investigated its land supply, compared it against growth projections, and determined how much land was needed. According to the City's projections, there was a need for a total of 97 acres of industrial land (both GI & HI) and a total of 318 acres of Commercial (CM) land¹. The final area for UGB expansion, selected by the City Council and approved by the Jackson County Board of Commissioners, included a total of 98 buildable acres of industrial land and a total of 300 buildable acres of CM land². As shown in Table 1.1 below, the area added to the UGB created a 1-acre surplus of industrial land and left an 18-acre deficit in the supply of CM land.

Table 1.1 Industrial and Commercial Land Supply Before Amendment

	Acres of Additional Land Needed	Acres of Land Provided	Acres in Surplus (Deficit)
Industrial (GI & HI)	97	98	1
Commercial (CM)	318	300	(18)

The proposed Comprehensive Plan Amendment will change 3 net acres (approximately 3.24 gross acres) from the GI to the CM GLUP map designation. As shown in Table 1.2 below, the proposed change will help to address the existing deficit in CM land and help to balance the supply of industrial and CM lands in the urban area. In this way, the application will help to assure adequate employment opportunities across a larger spectrum of uses.

¹ Page 101 of the City of Medford Planning Commission Staff report for file no. CPA-14-114 (attached for reference)
² Page 45 of the Jackson County Planning Commission packet for file no. 439-16-00008-LRP (attached for reference)

Table 1.2 Industrial and Commercial Land Supply After Amendment

	Acres of Additional Land Needed	Acres of Land Provided	Acres Added (Subtracted) by Proposed Amendment	Acres in Surplus (Deficit)
Industrial (GI & HI)	97	98	(3)	(2)
Commercial (CM)	318	300	3	(15)

FINDING:

The proposed change in GLUP map designation will help to assure adequate employment opportunities by decreasing the existing deficit in CM land supply and by helping to balance the supply of industrial and CM lands.

The orderly and economic provision of key public facilities:

The subject property is located between Table Rock Road (a minor arterial street) to the west, and Biddle Road (a major arterial street) to the east. The Rogue Valley International–Medford Airport is located across Biddle Road from the subject property. The property was developed in 1990 with approximately 30,827 square feet of office space in three buildings which were used for years as a branch location, executive office space, and data hub for a bank.

Over the past several years this area (generally bound by Biddle Road to the north, the airport to the east, Lone Pine Creek to the south, and Table Rock Road to the west) has been developing with predominately commercial uses, some of which are permitted in the industrial zone (e.g. banks and business offices) and others that are only permitted in commercial zone or through an approved Planned Unit Development (PUD) (e.g. hotels and medical offices). Commercial development in this area is an obvious fit given the availability of major transportation routes (Table Rock Road and Biddle Road) and the proximity to the airport. A portion of this area, primarily along Biddle Road, has already been designated for commercial development, but the demand for commercial land has outpaced the supply³. The recent approval of a new Costco store approximately one-quarter of a mile from the site, on Table Rock Road in Central Point, helps to solidify this trend toward commercial development in the vicinity. While it is important to maintain a supply of industrial land near the airport it is also important to provide an adequate supply of commercial land in the same vicinity. As discussed individually below, the area is currently served with existing key public facilities that can be utilized most efficiently by accommodating both commercial and industrial uses in this area.

³ See discussion above regarding land availability by plan designation.

By appropriately locating a mix of both commercial and industrial lands in this area, the City will have an opportunity to attract new business and infill development in this crucial location; an area of existing development near the airport. The alternative would be to force a larger portion of future commercial development into areas recently added to the UGB, many of which are not well suited, currently, for large-scale commercial development. Infill development, and the intensification of existing development, use existing facilities rather than requiring the construction of new facilities. This will not change the demand for commercial development, it will only have the effect of accommodating that demand using existing infrastructure rather than forcing it to be met with the addition of new greenfield development outside of the existing urban area which requires the extension of facilities and services and leads to less orderly and more expensive provisions for key public facilities.

Sanitary Sewer:

Sanitary sewer service is provided by Rogue Valley Sewer Service. There is an 8-inch line in Airport Road adjacent to the subject property. The line flows to the west and then north, eventually connecting to a 54-inch sewer line located in Biddle Road. The site is fully developed with 30,827 square feet of office space which will be reused/repurposed with commercial uses permitted in the Commercial GLUP map designation. The sanitary sewer collection system is adequate to accommodate the types of uses permitted in both the existing industrial designation and the proposed commercial designation. The sewer system is available in condition, capacity and location for the continued use of the system for commercial uses.

Water Service:

Water service is provided by the Medford Water Commission, which is currently serving the subject property and vicinity. There is an existing 6-inch main line and an existing 10-inch main line along the south end of the subject property in Airport Road. The site is fully developed with 30,827 square feet of office space which will be reused/repurposed with commercial uses permitted in the Commercial GLUP map designation. Adequate water service lines are available to continue to serve future commercial uses on the subject site.

Water service for fire protection is also currently available on the site.

Storm Drainage:

The subject property and surrounding area have been developed to urban standards and have improved urban storm drain facilities. There is an existing 18-inch stormwater mainline to the south on Airport Road. The property is already fully improved and developed to urban standards and the proposed change in GLUP map designation will have no greater impact on the availability of stormwater facilities in the

vicinity. There is sufficient capacity in the existing storm water drainage system to serve the subject property.

Any future development of the site will require an integrated storm sewer system, with the construction drawings prepared and the engineering to provide the storm sewer system in accordance with the City of Medford, at the time any new development is proposed.

Transportation:

A traffic analysis letter has been submitted with this application. According to the analysis performed by Southern Oregon Transportation Engineering, LLC., the requested change in GLUP map designation, and eventual zone change from I-L to C-R, would result in a net increase of 3,600 Average Daily Trips (ADT) to the transportation system. The analysis also showed that an additional 45 p.m. peak hour trips would reach the intersection of OR 62 and Poplar Drive. Impacting this intersection with 25 or more peak hour trips would require some form of mitigation to meet facility adequacy requirements. In the alternative, the applicant has chosen to pursue the option of requesting a trip cap stipulation.

When unconditional approval is not possible without some form of mitigation to maintain an adequate level of service, the City of Medford Land Development Code, Section 10.461(1) allows trip stipulations to reduce traffic. For this application, the maximum trip stipulation would include the base zoning ADT (I-L) plus up to 249 ADT, which is 1,149 ADT (or an equivalent 114 p.m. peak hour trips). A trip cap stipulation of 1,149 ADT (or an equivalent 114 p.m. peak hour trips) is, therefore, proposed for this application.

FINDING:

Based upon the information contained herein, including the requested trip cap stipulation, the City of Medford finds that the key public facilities necessary to reuse/redevelop the existing 30,827 square feet of office space with uses permitted in the Commercial GLUP map designation, which includes: sanitary sewer, water service, storm sewer, and transportation infrastructure, are available in the vicinity and immediately adjacent to the site. With the trip cap stipulation, it is demonstrated that there will be no significant impact to these facilities for the proposed uses. The ability to use existing infrastructure for the reuse/redevelopment of this property to meet a portion of the City's commercial land need will lead to the orderly and economical use of existing key public facilities.

The maximum efficiency of land uses within the urbanizable area:

As discussed above, per the recently approved UGB amendment process, the City has identified a small surplus of available industrial land and an approximately 18-acre deficit in the amount of available CM land. This is not to say that there was an error in the UGB amendment process, but rather, the UGB amendment process operated on a very large scale, with a vast number of rules and other considerations that needed to be navigated. Now that the UGB amendment has been approved the City can look at opportunities to fine-tune the availability of the different GLUP designations as needed to achieve the best balance of available land types.

Given this small discrepancy in the available industrial and CM land supply, the City can consider the benefits associated with approving the proposed GLUP map amendment and providing for a mix of both commercial and industrial development in the vicinity of the airport. The application will not only help to improve the balance of available employment land types, it will also help to promote commercial infill and redevelopment in an established portion of the urban area. Both of which will have an effect in maximizing the efficiency of land uses within the urbanizable area.

FINDING:

The City of Medford finds that the requested change in GLUP map designation from GI to CM will help to maximize the efficiency of land use within the urbanizable area by providing a better balance of available employment GLUP types in the UGB and by providing a better mix of industrial and commercial uses around the airport. The mix of commercial and industrial uses around the airport is consistent with existing facilities and development patterns in the vicinity.

The environmental, energy, economic, and social (ESEE) consequences:

As discussed throughout these findings, the City of Medford recently approved a boundary expansion for its UGB. The approved expansion was the second phase of a two-step UGB amendment process. The first phase of the process was the "ISAs" or internal study areas. The first phase was done consistent with ORS 197.296(6)(b), which requires that cities, before considering expanding their UGBs must consider changes to existing land use designations for the purpose of efficiently utilizing lands within the current urban area. The proposed GLUP map amendment, like Phase I of the UGB amendment process, will help to more efficiently utilize lands within developed portions of the UGB. The proposed change in GLUP map designation from GI to CM will help to facilitate the reuse and/or redevelopment of the existing 30,827 square feet of office space on the subject property, for commercial uses.

There continues to be a demand for new commercial development in and around Medford. This demand can either be met by developing/redeveloping lands within the existing urbanizable area, nearer the core of the city, or it can be met by adding new areas into the city along the edges of the existing urban area.

Environmental: Infill/reuse development, in general, is much less impactful on the environment as it occurs in areas with existing urban development and it does not require the conversion of resource lands or natural areas. Infill/reuse development and a development pattern with a mix of uses also reduce pollution by reducing vehicle miles traveled.

Energy: Infill/reuse development, in general, is more energy efficient as it occurs in areas nearer the core of the city, helping to reduce energy consumption by reducing vehicle miles traveled. In addition, it requires less energy to reuse existing infrastructure than it does to develop new infrastructure to serve development occurring beyond the current extent of urbanization.

Economic: Infill/reuse development, in general, is more economical as it uses/reuses existing infrastructure and services rather than requiring these services to be extended. As discussed in greater detail above, there is existing infrastructure for water, sanitary sewer, storm sewer, and transportation available to this property. There is a cost associated with the development of all these existing facilities that had to be paid when these utilities and this property were developed. Now that these facilities are in place, it is much more economical to use this existing site and buildings rather than construct a new facility that would require the extension of these services.

Social: The environmental, energy, and economic benefits discussed above are all social benefits as well. That is, there are social benefits realized by reducing environmental impacts, reducing energy consumption, and by reducing costs. The additional social benefit that Infill/reuse development provides is the reduction in dilapidated or blighted buildings in the community. When buildings are left vacant and unused, their condition quickly deteriorates and it is not long before these unused assets can become liabilities for the community. By repurposing existing development, the City can help attract new investment in older portions of the community rather than pushing a disproportional share of new investment into new development along the periphery of the urban area.

FINDING:

The City of Medford finds that by promoting infill development and the reuse of existing development, the proposed change in GLUP map designation will have positive ESEE consequences overall. The benefits of infill development and the reuse of existing development include, but are not limited to: reduced cost by

utilizing existing infrastructure, using less land and preserving open space and resource lands, and less energy consumption and less pollution based on reduced vehicle miles travelled.

The compatibility of the proposed change with other elements of the Medford Comprehensive Plan and all Applicable Statewide Planning Goals:

One purpose of the Medford Comprehensive Plan is to implement the Statewide Planning Goals. This creates a large amount of overlap between various elements of the Comprehensive Plan and the corresponding Statewide Goals, for example, since the Economic Element of the Comprehensive Plan implements Goal 9, a finding of consistency with the Economic Element will also demonstrate consistency with Statewide Planning Goal 9. This being the case, the corresponding Comprehensive Plan elements and State Goals will be discussed together.

Goal #1: Citizen Involvement (Citizen Involvement Element):

The City of Medford has adopted a comprehensive citizen involvement program, involving the CCI (Committee for Citizen Involvement (the Planning Commission is also the CCI)), citizen recommendations, communications involving questionnaires and public notice for all land use actions that is consistent with state law, and in compliance with this goal. The proposed GLUP map amendment is being processed consistent with the process and procedures in place regarding citizen involvement.

FINDING:

The City of Medford, by and through the public notification program and Committee for Citizen Involvement, has provided adequate notice and has allowed for adequate citizen participation of all facets of the planning process. This application, by virtue of complying with the notice program administered by the City, is consistent with this Goal.

Goal #2: Land Use Planning (Implementation Element):

The City of Medford has adopted a long-range Comprehensive Plan and implementation strategy (The Medford Land Development Code) that is consistent with the requirements of Goal #2. The policy and framework for the land use decisions in Medford must comply with the Comprehensive Plan. The City, in reviewing this application under the provisions of the Criteria for Plan Amendments in the Goals,

Policies, and Implementation element of the Comprehensive Plan, are demonstrating compliance with Goal 2.

FINDING:

The City of Medford will review this application for a Comprehensive Plan Amendment (change of GLUP map designation) consistent with the Criteria for Plan Amendments in the Goals, Policies, and Implementation element of the Comprehensive Plan, demonstrating compliance with Goal 2.

Goal #3: Agricultural Lands:

Not applicable.

FINDING:

This property is urbanizable land within the city limits of the City of Medford and is not agricultural land.

Goal #4: Forest Lands:

Not applicable.

FINDING:

This property is urbanizable land within the city limits of the City of Medford and is not forest land.

Goal #5: Open Space, Scenic and Historic Areas; Natural Resources (Environmental and Implementation Elements):

Not applicable.

FINDING:

This property is not identified as being open space, a scenic or historic area or resource, and it is not identified as either a natural resource or an area contributing to natural resource protection. The proposed change in GLUP map designation from GI to CM for this single piece of currently

developed property will have no effect on open space, scenic and historic areas, or natural resources.

Goal #6: Air, Water and Land Resource Quality (Environmental and Implementation Elements):

The purpose of this goal is to maintain and improve the quality of air, water and land resources of the state.

The subject property is located within the Bear Creek/Larson Creek sub-watershed, a portion of the larger Bear Creek water shed. All development in the City of Medford is required to provide storm water detention and water quality controls. The Subject property will be required to adhere to applicable drainage and water quality controls at the time of development, if it is redeveloped. The property, if redeveloped, will be subject to criteria in the Comprehensive Plan and Land Development Code that are designed to provide for adequate levels of service and to protect air, water, and land resource quality.

FINDING:

Since the subject property, if redeveloped, will be subject to criteria in the Comprehensive Plan and Land Development Code that are designed to provide for adequate levels of service and to protect the air, water, and land resource quality, the City of Medford can find that conformance with the specific implementing ordinances will demonstrate compliance with this Goal.

Goal #7: Areas Subject to Natural Hazards (Environmental and Implementation Elements):

Generally, not Applicable; the site is not located in any floodway or flood hazard zone based upon a review of the FEMA mapping available through Medford GIS data. The site is not subject to mudslide, landslide, wildfire, or any other natural hazard.

FINDING:

Not Applicable: The subject property is not in any floodway, flood hazard, mudslide, landslide, wildfire, or other natural hazard area.

Goal #8: Recreational Needs (Public Facilities and Implementation Elements):

Parks, Recreation, and Leisure Services are included in the Public Facilities Element of the Medford Comprehensive Plan. The most current planning document for Medford's parks and recreation system is the 2016-2025 Medford Leisure Services Plan. The plan describes and maps the various recreational areas and facilities that are available or can be made available for the recreational needs of the people and visitors to the city. This site is not identified as either an existing or future park site and there are no additional park land needs identified near this property.

FINDING:

Not Applicable: The subject property is not identified in the 2016-2025 Medford Leisure Services Plan as an existing or future park site and there are no additional park land needs identified near this property.

Goal #9: Economic Development (Population, Land Use, Economic, and Public Facilities Elements):

The City of Medford has an adopted and acknowledged Economic Element which is intended to implement Goal 9. The City is required to provide an adequate supply of land to accommodate employment growth over the next 20 years. The City is in the final stages of expanding its UGB to provide the required supply of employment land. During the UGB amendment process, the City investigated its land supply, compared it against growth projections, and determined how much land was needed. According to the City's projections, there was a need for a total of 97 acres of industrial land (both GI & HI) and a total of 318 acres of Commercial (CM) land. The final area for UGB expansion, selected by the City Council and approved by the Jackson County Board of Commissioners, included a total of 98 buildable acres of industrial land and a total of 300 buildable acres of CM land. The area added to the UGB created a 1-acre surplus of industrial land and left an 18-acre deficit in the supply of CM land.

The proposed Comprehensive Plan Amendment will change 3 net acres (approximately 3.24 gross acres) from the GI to the CM GLUP map designation. The proposed change will help to address the existing deficit in CM land and help to balance the supply of industrial and CM lands in the urban area. In this way, the application will help to assure adequate employment opportunities across a larger spectrum of uses.

The proposed amendment is also consistent with the following Goals, Policies, and Implementation Strategies of the Economic Element:

Goal: To actively stimulate economic development and growth that will provide opportunities to diversify and strengthen the mix of Economic activity in the City of Medford.

Policy 1-1: The City of Medford shall strengthen its role as the financial, medical, tourist, government, and business hub of Southern Oregon and shall build on its comparative advantages in the local and regional marketplace.

Implementation 1.1(a): Partner with business, medical, and educational communities to advance common objectives.

Implementation 1-1(d): Participate in joint public/private business development programs to identify opportunities for growth of existing businesses and the attraction of new firms.

Policy 1-2: The City of Medford shall encourage the redevelopment of underutilized employment sites.

Policy 1-3: The City of Medford shall, as appropriate under the Goal above, support the retention and expansion of existing businesses.

Implementation 1-3(a): Adopt code amendments that encourage the development of existing sites.

Policy 1-5: The City of Medford shall assure that adequate commercial and industrial lands are available to accommodate the types and amount of economic development needed to support the anticipated growth in employment in the City of Medford and the region.

Implementation 1-5(b): Reduce projected deficits in employment lands by changing GLUP Map designations within the existing Urban Growth Boundary.

Policy 1-9: The City of Medford shall re-evaluate existing industrial and commercial GLUP map designations to better fit current business practices.

FINDING:

This property is currently designated for employment uses and will continue to be designated for employment uses. The proposed change in GLUP map designation will help to assure adequate employment opportunities by decreasing the existing deficit in CM land supply and by helping to balance the supply of industrial and Commercial lands. By encouraging the reuse of an existing site, increasing the supply of medical facilities in the City, and aiding in the retention and expansion of

an existing business, the proposed amendment is also consistent with several Comprehensive Plan Goals, Policies, and Implementation Strategies.

Goal #10: Housing (Environmental, Population, Land Use, and Housing Elements):

The purpose of this goal is to provide for the housing needs of the citizens of the state.

This subject property is not designated for residential use.

FINDING:

Not Applicable: The property is not currently designated for residential use and the proposed change in GLUP map designation from GI to CM will not change the availability of lands for residential development.

Goal #11: Public Facilities and Services (Public Facilities Element):

The purpose of this goal is to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Sanitary sewer service is provided by Rogue Valley Sewer Service. There is an 8-inch line in Airport Road adjacent to the subject property. The line flows to the west and then north, eventually connecting to a 54-inch sewer line located in Biddle Road. The site is fully developed with 30,827 square feet of office space which will be reused/repurposed with commercial uses permitted in the Commercial GLUP map designation. The sanitary sewer collection system is adequate to accommodate the types of uses permitted in both the existing industrial designation and the proposed commercial designation. The sewer system is available in condition, capacity and location for the continued use of the system for commercial uses.

Water service is provided by the Medford Water Commission, which is currently serving the subject property and vicinity. There is an existing 6-inch main line and an existing 10" mainline along the south end of the subject property in Airport Road. The site is fully developed with 30,827 square feet of office space which will be reused/repurposed with commercial uses permitted in the Commercial GLUP map designation. Adequate water service lines are available to continue to serve future commercial uses on the subject site.

Water service for fire protection is also currently available on the site.

The subject property and surrounding area have been developed to urban standards and have improved urban storm drain facilities. There is an existing 18-inch stormwater mainline to the south on Airport Road. The property is already fully developed and the proposed change in GLUP map designation will have no impact on the availability of stormwater facilities in the vicinity. There is sufficient capacity in the existing storm water drainage system to serve the subject property.

Any future development of the site will require an integrated storm sewer system, with the construction drawings prepared and the engineering to provide the storm sewer system in accordance with the City of Medford, at the time the development is proposed.

FINDING:

The application will not place a burden on public agencies to provide or extend public services. Based upon the information contained herein, the City of Medford finds that there is available infrastructure for sanitary sewer, water service, and storm sewer in the vicinity and immediately adjacent to the site. The City of Medford also finds that future zoning of the site will require a demonstration of the availability of Category A urban services to adequately serve the subject property with the permitted used allowed under the proposed zoning.

Goal #12: Transportation (Public Facilities Element):

A traffic analysis letter has been submitted with this application. According to the analysis performed by Southern Oregon Transportation Engineering, LLC., the requested change in GLUP map designation, and eventual zone change from I-L to C-R, would result in a net increase of 3,600 Average Daily Trips (ADT) to the transportation system. The analysis also showed that an additional 45 p.m. peak hour trips would reach the intersection of OR 62 and Poplar Drive. Impacting this intersection with 25 or more peak hour trips would require some form of mitigation to meet facility adequacy requirements. In the alternative, the applicant has chosen to pursue the option of requesting a trip cap stipulation.

When unconditional approval is not possible without some form of mitigation to maintain an adequate level of service, the City of Medford Land Development Code, Section 10.461(1) allows trip stipulations to reduce traffic. For this application, the maximum trip stipulation would include the base zoning ADT (I-L) plus up to 249 ADT, which is 1,149 ADT (or an equivalent 114 p.m. peak hour trips). A trip cap stipulation of 1,149 ADT (or an equivalent 114 p.m. peak hour trips) is, therefore, proposed for this application.

FINDING:

The City of Medford finds that with the requested trip cap stipulation, the proposed GLUP change will not result in an addition of more than 249 ADT to the transportation system. Per the Medford Land Development Code, an increase of 249 ADT or less does not require traffic analysis and is viewed as being consistent with the City's Transportation System Plan.

Goal #13: Energy Conservation (Environmental Element):

The goal is simply to "Conserve Energy".

The proposed change in GLUP map designation from GI to CM will help to facilitate the reuse and/or redevelopment of the existing 30,827 square feet of office space on the subject property, for commercial uses. The net ESEE impact of the proposed GLUP map designation, and the reuse of existing development, is positive. There continues to be a demand for new commercial development in and around Medford. This demand can either be met by developing/redeveloping lands within the existing urbanizable area, nearer the core of the city, or it can be met by adding new areas into the city along the edges of the existing urban area.

Infill/reuse development, in general, is much less impactful on the environment, it is more energy efficient, it is more economical, and it has positive social consequences as it occurs in areas with existing urban development. Development near the core of the city allows for the use of existing infrastructure rather than requiring infrastructure to be extended, thus reducing the overall cost of development. Infill/reuse reduces pollution by reducing vehicle miles traveled, and it reduces environmental impacts by preserving rural lands for open space and resource uses.

FINDING:

The City of Medford finds that by promoting infill development, the proposed change in GLUP map designation will help to conserve energy. The benefits of infill development and the reuse of existing development include, but are not limited to: Reduced cost by utilizing existing infrastructure, using less land and preserving open space and resource lands, and less energy consumption and less pollution based on reduced vehicle miles travelled.

Goal #14: Urbanization (Population, Land Use, Housing, Economic, Public Facilities, GLUP, and Implementation Elements):

The goal is to "Provide for an orderly and efficient transition from rural to urban land use."

Goal 14 provides that urban growth boundaries shall be established to identify and separate urbanizable from rural land. Consistent with ORS 197.296(6)(b), cities, before considering expanding their UGBs must consider changes to existing land use designations for the purpose of efficiently utilizing lands within the current urban area. During Phase I of its Urban Growth Boundary (UGB) amendment process, the City identified lands which could be re-designated to more efficiently meet future needs for residential development and employment.

The proposed GLUP map amendment, like Phase I of the UGB amendment process, will help to more efficiently utilize lands within developed portions of the UGB. The proposed change in GLUP map designation from GI to CM will help to facilitate the reuse and/or redevelopment of the existing 30,827 square feet of office space on the subject property, for commercial uses.

The City of Medford is in the final stages of expanding its UGB to provide an adequate land supply for both residential and employment growth over the next 20 years. During that process, the City investigated its land supply, compared it against growth projections, and determined how much land was needed. According to the City's projections, there was a need for a total of 97 acres of industrial land (both GI & HI) and a total of 318 acres of Commercial (CM) land. The final area for UGB expansion, selected by the City Council and approved by the Jackson County Board of Commissioners, included a total of 98 buildable acres of industrial land and a total of 300 buildable acres of CM land. The area added to the UGB created a 1-acre surplus of industrial land and left an 18-acre deficit in the supply of CM land.

The proposed Comprehensive Plan Amendment will change 3 net acres (approximately 3.24 gross acres) from the GI to the CM GLUP map designation. The proposed change will help to address the existing deficit in CM land and help to balance the supply of industrial and Commercial lands in the urban area. In this way, the application will help to assure adequate employment opportunities across a larger spectrum of uses.

FINDING:

The application does not include a change to an urban growth boundary but rather it provides for the efficient use of land already within the UGB.

CONCLUSIONARY FINDING:

Reviewing the above discussion and findings, the City of Medford can find that the application for a GLUP map designation change from GI to CM can be found to be consistent with the applicable Statewide Planning Goals and Comprehensive Plan elements regarding citizen involvement; land use planning; air, water and land resource quality; economic development; public facilities and services; transportation; energy conservation; and urbanization, and that Statewide Planning Goals 3, 4, 5, 7, 8 & 10 do not apply to this application.

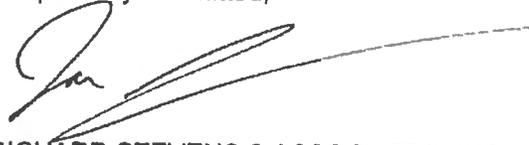
IV. SUMMARY AND CONCLUSIONS:

In order for a Comprehensive Plan Amendment to change General Land Use Plan (GLUP) Map Designation to be approved, the Planning Commission must find that the request is supported by information and findings addressing the Criteria for Plan Amendments in the Goals, Policies, and Implementation Element of the Medford Comprehensive Plan.

A review of the application and these Findings of Fact demonstrates that this application complies with the applicable standards of the Medford Comprehensive Plan. This application is for a change in GLUP map designation, from GI to CM.

With this information provided, the applicants respectfully request that the City of Medford designate the subject property, (37-2W-12A, Tax Lot 502), as Commercial (CM) on the General Land Use Plan (GLUP) map for the City of Medford, Oregon.

Respectfully Submitted,



RICHARD STEVENS & ASSOCIATES, INC.

Exhibit C

Attachment to Applicant's Findings

Exhibit E
 Staff Report

RECEIVED
NOV 21 2017
PLANNING DEPT

Table 9.7. Employment Land Need after UGBA Phase 1 (net acres)

	Supply Before SALs	Supply After SALs	Demand	Deficit
SC	172	174	352	177
GI & HI	641	519	597	78
CM	265	443	697	254
Total				509

The number of net acres needed is then converted to gross acres in order to account for roads and other infrastructure resulting in a total employment land need of 637 gross acres.

Table 9.8. Net-to Gross Conversion of Employment Land Need after UGBA Phase 1

	Deficit in Net Acres	Deficit in Gross Acres
SC	177	222
GI & HI	78	97
CM	254	318
Total		637

UGBA Council Report

File no. CP-14-114

August 18, 2016

The Planning Commission also used the public hearings process to more fully develop findings for Goal 14 locational factor 3, which requires the City to consider the comparative environmental, social, economic, and energy (ESEE) consequences of different boundary location alternatives. Based on these findings, and the revised land need figures, the Commission chose to alter staff's recommendation by removing the land recommended in staff's "Alternative 1" and most of the land recommended in staff's "Alternative 2". The Commission also chose to add approximately 180 gross acres south of Cherry Lane, north of Barnett Road, and east of the current UGB, to the recommendation.

The Council received testimony that convinced it to reverse the Planning Commission's recommendation. After reviewing four restoration options at a February 25, 2016 study session and at its regular meeting on March 17, the Council selected the option presented by CSA Planning.

In addition to expanding the urban growth boundary and assigning GLUP map designations to the areas added to the UGB, the City proposes to amend the Street Functional Classification Plan of the Transportation Element of the Comprehensive Plan to include the expansion areas and portions of the Urbanization and GLUP Elements of the Comprehensive Plan to accommodate the UGB amendment. The recommended changes are shown in Exhibit A.

MAP AMENDMENT SUMMARY

		Number of Acres
Total Expansion Proposal		4,046
Developed or Unbuildable Land		511
Prescott Park and Chrissy Park		1,877
Land for Future Development (Residential + Employment)		1,658
Residential Land Amount		1,039
Low-Density Residential	UR	891
Medium-Density Residential	UM	27
High-Density Residential	UH	121
Employment Land Amount		618
Service Commercial	SC	220
Commercial	CM	300
General Industrial	GI	92
Heavy Industrial	HI	6

-45-

Exhibit D

Letter from Southern Oregon Transportation Engineering

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC EST. 2011
319 Eastwood Drive - Medford, Or. 97504 - Phone (541) 941-4148 - Email: Kim.parducci@gmail.com

November 1, 2017

Karl MacNair, Transportation Manager
City of Medford
Public Works/Engineering Division
200 South Ivy Street, Lausmann Annex
Medford, Oregon 97501

RE: GI and I-L to CM and C-R Comprehensive Plan Map Amendment and Zone Change Analysis

Dear Karl,

Southern Oregon Transportation Engineering, LLC evaluated trip generations for a proposed comprehensive plan map amendment (GI to CM) and subsequent zone change (I-L to C-R) on 3.00 acres at Township 37S Range 2W Section 12A tax lot 502. The subject parcel is located west of Avion Drive along the north side of Airport Road in Medford.

Background

The subject parcel is estimated to generate 900 average daily trips (ADT) under I-L (Light Industrial) zoning (using the City of Medford I-L trip generation of 300 ADT/net acre) with 90 trips occurring during the p.m. peak hour. Regional Commercial (C-R) is estimated (using the City of Medford C-R trip generation of 1,500 ADT/net acre) to generate 4,500 ADT, with 450 trips occurring during the p.m. peak hour. This results in a net increase of 3,600 ADT to the transportation system. The City's land development code requires a traffic impact analysis for any proposed land use action which generates a net increase of 250 ADT or more to the transportation system. Based on this, a traffic analysis is shown to be required.

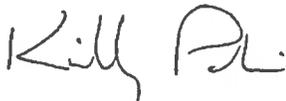
Analysis and Recommendations

For the analysis, 10% of the City's 1,500 ADT/net acre trip generation rate for C-R was used to determine an equivalent volume of p.m. peak hour trips. This produced 450 p.m. peak hour trips with 225 inbound and 225 outbound. Existing traffic patterns and volumes along Airport Road, Table Rock Road, Biddle Road, and Lawnsdale Road were used to determine trip distributions to and from the subject parcel. This resulted in approximately 14% to/from the northwest on Biddle Road and Table Rock Road, 45% to/from the southwest on Table Rock Road, and 41% to/from the southeast on Biddle Road and Lawnsdale Road (Bullock Road). From here roughly 11% reached OR 62 at Bullock Road and Poplar Drive. These percentages resulted in 45 p.m. peak hour trips at the intersection, which is considered a "substantial amount" of peak hour trips. The intersection of OR 62 and Poplar Drive is shown under adjusted year 2017 conditions to exceed the City and State's operational performance standard during the p.m. peak hour. Impacting this intersection with 25 or more peak hour trips will require some form of mitigation to meet facility adequacy requirements. Since this is known up front, the applicant would like to pursue the alternate option of requesting a trip cap stipulation.

When an unconditional approval is not possible without some form of mitigation to maintain an adequate level of service, the City of Medford Municipal Land Development Code (MLDC) 10.461(1) allows trip stipulations to reduce traffic. For this application, the maximum trip stipulation would include the base zoning ADT (I-L) plus up to 249 ADT, which is 1,149 ADT (or an equivalent 114 p.m. peak hour trips). A trip cap stipulation of 1,149 ADT (or an equivalent 114 p.m. peak hour trips) is, therefore, proposed for this application.

If you have any questions or concerns please feel free to contact me.

Sincerely,



Kimberly Parducci PE, PTOE
SOUTHEAST OREGON TRANSPORTATION ENGINEERING, LLC

Attachments: Parcel Vicinity Map
Trip Distributions and Assignments
Synchro Output
Medford Land Development Code
Scoping Letter

Cc: Peter Mackprang, Medford Engineering
Joe Slaughter, Richard Stevens & Associates, Inc.
Client



Exhibit E

Public Works Staff Report



Medford - A fantastic place to live, work and play

CITY OF MEDFORD

RECEIVED
JAN 24 2018
PLANNING DEP.

LD Date: 1/24/2018
File Number: CP-17-154

PUBLIC WORKS DEPARTMENT STAFF REPORT General Land Use Map Amendment 504 Airport Road ColumbiaCare Services

- Project:** Consideration of a Minor General Land Use Plan Map amendment to reclassify a 3.0 acre property.
- Location:** Located at 503 Airport Road from General Industrial to Commercial.
- Applicant:** Applicant: Columbia Care, Agent: Richard Stevens & Associates, Planner: Sara Sousa.

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 Lone Pine Creek Drainage Basin. The City of Medford has existing storm drain facilities in the area. This site is currently developed, and if redeveloped would be able to connect to these facilities. This site will be required to provide stormwater quality and detention at time of redevelopment in accordance with MLDC, Section 10.729 and/or 10.486.

III. Transportation System

Public Works received a Traffic Impact Report from Southern Oregon Transportation Engineering, dated November 1, 2017 and titled, "GI and I-L to CM and C-R Comprehensive Plan Map Amendment and Zone Change Analysis" for the property Identified as 372W12A502. The report studies the impact of a Zone Change from I-L Light Industrial to Regional Commercial on 3.0 acres.

The report shows that the intersection of Crater Lake Hwy 62 and Poplar Dr / Bullock Dr is currently exceeding both City of Medford and ODOT operational performance standards and that 25 or more peak hour trips would reach this intersection from the property. This would constitute significant impact to the intersection per Medford Municipal Code section 10.461.

The developer proposes a trip cap consisting of the allowable trips under the existing I-L Zoning on a 3.0 acre parcel; 900 ADT (average daily trips), plus the maximum allowable trips per code prior to onset of significant impact to a failing intersection; 249 ADT. The trip cap would be for a maximum of 1149 ADT.

Public Works recommends that the following condition be imposed on the Zone Change:

Trip generation on the property shall not exceed 1149 ADT. The developer shall submit a trip accounting with any subsequent development applications showing that trip generation from the proposal will not cause the total trip generation of the subject three acres to exceed 1149 ADT.

Prepared by: Doug Burroughs

Exhibit F

Medford Fire Department Report



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: Sarah Sousa

LD Meeting Date: 01/24/2018

From: Fire Marshal Kleinberg

Report Prepared: 01/22/2018

File #: CP - 17 - 154

Site Name/Description:

Consideration of a Minor General Land Use Plan Map amendment to reclassify a 3.0 acre property located at 503 Airport Road from General Industrial to Commercial. Applicant: Columbia Care, Agent: Richard Stevens & Associates, Planner: Sara Sousa

DESCRIPTION OF CORRECTIONS	REFERENCE
<u>Approved as Submitted</u> 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.

Exhibit G

Medford Water Commission Memo



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: CP-17-154

PARCEL ID: 372W12A TL 502

PROJECT: Consideration of a Minor General Land Use Plan Map amendment to reclassify a 3.0 acre property located at 503 Airport Road from General Industrial to Commercial.

DATE: January 24, 2018

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

CONDITIONS

1. No Conditions

COMMENTS

1. There is an existing fire hydrant near the southwest property corner along Airport Road, and also at the southeast corner of the intersection Airport Road and Avion Drive.
2. MWC-metered water service does exist to this property. There is a 2-inch water meter that serves the large building located at 503 Airport Road. There is also a 1-inch water meter that serves the small building near the southeast property corner.
3. Access to MWC water lines is available. There is an existing 6-inch water line located just south of the north right-of-way line of Airport Road, and there is an existing 24-inch water transmission line along the south right-of-way line.

Exhibit H

Rogue Valley Sewer Services Letter



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

July 14, 2015

City of Medford Planning Department
200 S. Ivy Street
Medford, Oregon 97501

Re: CP-17-154, 503 Airport Road

ATTN: Sarah,

The subject property is served by a 4 inch service connection to an existing 8 inch sewer main along Airport Road. An additional 10 inch sewer main currently runs south to north along the west property line. The proposed planning action will have no adverse impacts on RVSS service.

Future sewer or building improvements must be submitted to RVSS for approval and/or determination of SDC fees.

Sincerely,

Nicholas R. Bakke

Nicholas R Bakke, PE
District Engineer

Exhibit I

Jackson County Roads Letter



JACKSON COUNTY
Roads

**Roads
Engineering**

Kevin Christiansen
Construction Manager

200 Antelope Road
White City, OR 97503
Phone (541) 774-6255
Fax (541) 774-6295
chrstke@jacksoncounty.org
www.jacksoncounty.org

January 17, 2018

Attention: Sarah Sousa
Planning Department
City of Medford
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

RE: Minor General Land Use Plan Map Amendment off Airport Road – a county maintained road.

Planning File: CP-17-154.

Dear Sarah:

Thank you for the opportunity to comment on the consideration of a Minor General Land Use Plan Map Amendment to reclassify a 3.0 acre property located at 503 Airport Road from I-G (General Industrial) to I-L (Light Industrial). Jackson County Roads has the following comments:

1. Any new or improved road approaches off Airport Road shall be permitted and inspected by the City of Medford.
2. The applicant shall submit construction drawings to Jackson County Roads and obtain county permits if required.
3. Airport Road is a County Minor Collector and is county-maintained. The Average Daily Traffic Count between Table Rock Road and Biddle Road was 3,100 on the Medford 2016 Traffic Volumes Map
4. If frontage improvements are required, they shall be permitted and inspected by the City of Medford.
5. We would like to be notified of future development proposals, as county permits may be required.
6. Jackson County's General Administration Policy #1-45 sets forth the County's position as it relates to the management of County roads located within existing or proposed city limits or Urban Growth Boundaries (UGB). The County has no current plans for

January 17, 2018
Page 2 of 2

improvements to Airport Road. Jackson County Roads recommends that the city request road jurisdiction.

7. Storm water should meet City of Medford requirements that also include water quality.
8. Jackson County Roads would like to review and comment on the hydraulic report including the calculations and drainage plan. Capacity improvements or on site detention, if necessary, shall be installed at the expense of the applicant. Upon completion of the project, the developer's engineer shall certify that construction of the drainage system was constructed per plan and a copy of the certification shall be sent to Jackson County Roads.

If you have any questions or need further information feel free to call me at 774-6255.

Sincerely,

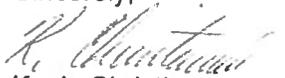
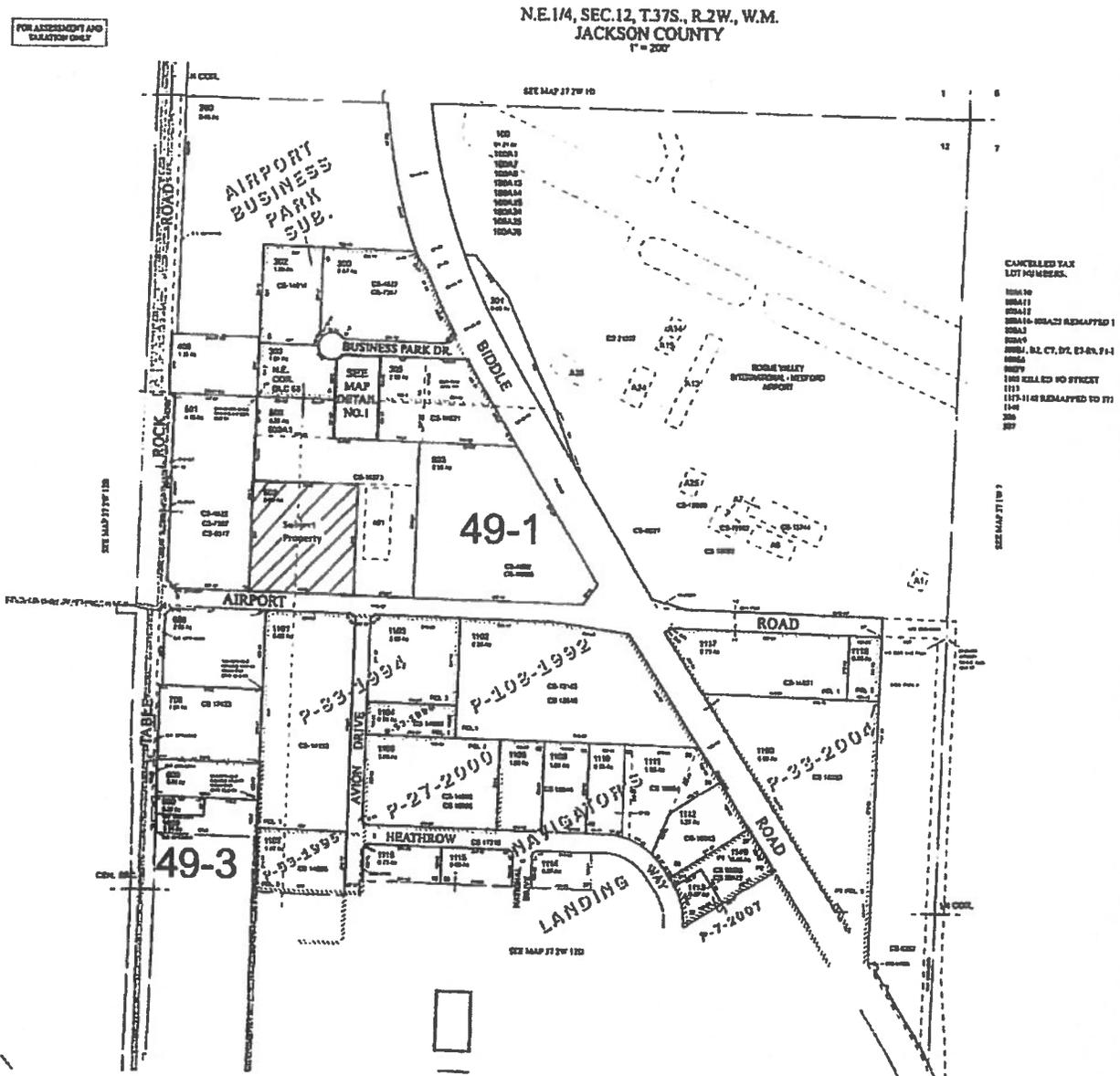
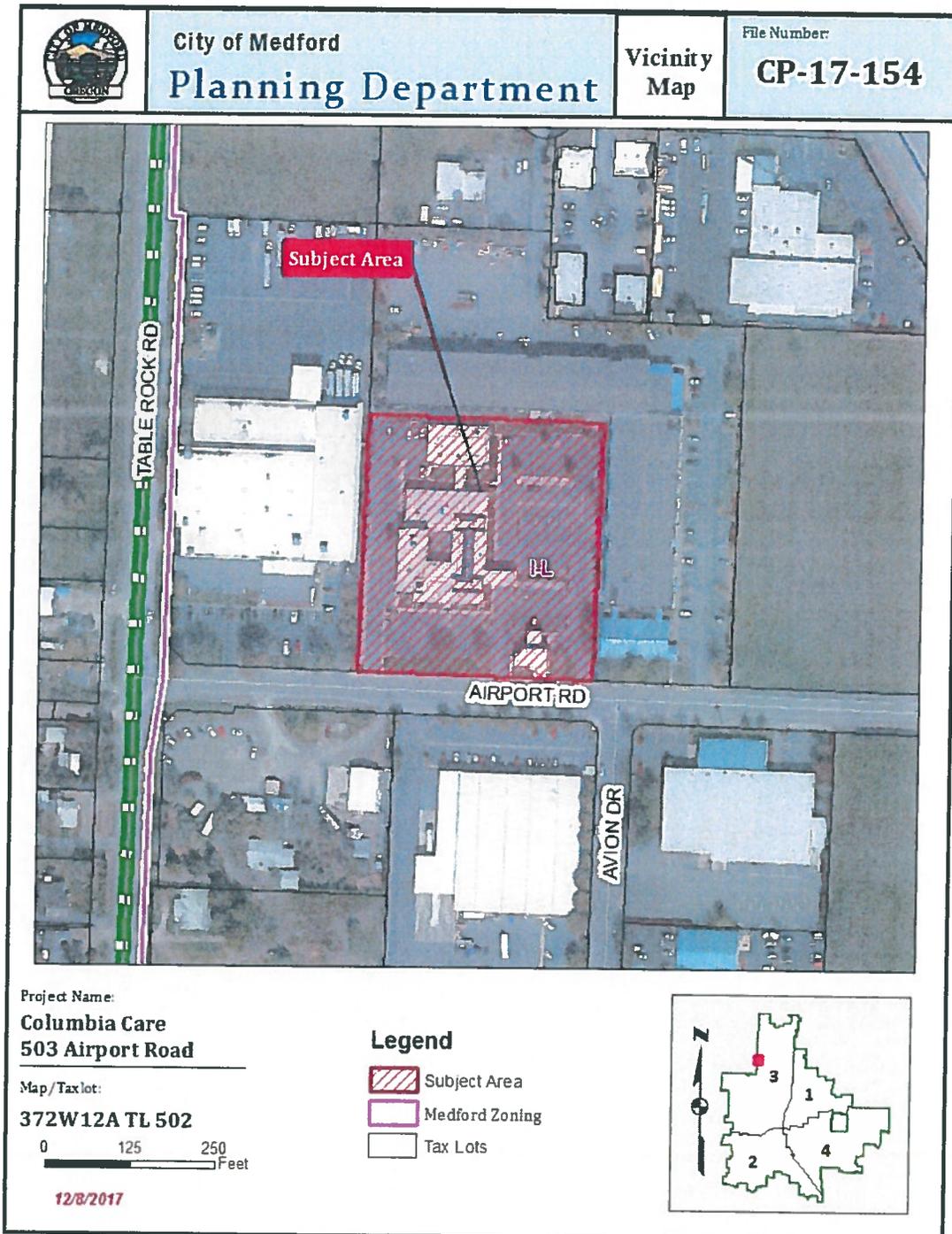

Kevin Christiansen
Construction Manager

Exhibit J

Jackson County Assessor's Map



Vicinity Map





STAFF REPORT

for a type-C quasi-judicial decision: Land Division – Partition

PROJECT Hogue Partition
Applicant: Billy Hogue
Agent: Scott Sinner Consulting, Inc.

FILE NO. LDP-17-155

TO Planning Commission *for February 22, 2018 hearing*

FROM Dustin Severs, Planner III

REVIEWER Kelly Akin, Assistant Planning Director

DATE February 15, 2018

BACKGROUND

Proposal

Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.5-acre parcel located at 914 Ross Lane within the SFR-10 (Single-Family Residential, ten dwelling units per gross acre) zoning district (372W23DD 4400).

Vicinity Map



Subject Site Characteristics

Zoning: SFR-10 (Single-Family Residential, ten dwelling units per gross acre)
GLUP: UR (Urban Residential)
Overlay(s): AC (Airport Area of Concern)
Use(s): Single-Family residence

Surrounding Site Characteristics

North Zone: SFR-10 & SFR-00 (Single-Family Residential – 1 dwelling unit per lot)
Use(s): single-family residential, Manufactured Home Park

South Zone: SFR-10 & SFR-4 (Single-Family Residential – four dwelling units per gross acre)
Use(s): single-family residential

East Zone: SFR-10
Use(s): Manufactured Home Park

West Zone: SFR-10 & SFR-00
Use(s): single-family residential

Related Projects

ZC-05-198 Zone Change

Applicable Criteria

MLDC 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

Project Summary

The subject site consists of a single 1.5-acre lot currently containing a single-family residence. The applicant, in collaboration with the property owner, is requesting to split the lot, creating a second 41,700 square foot lot, identified as Parcel 2 on the submitted tentative plat, to the rear of the existing lot. It is the intent of the applicant, Mr. Hogue, to purchase Parcel 2 from the current property owner in order to develop the parcel as a residential subdivision in the future.

Reserve Acreage

The submitted tentative plat (Exhibit B) identifies both parcels as reserve acreage. While the construction of public improvements along all abutting rights-of-way are required of subdivisions prior to final plat approval, designating the parcels as reserve acreage will allow the applicant to delay the construction of the public improvements until the time at which the properties are developed, pursuant to MLDC 10.708(A)(3)(a). The construction of all public improvements for Parcel 2 will be required of the applicant once approval is obtained for the further subdivision of the parcel as part of that future land use action.

While there are no current plans for the redevelopment of Parcel 1, which precludes the applicant from the requirement to construct public improvements with the subject partition application, all parking and maneuvering areas on Parcel 1 – currently consisting of gravel - will be required to be paved prior to final plat approval of the subject partition, pursuant to MLDC 10.746.

Temporary Access Easement

The submitted tentative plat identifies a Temporary Access Easement (TAE) along the southerly boundary of Parcel 1, providing legal access to Parcel 2 as required per MLDC 10.425. As stated in the applicant's supplemental Findings of Facts (Exhibit I), Silky Oaks Phase 5 - abutting Parcel 2 to the south - is currently in final review process for final plat approval. If final plat approval of Silky Oaks Phase 5 is completed prior to the approval of the subject final plat, Parcel 2 will then have legal access off of the newly dedicated and improved Nicholas Lee Drive, and no TAE

will be required on Parcel 1. At that time, the TAE on Parcel 1 will automatically extinguish, and will not be included on the final plat.

Facility Adequacy

Per the agency comments submitted to staff, including the Rogue Valley Sewer Services (Exhibits E-H), it can be found that there are adequate facilities to serve the future development of the site.

Other Agency Comments

Rogue Valley Sewer Services (RVSS) (Exhibit H)

The subject property is within RVSS service area, which requires that future sewer improvements be designed and constructed in accordance with RVSS standards. As a condition of approval, the applicant will be required to comply with the conditions of RVSS.

Committee Comments

No comments were received from a committee, such as BPAC.

FINDINGS AND CONCLUSIONS

Staff finds the partition plat consistent with the Comprehensive Plan and all applicable design standards set forth in Article IV and V. Furthermore, the partition will not prevent development of the remainder of the property under the same ownership or of adjoining land. Criteria 4 through 6 are not applicable to the subject development. Staff recommends that the Commission adopt the Applicant's Findings of Fact (Exhibits D) as presented.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare a Final Order for approval of LDP-17-155 per the staff report dated February 15, 2018, including Exhibits A through I.

EXHIBITS

- A Conditions of Approval, dated February 15, 2018.
- B Tentative Plat, received February 2, 2018.
- C Conceptual Grading & Drainage Plan, received February 2, 2018.
- D Applicant's Findings of Fact, received November 22, 2017.
- E Public Works Staff Report, received January 31, 2018.
- F Medford Water Commission memo, received January 31, 2018.
- G Medford Fire Department Report, received January 31, 2018.
- H Rogue Valley Sewer Services (RVSS) report, received January 25, 2018.
- I Applicant's supplemental Findings of Fact, received February 2, 2018.
Vicinity map

PLANNING COMMISSION AGENDA:

FEBRUARY 22, 2018

EXHIBIT A

Hogue Partition
LDP-17-155
Conditions of Approval
February 15, 2018

CODE REQUIRED CONDITIONS

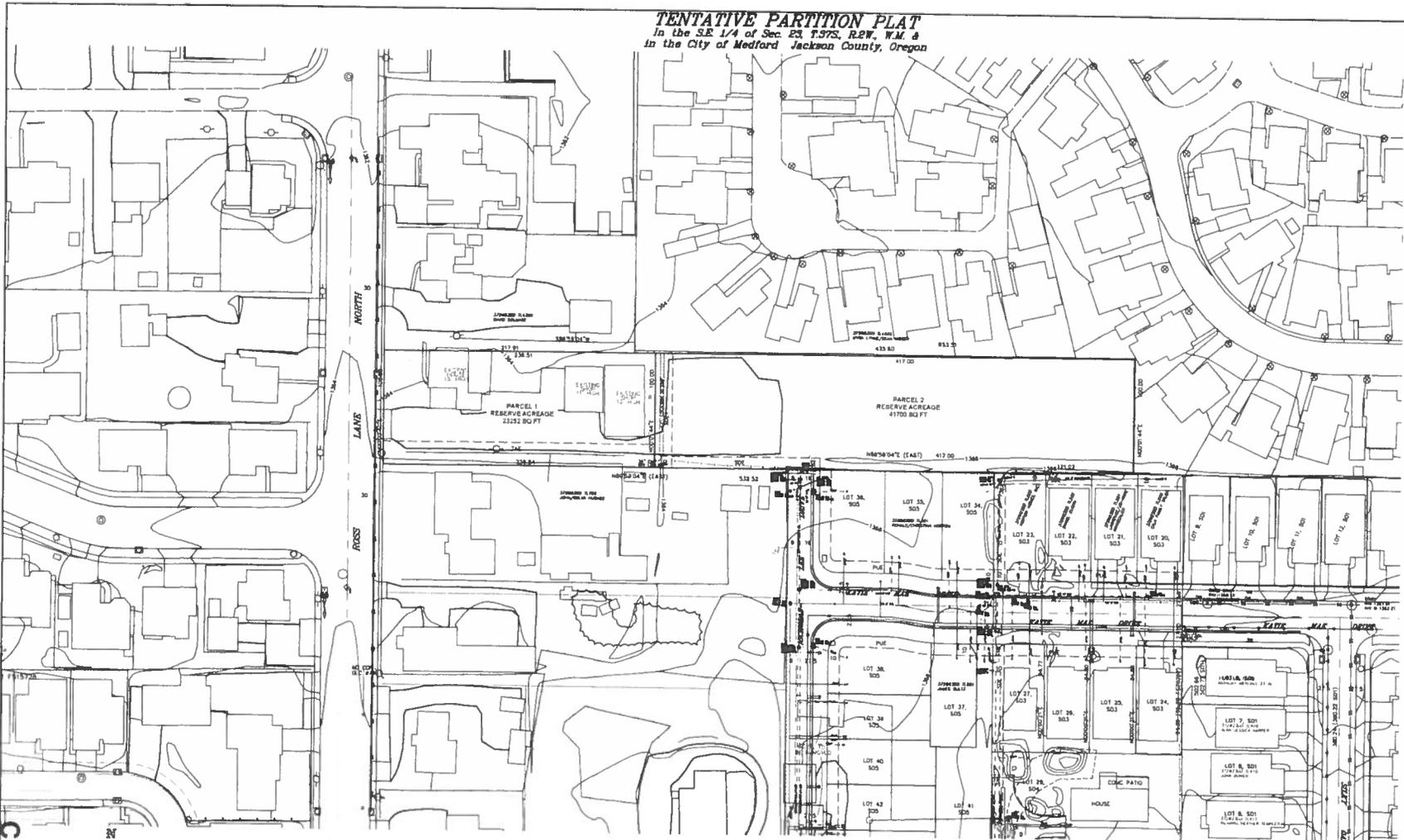
Prior to the approval of the final plat, the applicant shall:

1. Comply with all conditions stipulated by Medford Public Works Department (Exhibit E)
2. Comply with all conditions stipulated by the Medford Water Commission (Exhibit F).
3. Comply with all conditions stipulated by the Rogue Valley Sewer Services (RVSS) (Exhibit H).
4. Shall pave all parking and maneuvering areas located on Parcel 1 consistent with the requirements outlined in MLDC 10.746.

DISCRETIONARY CONDITIONS

5. The Temporary Access Easement (TAE) identified on the tentative plat shall terminate upon the dedication and improvement of Nicholas Lee Drive. If the dedication and improvement of Nicholas Lee Drive occurs prior to the recordation of the final plat for the subject application, the TAE shall not be included on the final plat.

TENTATIVE PARTITION PLAT
In the SE 1/4 of Sec. 29, T37S, R27W, W4E
in the City of Medford Jackson County, Oregon



UTILITY NOTE.

UPON RECEIVING SUBDIVISION PLAT APPROVAL FOR PARCELS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

NOTES:

1. ALL LOTS SHALL BE 1/2 ACRES IN AREA.

NOTE ABOUT TAE

TAE WILL AUTOMATICALLY ESTABLISH UPON RECORDING OF SWEET ROAD PHASE 2 AT WHICH TIME PARCELS 3 WILL HAVE ACCESS TO MICHOULAN LEE DRIVE.

ROBERT & RACHELLE SOUSA
12282 BRACKWELL ROAD
CENTRAL POINT, OR 97502

REGISTERED PROFESSIONAL LAND SURVEYOR
Janice K. Kelly
JULY 11, 1988
JULY 11, 1993
JULY 11, 1998
JULY 11, 2003
RENEWAL DATE 6-30-19

CONCEPTUAL DRAINAGE PLAN
SHEET NO. 2
37292300 TL4400
12282 BRACKWELL ROAD
CENTRAL POINT, OR 97502
L.L. PIRHALLA & ASSOCIATES P.C.
REGISTERED PROFESSIONAL ENGINEER
RENEWAL DATE 6-30-19

CITY OF MEDFORD

EXHIBIT # 2

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

RECEIVED
NOV 22 2017
PLANNING DEPT

IN THE MATTER OF AN APPLICATION FOR)
A LAND DIVISION FOR THE PROPERTY IDENTIFIED AS)
T372W23DD TAX LOT 4400)
BILLY HOGUE APPLICANT)
SCOTT SINNER CONSULTING, INC. AGENT)
FINDING OF FACT)
AND)
CONCLUSIONS)
OF LAW)

I. BACKGROUND INFORMATION

Applicant:

Billy Hogue
137 Thomas Road
Central Point, OR 97502
joan.joan.taylor@gmail.com

Agent:

Scott Sinner Consulting, Inc.
4401 San Juan Dr. Suite G
Medford, OR 97504
scottsinner@yahoo.com

Property:

37 2W 23DD TL 4400
914 Ross Lane
Medford, OR 97501

1.5 acres net
SFR-10 zoning district

Owner
Robert Sousa
12267 Blackwell Road
Central Point, OR 97502

Project Summary:

This approval of this application would partition the subject parcel into two parcels. Parcel 1 has direct access from Ross Lane and contains the existing single family residential development.

Parcel 2 is reserve acreage and will be available for future development. The partition plat submitted with this application contains a Temporary Access Easement (TAE) through

5

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

Parcel 1 for the benefit of access for Parcel 2. At the time of submitting this application, the approved Silky Oaks Subdivision Phase 5 is preparing the final plat for review and approval by the City. Once Silky Oaks phase 5 is approved, Nicholas Lee Way will provide access for the future development of Parcel 2.

Approval Criteria:

The relevant approval criteria for the requested land division is found within MLDC 10.270 as provided below:

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;*

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

(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.

(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;

Findings of Fact:

The Oregon Transportation Planning Rule requires a jurisdiction considers all modes of transportation in a land use decision. A review of this property determines water and rail transportation are not available.

The subject properties are 3.1 miles from the Rogue Valley International Airport, and 1.9 miles from Interstate Highway 5 (I-5). The subject property has frontage on North Ross Lane.

Referring to the adopted Transportation System Plan (TSP), North Ross Lane is classified as a Major Collector street. The street is fully improved to the standards modified by a Transportation Facility (TF) application. The improved section includes bicycle lanes and sidewalks to promote both bicycle and pedestrian modes of transportation.

These standards are consistent, as modified by the TF application, with the adopted Medford Transportation System Plan, therefore also consistent with the Oregon Transportation Planning Rule.

The subject property is within the General Land Use Plan Map (GLUP) UR Urban Residential map designation. The UR designation allows for the SFR-2, SFR-4, SFR-6 and SFR-10 zoning districts, and the property is within the SFR-10 zoning district. The current zoning is consistent with the GLUP designation.

The City Council has not adopted a street circulation plan for the area of the subject parcel.

Conclusions of Law:

The Planning Commission can conclude this application is with the Comp Plan, the TSP and there are no neighborhood circulation plans. The application is consistent with the adopted Medford Transportation System Plan and the Oregon Transportation Planning Rule, and the SFR-10 zoning district is appropriate within the UR GLUP designation.

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

(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;

Findings of Fact:

The proposed plat will create two parcels. Parcel 1 contains the existing development on the subject parcel. Parcel 2 is reserve acreage and will be subject to urban development in a future application.

Surrounding parcels are developed, and this application will not hinder development at urban densities of any adjoining parcel.

Conclusions of Law:

The Planning Commission can conclude the entire property is available for development and the adjoining properties are not prevented from development.

(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;

Findings of Fact:

The land division proposed with this application is a partition and does not require a subdivision name. No subdivision name is proposed with this application.

Conclusions of Law:

The Planning Commission can conclude the application is consistent with the criteria as no name is proposed for this partition land division.

(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;

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

Findings of Fact:

The land division proposed with this application is a partition and does create new streets.

Conclusions of Law:

The Planning Commission can conclude the proposed plat does not contain any new streets.

(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;

This application does not propose any streets. The approval of the partition will create two parcels. Parcel 1 will have direct access to Ross Lane. Parcel 2 will have a Temporary access easement through Parcel 1 to provide access to Ross Lane. At the time of submitting this partition application Silky Oaks Phase 5 is completing construction of infrastructure and the applicant will be submitting an application for Final Plat Review.

The approval of the Silky Oaks Final Plat will create Nicholas Lee Way, a public street, which will provide access and the extension of all category A urban facilities to Parcel 2 of this plat.

Conclusions of Law:

The Planning Commission can conclude the tentative plat has provided public streets and these streets are labeled as required by the MLDC

(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.

Findings of Fact:

The subject parcel does not abut any properties in the County Exclusive Farm Use (EFU) zoning district.

Conclusions of Law:

The Planning Commission can conclude the subject property does not abut any properties or agricultural lands in the EFU zoning district and no mitigation is applicable.

Additional Criteria

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

Two additional criteria relevant to this application are the Hillside Ordinance and the Block Length Ordinance.

Hillside Ordinance

10.929 Hillside Ordinance, Purpose; Applicability

Sections 10.929 to 10.933 establish procedural requirements for development on Slopes in excess of fifteen percent (15%) to decrease soil erosion and protect public safety. Sections 10.929 to 10.933 apply in addition to all other requirements set forth by ordinance. In the case of conflict between Sections 10.929 to 10.933 and other requirements set forth by ordinance, Sections 10.929 to 10.933 shall govern.

The subject property is located on Ross Lane. As per the referenced section of the MLDC, the site is not within a high slope area and the requirements to comply with the hillside ordinance requirements, including the constraints analysis do not apply to this property and the current development application.

As required by the MLDC, this application contains the submittal the City of Medford Hillside Development Constraints Analysis Status Form signed by Staff and indicating the site has slopes of less than 2% and the requirements of the Hillside Ordinance have been met.

Conclusions of Law

The Planning Commission can conclude the application complies with the requirements for compliance with the submittal requirements contained within the Medford Hillside Ordinance and the requirements of the relevant sections are not applicable to this application.

Block Length Ordinance

The MLDC includes the following Block Length sections to assure the City provides circulation and connectivity in land division applications.

10.426 Street Circulation Design and Connectivity

A. Street Arrangement Suitability.

The approving authority shall approve or disapprove street arrangement. In determining the suitability of the proposed street arrangement, the approving authority shall take into consideration:

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

1. *Adopted neighborhood circulation plans where provided; and*
2. *Safe, logical and convenient access to adjoining property consistent with existing and planned land uses; and*
3. *Efficient, safe and convenient vehicular and pedestrian circulation along parallel and connecting streets; and*
4. *Compatibility with existing natural features such as topography and trees; and*
5. *City or state access management standards applicable to the site.*

B. Street Connectivity and Formation of Blocks Required.

1. *Block layouts shall substantially conform to adopted neighborhood circulation plans for the project area if applicable. Street arrangement and location may depart from the adopted plan if the project will result in a comparable level of overall connectivity. Projects that depart from the neighborhood circulation plan shall conform to planned higher order streets adopted in the City of Medford Transportation System Plan.*
2. *Proposed streets, alleys and accessways shall connect to other streets within a development and to existing and planned streets outside the development, when not precluded by factors in Section 10.426 C.2 below. When a development proposes a cul-de-sac, minimum access easement or flag lot to address such factors, the provisions of Section 10.450 apply.*
3. *Proposed streets or street extensions shall be located to provide direct access to existing or planned transit stops and other neighborhood activity centers such as schools, office parks, shopping areas, and parks.*
4. *Streets shall be constructed or extended in projections that maintain their function, provide accessibility, and continue an orderly pattern of streets and blocks.*

C. Maximum Block Length and Block Perimeter Length.

1. *Block lengths and block perimeter lengths shall not exceed the following dimensions as measured from centerline to centerline of through intersecting streets, except as provided in Subsections 10.426 C.2.*

MAXIMUM BLOCK LENGTH AND PERIMETER LENGTH
Table 10.426-1

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

<i>Zone or District</i>	<i>Block Length</i>	<i>Block Perimeter Length</i>
<i>a. Residential Zones</i>	<i>660'</i>	<i>2,100'</i>
<i>b. Central Business Overlay District</i>	<i>600'</i>	<i>1,800'</i>
<i>c. Transit Oriented Districts (Except SE Plan Area)</i>	<i>600'</i>	<i>1,800'</i>
<i>d. Neighborhood, Community, and Heavy Commercial Zones; and Service Commercial-Professional Office Zones</i>	<i>720'</i>	<i>2,880'</i>
<i>e. Regional Commercial and Industrial Zones</i>	<i>940'</i>	<i>3,760'</i>

2. *The approving authority may find that proposed blocks that exceed the maximum block and/or perimeter standards are acceptable when it is demonstrated by the findings that one or more of the constraints, conditions or uses listed below exists on, or adjacent to the site:*

- a. Topographic constraints, including presence of slopes of 10% or more located within the boundary of a block area that would be required by subsection 10,426 C.1.,*
- b. Environmental constraints including the presence of a wetland or other body of water,*
- c. The area needed for a proposed Large Industrial Site, as identified and defined in the Medford Comprehensive Plan Economic Element, requires a block larger than provided by section 10.426 C.1.e. above. In such circumstances, the maximum block length for such a Large Industrial Site shall not exceed 1,150 feet, or a maximum perimeter block length of 4,600 feet*
- d. Proximity to state highways, interstate freeways, railroads, airports, significant unbuildable areas or similar barriers that make street extensions in one or more directions impractical,*
- e. The subject site is in SFR-2 zoning district,*
- f. Future development on adjoining property or reserve acreage can feasibly satisfy the block or perimeter standards,*
- g. The proposed use is a public or private school, college or other large institution,*
- h. The proposed use is a public or private convention center, community center or arena,*
- i. The proposed use is a public community service facility, essential public utility, a public or private park, or other outdoor recreational facility.*

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

j. *When strict compliance with other provisions of the Medford Land Development Code produce conflict with provisions in this section.*

3. *Block lengths are permitted to exceed the maximum by up to 20% where the maximum block or perimeter standards would require one or more additional street connections in order to comply with both the block length or perimeter standards while satisfying the street and block layout requirements of 10.426 A or B or D,*

4. *When block perimeters exceed the standards in accordance with the 10.426 C.2. above, or due to City or State access management plans, the land division plat or site plan shall provide blocks divided by one or more public accessways, in conformance with Sections 10.464 through 10.466.*

D. Minimum Distance Between Intersections.

Streets intersecting other streets shall be directly opposite each other, or offset by at least 200 feet, except when the approving authority finds that utilizing an offset of less than 200 feet is necessary to economically develop the property with the use for which it is zoned, or an existing offset of less than 200 feet is not practical to correct.

Findings of Fact

This application for a partition creates two parcels. Parcel 1 contains the existing development on the subject parcel and all improvements will remain.

Parcel 2 is proposed as reserve acreage. The future development of Parcel 2 will extend Nicholas Lee Way and will provide access for Parcel 2. The properties to the north and east of Parcel 2 are fully developed and there are no possibilities for extending roads in those directions.

Silky Oaks 5 created a street circulation pattern to allow adjoining properties to develop and extend streets in compliance with all standards in the MLDC for circulation and connectivity.

Conclusions of Law

The Planning Commission can conclude the application is consistent with the block length ordinance contained in the MLDC.

Application Summary and Conclusion:

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD:

This application identifies the relevant approval criteria contained in the MLDC for a land division.

The Findings of Fact demonstrate consistency with the Oregon Transportation Planning Rule, the Medford Transportation System Plan and the General Land Use Plan Map.

The Tentative Plat will not prevent development of the remainder of the subject parcel or any adjoining parcels.

The partition does not require a subdivision name and no subdivision name is proposed.

There are no new streets proposed with this application.

This application is consistent with all approval criteria contained in the MLDC for a land division. On behalf of the applicant, I respectfully request the approval of this application.

Scott Sinner
Scott Sinner Consulting, Inc.

A handwritten signature in black ink, appearing to be 'SS', with a long horizontal line extending to the right.



Medford – A fantastic place to live, work and play

CITY OF MEDFORD

Revised Date: 2/6/2018
File Number: LDP-17-155

PUBLIC WORKS DEPARTMENT STAFF REPORT **Land Partition – 914 North Ross Lane** **TL 4400**

- Project:** Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.5-acre parcel.
- Location:** Located at 914 Ross Lane within the SFR-10 (Single-Family Residential, ten dwelling units per gross acre) zoning district (372W23DD 4400).
- Applicant:** Applicant, Billy Hogue; Agent, Scott Sinner Consulting, Inc.; Planner, Dustin Severs.

A. STREETS

1. Dedications

North Ross Lane is classified as a Major Collector street within the Medford Land Development Code (MLDC), Section 10.428(3). **No additional right-of-way will be required with this Partition.**

2. Public Improvements

a. Public Streets

North Ross Lane is classified as a Major Collector street within the MLDC, Section 10.428. Street section improvements have been completed, including pavement, curb and gutter and sidewalk (P1740D). Street lights were not included with the previous street improvements constructed by Jackson County. **Therefore, no additional improvements are required along the frontage of this development.**

b. Street Lights and Signing

No additional street lights are required with this Partition.

c. Pavement Moratoriums

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Page 1

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

CITY OF MEDFORD

EXHIBIT # E

File # LDP-17-155

There is no pavement cutting moratorium currently in effect along this frontage to N Ross Lane.

d. Access and Circulation

With the future development of Parcel 1 and 2, driveway access and circulation to and through the proposed development shall comply with MLDC 10.550 and 10.426.

e. Easements

Easements shall be shown on the final plat for all sanitary sewer and stormdrain mains or laterals, which cross lots, including any common area, other than those being served by said lateral.

B. SANITARY SEWERS

This site lies within the Rogue Valley Sewer Service (RVSS) area. The Developer shall contact RVSS for conditions of connection to the sanitary sewer collection system.

C. STORM DRAINAGE

Future development of Parcel 1 and 2 will require additional storm drainage requirements. None are required with this application.

D. SURVEY MONUMENTATION

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

E. GENERAL CONDITIONS

1. Permits

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.

2. System Development Charges (SDCs)

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

This division of land may be subject to a storm drain system development charges for the additional parcels being created thereby. The storm drain system development charge shall be paid prior to Final Plat Approval.

Prepared by: Doug Burroughs
Revised by: Jodi K Cope

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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

SUMMARY CONDITIONS OF APPROVAL

Land Partition – 914 North Ross Lane
TL 4400

LDP-17-155

A. Streets

1. Street Dedications to the Public:

- North Ross Lane – No additional right-of-way required with this Partition.

2. Improvements:

a. Public Streets

- North Ross Lane improvements have been completed.

b. Lighting and Signing

- No additional street lights are required with this Partition.

c. Access and Circulation

- Driveway access and circulation to and through the proposed development shall comply with MLDC 10.550 and 10.426, with future development.

d. Other

- There is no pavement moratorium currently in effect along this frontage.
- Easements

B. Sanitary Sewer

- The site is situated within the RVSS area.

C. Storm Drainage

- No requirements with this application.

D. Survey Monumentation

- Provide all survey monumentation.

- = City Code Requirement
- = Discretionary recommendations/comments

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

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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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BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: LDP-17-155

PARCEL ID: 372W23DD TL 4400

PROJECT: Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.5-acre parcel located at 914 Ross Lane within the SFR-10 (Single-Family Residential, ten dwelling units per gross acre) zoning district (372W23DD 4400); Applicant, Billy Hogue; Agent, Scott Sinner Consulting, Inc.; Planner, Dustin Severs.

DATE: January 31, 2018

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 the northwest property corner shall be protected in place, and shall be used to serve domestic water to proposed Parcel 1.
4. If a well is located on this parcel it will be required to be abandoned per State Regulations or the installation of approved backflow prevention device will be required to be installed behind the existing water meter to protect the public water system from potential contamination. Applicant shall coordinate with MWC engineering staff.
5. Proposed Parcel 2 being designated as "Reserved Acreage", which will be reviewed upon future Land Development application and agency review.

COMMENTS

1. Off-site water line installation may be required, depending on timing of site development of the Horton property (372W23DD TL601).
2. On-site water facility construction may be required. Applicant shall coordinate with MWC engineering staff.

Continued to Next Page

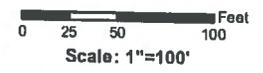


Continued from Previous Page

3. MWC-metered water service does exist to this property. There is an existing ¾-inch water meter near the northwest property corner of this parcel, which is designated as becoming Parcel 1 of this proposed subdivision.
4. Access to MWC water lines is available. There is an existing 12-inch water line on the east side of Ross Lane North. There is also an 8-inch water line in Katie Mae Drive that will at some point be extended onto the Horton property (372W23DD TL 601) to the west of the existing terminus of Katie Mae Drive. Also, in the future upon City of Medford development review of the Horton property, MWC will require that they extend an 8-inch water line to the north property line, also being the south boundary line common to this application.



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Water Facility Map
for
LDP-17-155
(TL: 372W23DD TL 4400)

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



This map is based on a digital orthophoto mosaic. It is not a substitute for a field inspection. The Medford Water Commission is not responsible for any errors, omissions, or delays in providing this information. The information is provided as is, without warranty.



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: Dustin Severs

LD Meeting Date: 01/31/2018

From: Fire Marshal Kleinberg

Report Prepared: 01/29/2018

File #: LDP - 17 - 155

Site Name/Description:

Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.5-acre parcel located at 914 Ross Lane within the SFR-10 (Single-Family Residential, ten dwelling units per gross acre) zoning district (372W23DD 4400); Applicant, Billy Hogue; Agent, Scott Sinner Consulting, Inc.; Planner, Dustin Severs.

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.



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 7502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

January 25, 2018

City of Medford Planning Department
200 S. Ivy Street
Medford, Oregon 97501

Re: LDP-17-155, Hogue Partition (Map 372W23D, Tax Lot 4400)
Ref: ZC-05-198

ATTN: Dustin,

The subject property is within RVSS service area. There is a 30 inch sewer along North Ross Lane and 4" sewer service currently connected to the existing structure on the property. The proposed planning action will not affect this service.

Rogue Valley Sewer Services requests that approval of this application be subject to the following conditions:

1. Future sewer improvements shall be designed and constructed in accordance with RVSS standards and submitted for approval.

Sincerely,

Nicholas R. Bakke

Nicholas R. Bakke, P.E.
District Engineer

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Scott Sinner Consulting, Inc.

Land Use Planning, Conservation Consulting

February 2, 2018

RECEIVED

FEB - 2 2018

PLANNING DEPT.

Dustin Severs
City of Medford Planning Department
200 S Ivy
Medford, OR 97501

Re: LDP-17-155

Dustin,

As we discussed, I would like to submit these additional Findings of Fact to the record for the record.

First, The Partition Plat has been revised to note both parcels as reserve acreage. Both parcels are suitable for redevelopment at the standards for the SFR-10 zoning district in compliance with the Medford Land Development Code (MLDC).

Second, the partition plat indicates a Temporary Access Easement (TAE) on the south property line of Parcel 1 to serve as legal access for Parcel 2. This TAE is necessary to meet the access standards identified in the MLDC.

At the time the partition application was submitted, an adjoining parcel 372W23DD TL601 was in construction for the approved Silky Oaks Phase 5 Subdivision. This subdivision is currently in the final review process for Final Plat approval.

The TAE on Parcel 1 of the partition plat will automatically extinguish with the approval of Silky Oak Phase 5 subdivision final plat since Nicholas Lee Way will be dedicated as a public street with the approval of the final plat and Parcel 2 will have direct access to a public street and the TAE will not be necessary to meet the standards on the MLDC.

Please include this correspondence in the record for the application.

Regards,



Scott Sinner, President
Scott Sinner Consulting, Inc.



4401 San Juan Drive, Suite G
Medford, Oregon 97504

Phone and Fax 541-772-1494
Cell 541-601-0917

City of Medford Planning Department

CITY OF MEDFORD
EXHIBIT # I
File # LDP-17-155



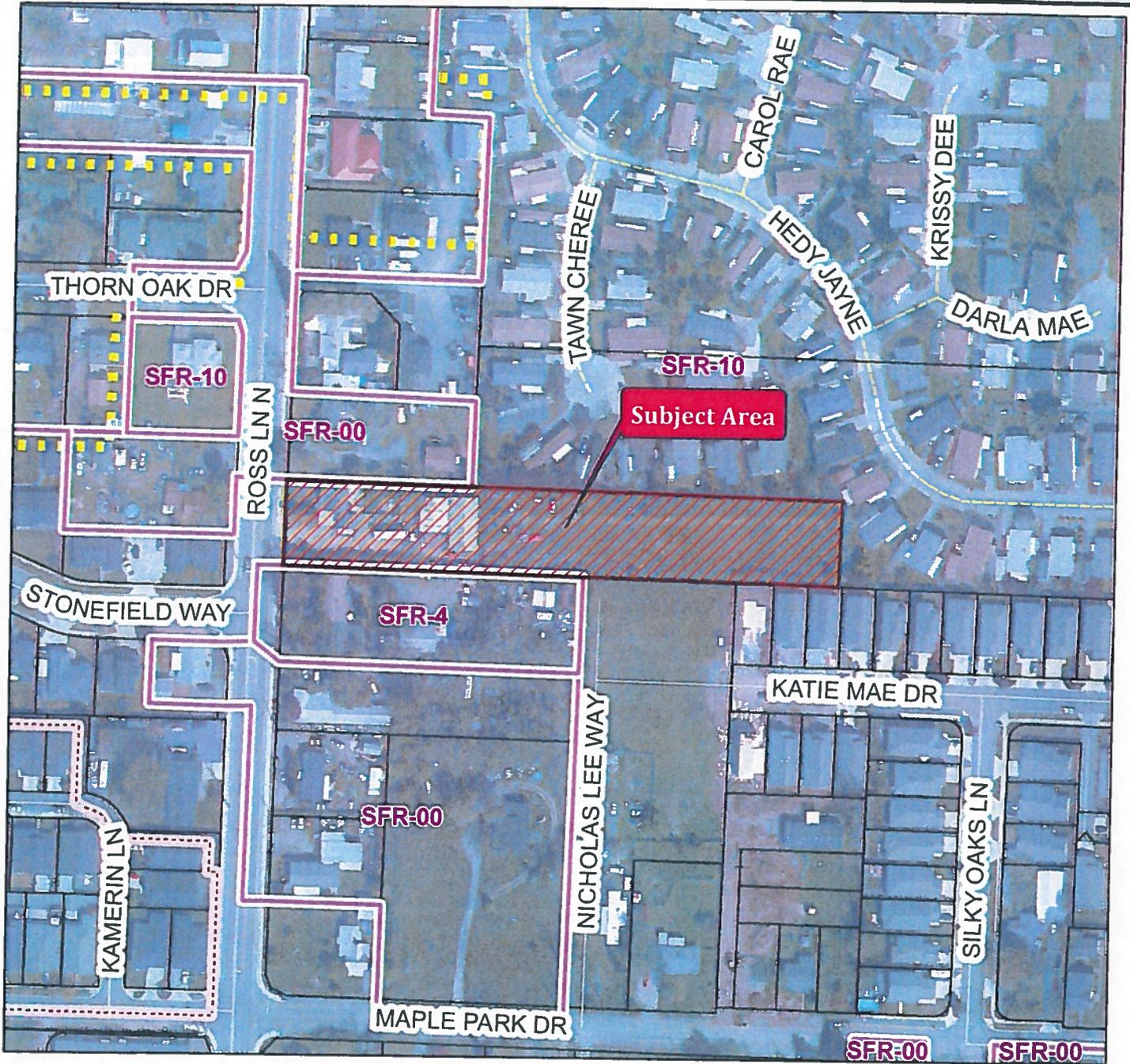
City of Medford

Planning Department

Vicinity
Map

File Number:

LDP-17-155



Project Name:

914 Ross Lane Land Partition

Map/Taxlot:

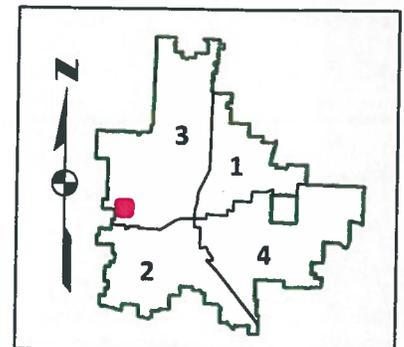
372W23DD TL 4400



12/8/2017

Legend

-  Subject Area
-  Medford Zoning
-  Tax Lots



lf