

# PLANNING COMMISSION AGENDA JANUARY 12, 2017



## Commission Members

David Culbertson  
Joe Foley  
Bill Mansfield  
David McFadden  
Mark McKechnie  
Patrick Miranda  
Jared Pulver

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

## City of Medford

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



## Planning Commission

# Agenda

**Public Hearing**

**January 12, 2017**

**5:30 PM**

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

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10. **Roll Call**
  20. **Consent Calendar/Written Communications (voice vote)**
  - 20.1 **GF-16-154** Initiation of a code amendment to revise the temporary mobile food vendor regulations. (City of Medford, Applicant)
  30. **Minutes**
  - 30.1 Consideration for approval of minutes from the December 8, 2016, 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 **CUP-16-084** Consideration of a Conditional Use Permit application to allow a new wireless communications facility consisting of a 90-foot support structure and associated equipment cabinets use for communication systems. The subject site is located at the southwest corner of the future intersection of Owen Drive alignment with the McLoughlin Drive alignment, at the northeast property corner of 371W08 Tax Lot 1102. (Verizon Wireless, Applicant; Paul Slotemaker, Agent)
  - 50.2 **CUP-16-145** Consideration of a request for a Conditional Use Permit (CUP) in order to operate an indoor race track for Sodi kart racing in an existing 70,000 square foot industrial building on a 3.29 acre lot located at 2065 Lars Way in the Heavy Industrial (I-H) zoning district. (Adelia Coffman, Applicant; Bill Conway, Agent)
  - 50.3 **LDS-16-131** Proposed tentative plat for Jordan Village a, 4-lot residential duplex subdivision on 0.9 acres, located on the east side of Columbus Ave approximately 150 feet south of Garfield St. within a SFR-10 (Single Family Residential – 10 dwelling units per gross acre) zoning district, 372W36CD TL 400. (RNN Properties LLC, Applicant; Scott Sinner Consulting LLC, Agent)
  60. **Reports**
  - 60.1 **Site Plan and Architectural Commission**

- 60.2 Joint Transportation Subcommittee
- 60.3 Planning Department
- 70. Messages and Papers from the Chair
- 80. Remarks from the City Attorney
- 90. Propositions and Remarks from the Commission
- 100. Adjournment



City of Medford

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# Planning Department

*Working with the community to shape a vibrant and exceptional city*

## MEMORANDUM

Subject     Initiation of code amendment to review regulations related to Temporary  
              Mobile Food Vendors

File no.     GF-16-154

To            Planning Commission *CPaladino*                             for 1/12/2017 meeting

From         Carla Angeli Paladino, Planner IV

Date         December 22, 2016

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### INITIATION

A discussion about revising the temporary mobile food vendor regulations was discussed at the December 12, 2016, study session. The Planning Commission is being asked to consider initiating a code amendment to review and update the current standards related to this use.

If initiated, staff will schedule this item for action and begin researching the topic for further consideration by the Commission and City Council.

### ATTACHMENT

- Planning Commission study session minutes from December 12, 2016



# Minutes

From Study Session on **December 12, 2016**

The study session of the Medford Planning Commission was called to order at noon in the Lausmann Annex Room 151-157 on the above date with the following members and staff in attendance:

**Commissioners Present**

David McFadden, Vice Chair  
Tim D'Alessandro  
David Culbertson  
Joe Foley  
Bill Mansfield  
Mark McKechnie  
Jared Pulver

**Staff Present**

Kelly Akin, Interim Planning Director  
Kevin McConnell, Deputy City Attorney  
Carla Paladino, Interim Principal Planner  
Kyle Kearns, Planner II

**Commissioner Absent**

Patrick Miranda, Chair, Excused Absence

**Subject:**

**1. GF-16-154 Temporary Mobile Food Vendors**

Kyle Kearns, Planner II, reported that Buttercloud Bakery asked for the City to reconsider the standards for mobile food vendors to increase the allowed square footage to allow for their 200 square foot truck currently in Central Point. City Council directed the Planning Commission to decide if a code amendment shall be initiated.

Food trucks have been permitted since 1993-1994. The code has been revised several times to accommodate similar requests. Currently food trucks are allowed to be 128 square feet in the Central Business Overlay. They are not allowed to have outdoor equipment. Outside of the Central Business Overlay the trucks are allowed to be 170 square feet with an additional 170 square feet of seating and tables. When on City property, food vendors are exempt from requirements. Awnings are permitted, if smaller than food vendor, must be on an improved surface, business license is needed, must be within ten feet of trash receptacle and site plan is needed.

Other Oregon cities such as Portland the size limitation is regulated by length, not square footage. If the length is 16 feet or shorter and on wheels it does not require a permit for cart. Longer than 16 feet is considered a heavy truck and restricted to certain zones. Without wheels falls subject to development standards. Permits are required for utility connections, propane use, outdoor structures and similar things.

Corvallis's code is similar to Medford's. They are less generous in size requirements. They do not allow above 128 square feet and/or 16 feet in length. They are restricted to the Central Business and Riverfront zones. Code requires food truck owner to get written consent from surrounding businesses to allow restroom use for food truck patrons. Spacing of 10 feet between trucks is required.

Grants Pass has no size limitation but must meet Oregon Vehicle Code and be moveable. They are only permitted on certain streets/zones. Grouping of food trucks is permitted, but a site plan review is required and the grouping must be on private property and paved.

Bend has a size limitation of 250 square feet. Food carts are not exempt from traditional development standards except for parking (treated as a "mini-restaurant").

Eugene has no size limitation, but must meet Oregon Vehicle Code and be moveable. They are allowed in certain public rights-of-ways, parks, sidewalks and private property. City has designated certain areas as mobile food unit zones.

Salem is similar to Eugene. There is no size limitation, but must meet Oregon Vehicle Code and be moveable, requires zoning and land use requirements to be followed, and pick up trash within a 20 foot radius.

Phoenix is similar to Medford's code. Size limitation is 170 square feet (includes slide outs). It is a staff decision and requires that all equipment be moved at the end of the vendor's business day. Permits last for a year.

Central Point did not get into the specifics of how they look at food trucks. They are allowed within two zoning districts, those being the Tourist and Office Professional District and the Thoroughfare Commercial District.

The City Council has asked the Planning Commission to research temporary mobile food vendors and then give direction as to whether a code amendment is needed or not. The request to consider is an increase in the allowable square footage for food trucks. Increasing the size of mobile food vendors would allow more business opportunities in Medford, but may receive some push back from the business community.

Vice Chair McFadden stated that he is concerned with City Council's issues are less about size of the truck and more about the lack of consistency between the similar uses. He does not know what they mean by that.

Commissioner Foley reported that he does not know what kind of inspections food trucks have. Ms. Paladino stated that would come from the Jackson County Health Department.

Commissioner Mansfield stated that it appears the existing ordinance permits these temporary uses on public property, City owned property and private property. Is that correct? Ms. Paladino replied yes.

Commissioner Mansfield asked does the City charge a rental for a food truck on public right-of-way? Vice Chair McFadden commented that he thought they could not be in the public right-of-way. Ms. Paladino reported that there are designated locations. It is administered through the City Manager's office.

Commissioner Mansfield stated that even if they are not in a public right-of-way some of them are in City owned property which means these people are getting a free ride. If someone wants to do a restaurant downtown they will have to either rent or buy the property and pay taxes.

Ms. Akin reported that the locations in the right-of-way have an annual fee.

Commissioner Mansfield asked what change does Buttercloud want? Commissioner D'Alessandro stated that their truck is larger than what is permitted. Mr. Kearns reported that Buttercloud's truck is 200 square feet.

Commissioner D'Alessandro stated that as someone employed by a tax supported entity he needs to understand the issue of vendors on City owned property. If his company leases to a food vendor on one of their properties they have to collect property taxes for the square footage they occupy and they have to pay property taxes on that. Is the City held to that same standard? Ms. Akin replied that is a good question but she does not know the answer to that.

Commissioner McKechnie reported that he is not a City employee but based if it is a for profit organization then the City has to pay property taxes.

Commissioner McKechnie stated that to build a brand new restaurant in the City of Medford the fees are very expensive; primarily with traffic, sewer and water SDC fees. They can easily run \$50,000 to \$80,000. Remodel gets some credit of what was there before but the developer is still liable for that. If the previous development happened to be more intense the credit is short. It is his understanding that the temporary food vendors do not pay any of those fees. Does staff know the logic of why they are not paying those fees? Mr. Kearns reported that the intent of the food truck is a small starter business where they do not have all the fees and restrictions.

Commissioner Mansfield commented that when he started his law practice why didn't he get that benefit?

Commissioner Pulver stated that food carts are a big part of downtown Portland. It is a good idea there so people started trying it in other metropolitan areas in the State. As a code standpoint everyone is trying to catch up. In a general sense he is anti-food carts

because they more or less circumvent traditional restaurants. They provide a healthy level of competition to an existing restaurant in a traditional bricks and mortar situation and probably unfairly so.

Commissioner McKechnie stated that he thinks everyone is familiar with the bento lady on Riverside and Main. She was successful and moved into a building around the corner for a month or so but then moved back out on the street. Obviously they were not as successful as a traditional restaurant.

Vice Chair McFadden commented that location is the name of the game in the food business.

Commissioner Pulver would be in favor updating the code. He believes there is a place for food carts in the downtown.

Commissioner McKechnie asked if there was a fee for a food cart? Mr. Kearns reported a business license.

Commissioner McKechnie asked if food carts pay the same amount for a business licenses as any other business? Ms. Paladino reported they are the same.

Commissioner McKechnie stated that it is his opinion that if food carts are using City services, they should be paying for it; just like a regular restaurant. Putting a limitation on size is foolish.

Commissioner Culbertson reported that looking at the other cities there are a lot of similarities in the mobile truck vendors. Piecing it apart to allow one particular person, who did not pay attention to the code when he was creating it, how far does Medford go? At the Southern Oregon Golf Tournament there was a food truck vendor at Hole 13. That is zoned SFR-4. He was outside of the zoning. How did he get permitted to be there? He either did it without asking anyone or nobody paid attention to the code. Ms. Paladino stated that the vendor could have been there under a special event permit.

Commissioner D'Alessandro stated that the fundamental question is there going to be change based on one vendor's misinterpretation or ignorance of the code. Is the code fair the way it is now in terms of size? It is his opinion that it is a great business and there is room for it. Does the City want the trucks larger?

The meeting was adjourned at 12:49 p.m.

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Submitted by:  
Terri L. Rozzana  
Recording Secretary



## Planning Commission

# Minutes

From Public Hearing on **December 8, 2016**

The regular meeting of the Planning Commission was called to order at 5:33 PM in the City Hall Council Chambers on the above date with the following members and staff in attendance:

### Commissioners Present

Patrick Miranda, Chair  
David McFadden, Vice Chair  
Tim D'Alessandro  
David Culbertson  
Joe Foley  
Bill Mansfield  
Jared Pulver

### Staff Present

Eric Mitton, Senior Assistant City Attorney  
Alex Georgevitch, City Engineer  
Terri Rozzana, Recording Secretary  
Carla Paladino, Planner IV  
Kyle Kearns, Planner II  
Praline McCormack, Planner II  
Dustin Severs, Planner II

### Commissioner Absent

Mark McKechnie, Excused Absence

#### 10. Roll Call

#### 20. Consent Calendar/Written Communications.

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

**20.2 LDS-14-102** Consideration of request for a one-year time extension of the approval of Ross Lane Subdivision, a 15 lot subdivision on approximately 2.11 acres located on the southwest corner of Maple Park Drive and North Ross Lane within the SFR-10 (Single-Family Residential – 10 units per gross acre) zoning district. (Ross Lane LLC, Ray Knapp, Applicant)

Motion: Adopt the consent calendar as submitted.

Moved by: Vice Chair McFadden

Seconded by: Commissioner Foley

Voice Vote: Motion passed, 6–0–1, with Commissioner D'Alessandro recusing himself since he is on the Board for Living Opportunities.

30. Minutes

30.1. The minutes for November 10, 2016, were approved as submitted.

40. Oral and Written Requests and Communications. None.

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

50. Public Hearings – New Business

50.1 SV-16-110 Consideration of a request for the vacation of portions of Yamsay Drive and Farmington Ave.; segments of unimproved right-of-way within the northern portion of the Cedar Landing Planned Unit Development, lying North of Cedar Links Drive and West of Foothill Road. (Cedar Investment Group LLC, Applicant; CSA Planning Ltd., Mike Savage, Agent)

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

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

Kyle Kearns, Planner II, reviewed the proposal, read the street vacation approval and gave a staff report.

The public hearing was opened.

a. CSA Planning, Ltd., Mike Savage, 4497 Brownridge Terrace, Suite 101, Medford, Oregon, 97504-9173. Mr. Savage pointed out that CSA Planning was before the Planning Commission not too long ago requesting an exception allowing the private road to be a public road which was approved. The staff report states it is a private road which is incorrect.

The public hearing was closed.

Motion: The Planning Commission based on the findings and conclusions that all of the approval criteria are met or not applicable, forwards a favorable recommendation to the City Council for approval of SV-16-110 per the staff report dated December 1, 2016, including Exhibits A through H.

Moved by: Vice Chair McFadden

Seconded by: Commissioner D'Alessandro

Voice Vote: Motion passed, 7-0.

50.2 LDP-16-107 Consideration of a request to create two lots on a 0.80 acre parcel located on the west side of Modoc Avenue, approximately mid-block between Dellwood

and Woodlawn Streets within an SFR-4 (Single-Family Residential – 4 units per acre) zoning district. (Chris Adderson, Applicant; Rogue Planning & Development Services LLC, Amy Gunter, Agent)

Chair Miranda inquired whether any Commissioners have a conflict of interest or ex-parte communication they would like to disclose. Vice Chair McFadden disclosed that he had a brief discussion with a neighboring property owner to this property. It will not affect his decision.

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

Praline McCormack, Planner II, read the land division. Ms. McCormack reported that there were several exhibits that will be entered into the record. Public Works revised their staff report to address minimum access easement that will be entered into the record as Exhibit E-1. The applicant submitted Findings addressing the minimum access easement that will be entered into the record as Exhibit I. A letter of opposition was received from Marilyn Costamagna that will be entered into the record as Exhibit J. Ms. McCormack gave a staff report.

The public hearing was opened.

Vice Chair McFadden asked what are the conditions for a certain amount of street frontage as part of the property? Ms. McCormack reported that is street frontage landscaping for arterial streets. Modoc Avenue is classified as a standard residential street. Those types of streets generally have a park strip but there are none in that neighborhood. There is a 30 foot frontage requirement for parcel 2 in the back.

a. Amy Gunter, Rogue Planning & Development Services LLC, 1424 S. Ivy Street, Medford, Oregon, 97501. Ms. Gunter reported that the applicant had intended to do a flag lot but how the code measures lot width and depth requirements there were unable to meet that standard. It will appear and function much like a flag lot but has the private access easement. The lots exceed the maximum lot area in the zone particularly parcel 1 due to the placement of the single family residence in the middle of the lot. The applicant is requesting to have the sidewalk be at back of curb line due to the amount of right-of-way width. There are no sidewalks on the entire stretch of South Modoc Avenue and none across the street. The applicant has also requested deferral of the street light which is acceptable to the Public Works Department. The reason for that is it takes significant amounts of electrical infrastructure to do one street light and it is better to plan the street lights as a comprehensive system on an entire street length instead of lot by lot. There is a condition of approval regarding paving of the driveway prior to signature of the survey plat. The applicant requests that the driveway paving be held until certificate of occupancy for parcel 2 (access easement pavement) so that the asphalt does not get destroyed by construction vehicle traffic.

Commissioner Foley asked for clarification that the applicant wants to defer the paving to when? Ms. Gunter stated until certificate of occupancy for the future single family residence on parcel 2. One to preserve the pavement so that it does not get destroyed by construction vehicles. Two, it is not known when a home will be constructed on that lot.

Ms. McCormack reported that regarding the deferral of the paving that Planning usually requires paving to be done prior to final plat. The reason for that is they do not want to pass on the cost of the paving to a new homeowner who may not know that is a condition of the property they just purchased.

Vice Chair McFadden asked if track-out was an issue? Ms. McCormack replied yes.

Alex Georgevitch, City Engineer, reported that track-out is an issue. That is one of the reasons they typically require this. They do not require it on just a driveway for a single family residence. This is a unique situation where it is a long driveway. Mr. Georgevitch reported that is why they require these types of improvements to be built prior to building permit. The applicant's agent pointed out that Public Works is fine with deferral. That has not yet been requested. He does not know if they will have an issue with it but the decision is made by the City Engineer at the time of the request not through this hearing.

Vice Chair McFadden stated that the City of Medford was not happy with circular driveways. Will this action require the property to close the northern driveway to the front property? Mr. Georgevitch reported that circular driveways on higher order streets are typically an issue. This is a lower order street and they do not have any issue with it. There is no reason to close it unless the applicant desires.

The public hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and adopts the Final Order for approval of LDP-16-107 per the staff report dated November 23, 2016, including Exhibits A-J and replacing Exhibit E with Exhibit E-1.

Moved by: Vice Chair McFadden

Seconded by: Commissioner D'Alessandro

Voice Vote: Motion passed, 6-1, with Commissioner Pulver voting no.

**50.3 CUP-16-124** Consideration of an electronic message sign to be located within 150 feet of a residential zone as part of West Orthodontics, a new dental office building currently being constructed at 1475 E. McAndrews Road in the Commercial Service/Professional (C-S/P) zoning district (371W19BA2500). (West Orthodontics, Applicant; Steve Morgan, Agent)

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

Chair Miranda 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 II, read the conditional use permit criteria and gave a staff report.

The public hearing was opened.

a. Steve Morgan, Designer Signs, 1414 Crown Avenue, Medford, Oregon, 97504. Mr. Morgan clarified that the sign was not 16 feet it is a 16 square foot sign. Mr. Morgan requested rebuttal time.

Vice Chair McFadden asked if the sign was in a public utilities easement along the front of the property? Mr. Morgan replied it was not. It meets all the required setbacks.

Vice Chair McFadden asked what is the nearest similar sign. Mr. Severs stated that he could not say. There are a lot of signs up and down East McAndrews. Monument signs are typical for offices.

Mr. Mitton stated that there is a similar sign on Crater Lake Avenue approximately one block south of McAndrews on the right side of Crater Lake Avenue.

The public hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and adopts the Final Order for approval of CUP-16-124 per the staff report dated December 1, 2016, including Exhibits A through H.

Moved by: Vice Chair McFadden

Seconded by: Commissioner Foley

Commissioner Mansfield reported that he opposes electric signs. The purpose of signage is to inform the public of the service of their product or the products that are produced therein not to advertise. A non-electronic sign will accomplish that purpose. He considers electric signs to be a blot on the view scape so he plans to vote no.

Voice Vote: Motion passed, 6-1, with Commissioner Mansfield voting no.

## 60. Reports

### 60.1 Site Plan and Architectural Commission.

Commissioner D'Alessandro reported that the Site Plan and Architectural Commission met on Friday, December 2, 2016. They considered plans for a 2,856 square foot general office/medical office building on a 0.43 acre lot within Phase 3 of the West View

Village Planned Unit Development located at the southeast corner of Lozier Lane and Meadows Lane.

#### 60.2 Report of the Joint Transportation Subcommittee.

Commissioner Pulver reported that the Joint Transportation Subcommittee met on Wednesday, November 23, 2016. They are progressing slowly with John Adams departure. They are still working on scoping and the bid. The consultants are working on the TSP document update. They were provided with a map that showed intersection failures in the event no improvements take place. Their next meeting will be the end of January 2017.

#### 60.3 Planning Department

Carla Paladino, Planner IV, reported that there is a Planning Commission study session on Monday, December 12, 2016. Discussion is regarding a citizen's request to the City Council to review temporary food vendors and trucks.

Based on tonight's agenda and completing applications the Planning Commission meeting scheduled for Thursday, December 22, 2016, will be cancelled.

There is business scheduled for the Planning Commission meeting on Thursday, January 12, 2017.

Last Thursday, City Council approved retail marijuana sales. That code amendment was approved as a permitted use.

City Council is having a study session this evening whether green-houses constitute an in-door grow. That code section is not in Chapter 10.

On Thursday, December 15, 2016, the City Council will hear portable signs in the Central Business Overlay and the Craft distilleries text amendments.

#### 70. Messages and Papers from the Chair.

70.1 Chair Miranda stated that between now and the first meeting in February to please consider the Commission elections. There will also be reappointments and/or appointments to the Site Plan and Architectural Commission and the Joint Transportation Subcommittee.

#### 80. Remarks from the City Attorney. None.

#### 90. Propositions and Remarks from the Commission.

90.1 Commissioner D'Alessandro reiterated his gratitude for the support that the Planning Commission gets from staff and especially Terri Rozzana for keeping him in check. He really appreciates working with the Planning Commission members and the education he received that will hopefully move on to the City Council and be successful there as well.

100. Adjournment

The meeting was adjourned at 6:37 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by:

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Terri L. Rozzana  
Recording Secretary

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Patrick Miranda  
Planning Commission Chair

Approved: January 12, 2017



### Related Projects

- ZC-10-078 SFR-00 to SFR-10
- LDS-15-015 Delta Estates Subdivision, Phase 1
- E-15-016 Exception to Setbacks, denied (Delta Estates, Phase 1)
- ZC-15-017 Zone Change from SFR-10 to SFR-6 (Delta Estates, Phase 1)
- ZC-16-089 Zone Change from SFR-10 to SFR-6 (Delta Estates, Phases 2 – 5)
- LDS-16-090 Delta Estates Subdivision, Phases 2 – 5
- E-16-091 Exception to street improvements (Delta Estates, Phases 2 – 5)

### Applicable Criteria

#### **Medford Municipal Code §10.248 Conditional Use Permit Criteria.**

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

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

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

- (1) Limit the manner in which the use is conducted, including restricting the time an activity may take place, and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.
- (2) Establish a special yard or other open space or lot area or dimension requirement.
- (3) Limit the height, size, or location of a building or other structure.
- (4) Designate the size, number, location, or nature of vehicle access points.
- (5) Increase the amount of street dedication, roadway width, or improvements within the street right-of-way.
- (6) Designate the size, location, screening, drainage, surfacing, or other improvement of parking or truck loading area.
- (7) Limit or otherwise designate the number, size, location, height, or lighting of signs.

- (8) Limit the location and intensity of outdoor lighting, or require its shielding.
- (9) Require screening, landscaping, or other facilities to protect adjacent or nearby property, and designate standards for installation or maintenance thereof.
- (10) Designate the size, height, location, or materials for a fence.
- (11) Protect existing trees, vegetation, water resources, wildlife habitat, or other significant natural resources.

#### **10.249 Conditional Use Permits, Mitigation of Impacts.**

Development requiring the mitigation of impacts under Section 10.248(2), Conditional Use Permit Criteria, must do one of the following:

- (1) Preserve unique assets of interest to the community.
- (2) Provide a public facility or public nonprofit service to the immediate area or community.
- (3) Otherwise provide a use or improvement that is consistent with the overall needs of the community in a location that is reasonably suitable for its purpose.

#### **Corporate Names**

The Oregon Secretary of State website lists CT Corporation System in Salem as the Registered Agent for Verizon Wireless (VAW) LLC. Managers are identified as Joseph Greco and Nicola Palmer of Basking Ridge NJ.

#### **ISSUES AND ANALYSIS**

##### **Project Summary**

The applicant proposes to place a 106-foot high wireless communication support structure concealed in a windmill design (Exhibit B, 8 and 9 of 10). The height includes a 94-foot tower, 11 feet to the top of the windmill blades and one additional foot for the required obstruction lights. Associated ground equipment and landscaping are also proposed (Exhibit B, 10 of 10).

The new facility will be located just southwest of the future intersection of Owen Drive and McLoughlin Drive, north of Abraham Lincoln School. The lease area totals 1,600 square feet (40 x 40) and will be accessed via a private driveway extending from the northerly terminus of McLoughlin Drive near the school.

The 32-acre site has little vegetation and slopes to the northwest. Abraham Lincoln School is approximately 1,000 feet to the south; the nearest single-family residential dwellings are approximately 1,700 feet west of the proposed location. As noted above,

noted above, Owen Drive and McLoughlin Drive are proposed to intersect at the northeasterly corner of the subject 32-acre site; the proposed tower has been located to accommodate the future rights-of-way.

Wireless communication facilities are subject to the standards contained in Medford Land Development Code (MLDC) Section 10.824. A conditional use permit is required for new wireless communication support structures (cell towers) such as the one proposed in this application.

#### Design Standards

MLDC 10.824 contains design standards for wireless facilities that are intended to mitigate impacts and preserve the character of the City's zoning districts by protecting them from the visual and aesthetic impacts associated with wireless communication facilities.

The applicant submitted a proposal and findings with the original submittal in July 2016. In December 2016, the applicant submitted the proposed windmill design and provided supplemental findings acknowledging the revised proposal. The supplemental findings address the new design and effectively supersede those portions of the July document that describe the initial design. The applicant's submittals thoroughly address the Code required design elements (Exhibits G and H). A brief summary of each required element is included below.

#### *Mitigation of Visual Impacts*

The applicant is proposing a windmill design to conceal the proposed facility. The support tower has a lattice design as depicted in the line drawings (Exhibit B, 8 of 10 and 9 of 10) and the photo in the supplemental findings (Exhibit G). In the supplemental findings, the applicant notes that the antenna array will be more compact than depicted in the photo as it is proposed with only six panel antennas rather than the 12 shown. The windmill itself sits above the antenna array and does not provide any concealment of the antennas.

MLDC 10.824(D)(1)(c) requires new structures be designed with "...features that conceal, obscure or mitigate the visual impacts created by the proposed facility. New...structures shall include stealth capabilities..." MLDC 10.824(D)(1)(d) requires a monopole design with the antennas "...positioned in a flush-mounted, vertical manner to lessen the impact when compared to the...platform design. Platform designs may be used, if an approved by the Planning Commission...upon a finding that the use of an alternate attached...design is not feasible." MLDC 10.824(D)(1)(f) authorizes the Planning Commission to mitigate visual impacts of proposed facilities through additional design measures including but not limited to additional concealing materials and

designs, façades, specific colors and materials, masking, shielding techniques, and landscaping.

While the proposed design does provide visual interest, the antennas themselves are not concealed, obscured or flush-mounted. The Commission may approve the proposed design if it finds that the proposed design mitigates the visual impacts of the new facility are sufficient, or if it requires additional mitigation as noted above.

#### *Lighting*

The applicant included a letter from the Oregon Department of Aviation (ODA) which recommends the installation of red obstruction lights mounted to the top of the facility for safety (Exhibits G and H). The applicant acknowledges this ODA comment and shows dual steady burning lights atop the tower. It is not clear whether shielding is proposed to limit visibility from ground level views.

The applicant also notes that fence-mounted lighting will be installed. A condition requiring compliance with the City's glare standards has been included.

#### *Collocation Requirement*

The applicant states that there are no existing towers or structures within 1,250 feet of the proposed site, and Verizon Wireless is already collocated on to the nearest wireless communication tower located over 5,500 feet away. There are no tall structures in the area capable of supporting the proposed facility. The proposed facility is designed to accommodate an additional user.

#### *Building Setbacks*

The Code requires that cell towers be set back from any parcel in a residential zone a distance equal to the overall height of the structure. In this case, the 106-foot proposed structure is located on a 32-acre parcel bounded on the north and west by the Urban Growth Boundary. The location is approximately 1,700 feet from the closest residential lots southwest of the site.

Properties to the north and east are in Jackson County and zoned EFU (Exclusive Farm Use). The residential setback does not apply to the EFU land.

#### *Landscaping*

A five-foot landscape buffer surrounding the 40-foot x 40-foot lease area is proposed to meet the standard. Irrigation must be provided pursuant to MLDC 10.780.

### Agency Comments

Department and agency comments are included as Exhibits O through R. The Public Works Department notes a code requirement to construct a portion of McLoughlin Drive between the end of the existing improvements and the subject site. Stormwater detention and water quality treatment standards must also be met. No other City departments recommended conditions of approval.

No other issues were identified by staff.

### **FINDINGS AND CONCLUSIONS**

Staff has reviewed the applicant's findings and conclusions (Exhibits G and H) and noted that the applicant prepared findings for both approval criteria, even though the Commission need only make findings for either Criterion 1 or Criterion 2.

Staff recommends that the Commission adopt the findings for Criterion 2 (the development is in the public interest and may cause some impacts and conditions have been imposed) as presented.

Under MLDC 10.249, development requiring the mitigation of impacts under Section 10.248(2), Conditional Use Permit Criteria, must do one of the following:

- (1) Preserve unique assets of interest to the community.
- (2) Provide a public facility or public nonprofit service to the immediate area or community.
- (3) Otherwise provide a use or improvement that is consistent with the overall needs of the community in a location that is reasonably suitable for its purpose.

The Commission can find that the applicant has satisfied the third criterion based on the service provided to the community as a whole. The applicant has demonstrated that the location is reasonable for the purpose.

### **RECOMMENDED ACTION**

Adopt the findings for MLDC 10.248(2) and 10.249(3) as recommended by staff and direct staff to prepare a Final Order for approval of CUP-16-084 per the staff report dated January 5, 2017, including Exhibits A through S.

### **EXHIBITS**

- A Conditions of Approval dated January 5, 2017
  - B Site Plans and Elevations received December 22, 2016
-

- C Site Photos received July 15, 2016
- D Existing Network Coverage Maps received July 15, 2016
- E 1,250 and 300 Foot Radius Maps received July 15, 2016
- F Five Mile Radius Map received July 15, 2016
- G Supplemental Findings received December 22, 2016 (includes updated ODA letter)
- H Applicant's Findings received July 15, 2016
- I Non-ionizing Electromagnetic Exposure Analysis and Engineering Certification received July 15, 2016
- J PCS Broadband License received July 15, 2016
- K Oregon Department of Aviation letter received July 15, 2016
- L FAA Determination of No Hazard to Air Navigation Letter received July 15, 2016
- M Draft Land Lease Agreement received July 15, 2016
- N Communication Pole Design Calculations received July 15, 2016
- O Public Works Department Staff Report received September 14, 2016
- P Medford Water Commission Staff Memo received September 14, 2016
- Q Medford Fire Department Land Development Report received September 14, 2016
- R Building Safety Department Memo received September 14, 2016
- S Jackson County Assessor's Map received July 15, 2016  
Vicinity map

**PLANNING COMMISSION AGENDA:**

**JANUARY 12, 2017**

New Wireless Facility north of Abraham Lincoln School  
CUP-16-084  
Conditions of Approval  
Exhibit A

January 5, 2017

**Discretionary Conditions**

1. The windmill concealment method shall be maintained in good condition at all times.

**Code Conditions**

2. Comply with the Public Works Department Staff Report received September 14, 2016 (Exhibit O).
3. Lighting shall meet the glare standards in MLDC 10.764.
4. A landscape and irrigation plan consistent with MLDC 10.780 shall be submitted with the building permit application.







**LESSOR'S LEGAL DESCRIPTION**

PARCEL 2 AND PARCEL 3 OF PARTITION PLAT NO. P-28-2014, IN THE CITY OF MEDFORD, JACKSON COUNTY, OREGON, FILED SEPTEMBER 13, 2014 IN BOOK 2 VOL 26 AS NO. 21584 IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**LEASE AREA LEGAL DESCRIPTION**

A PORTION OF PARCEL 2 OF PARTITION PLAT NO. P-28-2014, IN THE CITY OF MEDFORD, JACKSON COUNTY, OREGON, FILED SEPTEMBER 13, 2014 IN BOOK 2 VOL 26 AS NO. 21584 IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND MONUMENT AT THE NORTHEAST CORNER OF SAID PARCEL 3, THENCE ALONG THE NORTH LINE OF SAID PARCEL 3, NORTH 88°19'47" WEST, 70.00 FEET, THENCE DEPARTING SAID NORTH LINE SOUTH 07°11'57" WEST, 90.00 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING SOUTH 07°11'57" WEST, 43.00 FEET, THENCE NORTH 88°30'47" WEST, 40.00 FEET, THENCE NORTH 07°11'57" EAST, 40.00 FEET, THENCE SOUTH 88°30'47" EAST, 40.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 1600 SQUARE FEET, MORE OR LESS

RESERVING WAIVER RELATIVE RIGHT OF USE ACROSS LESSOR'S PROPERTY FOR NECESSARY IMPROVEMENTS TO CONSTRUCT, OPERATE, AND MAINTAIN A COMMUNICATION FACILITY FOR ITEMS SUCH AS, BUT NOT LIMITED TO, WIRELESS, FIBER, POWER, VEHICLE OR MANUFACTURING EQUIPMENT, AND UTILITIES

**ACCESS EASEMENT LEGAL DESCRIPTION**

A PORTION OF PARCEL 2 AND PARCEL 3 OF PARTITION PLAT NO. P-28-2014, IN THE CITY OF MEDFORD, JACKSON COUNTY, OREGON, FILED SEPTEMBER 13, 2014 IN BOOK 2 VOL 26 AS NO. 21584 IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR BEING A 20 FOOT WIDE STRIP OF LAND LYING 10.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT A FOUND MONUMENT AT THE NORTHEAST CORNER OF SAID PARCEL 3, THENCE ALONG THE NORTH LINE OF SAID PARCEL 3, NORTH 88°19'47" WEST, 70.00 FEET, THENCE DEPARTING SAID NORTH LINE SOUTH 07°11'57" WEST, 90.00 FEET, THENCE SOUTH 07°11'57" WEST, 40.00 FEET, THENCE NORTH 88°30'47" WEST, 40.00 FEET, THENCE SOUTH 16°47'19" WEST, 19.91 FEET TO THE POINT OF BEGINNING, THENCE SOUTH 88°30'47" EAST, 95.00 FEET, THENCE SOUTH 07°11'57" WEST, 922.47 FEET TO THE POINT OF BEGINNING.

CONTAINING 20321 SQUARE FEET, MORE OR LESS

**UTILITY EASEMENT LEGAL DESCRIPTION**

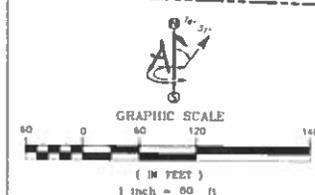
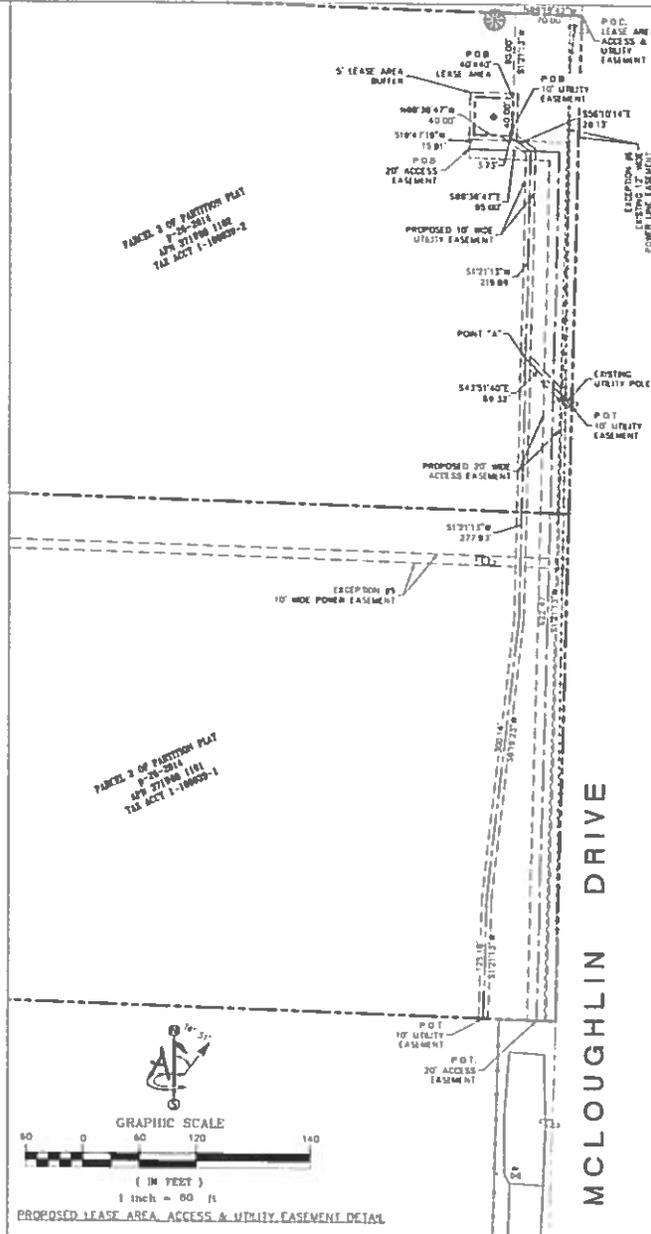
A PORTION OF PARCEL 2 OF PARTITION PLAT NO. P-28-2014, IN THE CITY OF MEDFORD, JACKSON COUNTY, OREGON, FILED SEPTEMBER 13, 2014 IN BOOK 2 VOL 26 AS NO. 21584 IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR BEING A 10 FOOT WIDE STRIP OF LAND LYING 5 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT A FOUND MONUMENT AT THE NORTHEAST CORNER OF SAID PARCEL 3, THENCE ALONG THE NORTH LINE OF SAID PARCEL 3, NORTH 88°19'47" WEST, 70.00 FEET, THENCE DEPARTING SAID NORTH LINE SOUTH 07°11'57" WEST, 90.00 FEET, THENCE SOUTH 07°11'57" WEST, 40.00 FEET, THENCE NORTH 88°30'47" WEST, 3.23 FEET TO THE POINT OF BEGINNING, THENCE SOUTH 88°30'47" WEST, 28.19 FEET, THENCE SOUTH 07°11'57" WEST, 219.89 FEET TO A POINT HEREINAFTER KNOWN AS POINT "A", THENCE SOUTH 43°52'07" EAST, 89.32 FEET TO THE POINT OF TERMINUS OF SAID DESCRIBED CENTERLINE.

TOGETHER WITH A 10.00 FOOT STRIP OF LAND LYING 5.00 FEET EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE AFORESAID POINT "A", THENCE SOUTH 07°11'57" WEST, 277.83 FEET, THENCE SOUTH 08°19'27" WEST, 300.14 FEET, THENCE SOUTH 07°11'57" WEST, 125.18 FEET TO THE TERMINUS OF SAID DESCRIBED CENTERLINE.

CONTAINING 10146 SQUARE FEET, MORE OR LESS



PROPOSED LEASE AREA, ACCESS & UTILITY EASEMENT DETAIL

**verizon**  
15505 SAND CANYON AVE  
BUILDING 'D' 1st FLOOR  
RYSON, CA 92618  
PHONE (949) 286-7000

---

PROJECT INFORMATION

**MDF - DRY CREEK**  
MCLOUGHLIN DRIVE  
MEDFORD, OR 97501  
JACKSON COUNTY

---

ORIGINAL ISSUE DATE: **09/18/2015**

---

REV.	DATE	DESCRIPTION	BY
A	09/18/15	INITIAL ISSUE	RC
B	02/10/16	CLIENT COMMENTS	SR
C	02/15/16	CLIENT COMMENTS	SR
D	05/24/16	CLIENT COMMENTS (C)	SR

---

PLANS PREPARED BY:

**Technology Associates**  
4122 FACTORY BLVD. SUITE 300  
BELLFLOWER, WA 98006

---

CONSULTANT:

**Ambit**  
245 51 BELLEVUE AVENUE SUITE 3A  
TAPSCOTT, WASHINGTON 98057 (206) 372-9181

---

DRAWN BY:  CHK  APV

RC      SR      DC

---

LICENSER:

---

SHEET TITLE:

**LEGAL DESCRIPTIONS AND EASEMENT DETAIL**

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SHEET NUMBER:

**SV-2**





**verizon**

5430 NE 122ND AVENUE  
PORTLAND, OR 97238

**Technology Associates**

SITE DEVELOPMENT SERVICES  
PORTLAND MARKET OFFICE  
7117 SW BEVELAND STREET  
SUITE 101  
TIGARD, OR 97038

**Technology Associates**

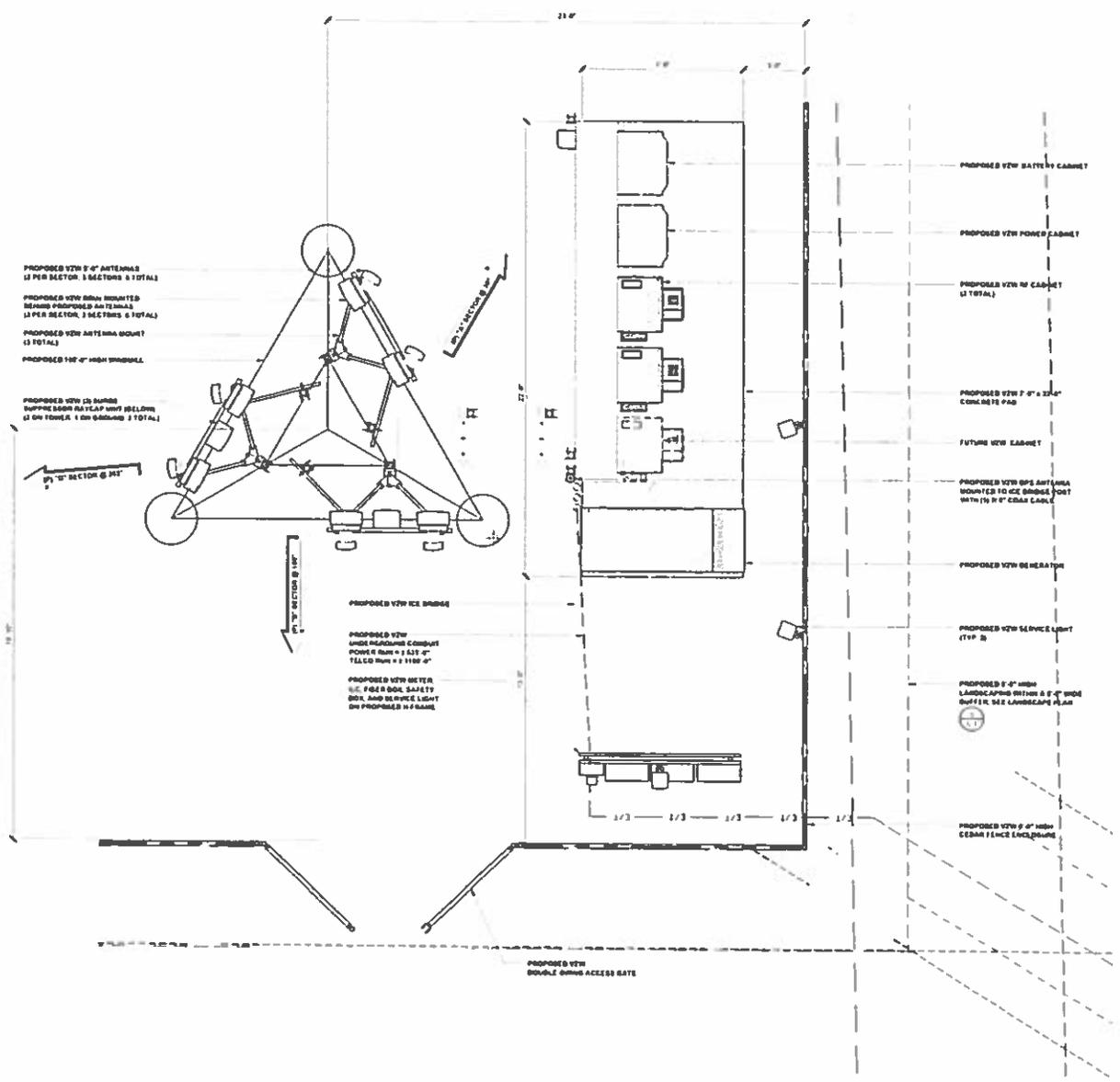
ARCHITECTURE & ENGINEERING  
SAN DIEGO MARKET OFFICE  
5133 MISSION CENTER RD SUITE 220  
SAN DIEGO, CA 92108

REV	DATE	DESCRIPTION	BY
1	12/10/15	ISSUED FOR PERMITS	CSM
2	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
3	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
4	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
5	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
6	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
7	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
8	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
9	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
10	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
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17	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
18	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
19	01/05/16	ADD 2' WINDMILL TO PLAN	CSM
20	01/05/16	ADD 2' WINDMILL TO PLAN	CSM

**MDF DRY CREEK  
MCCLOUGHLIN DRIVE  
MEDFORD, OR 97501  
WINDMILL**

SHEET TITLE  
**EQUIPMENT  
AND ANTENNA  
PLAN**

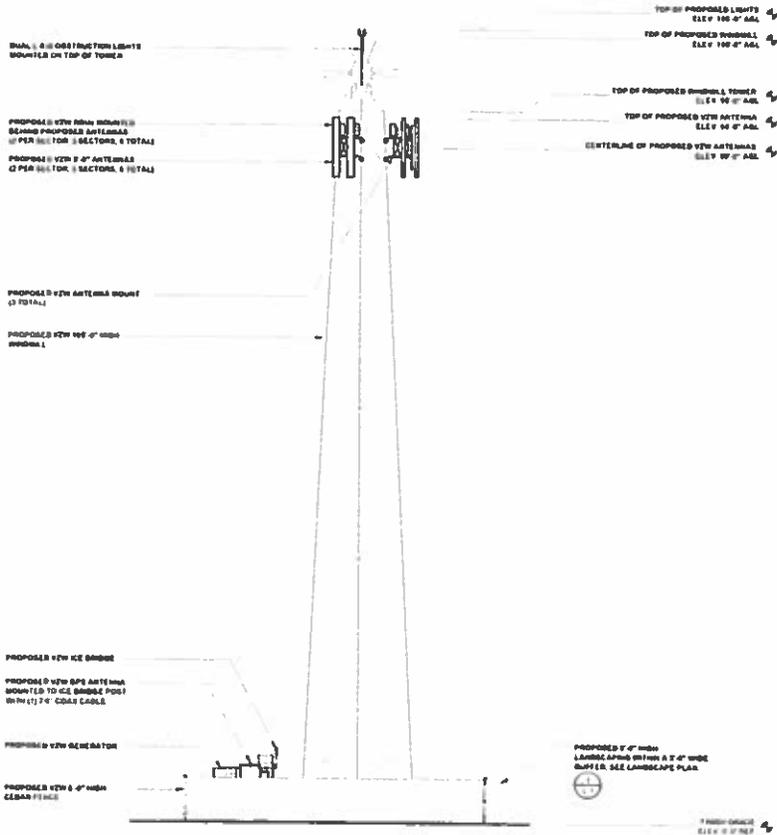
SHEET NUMBER  
**A-3**



**PROPOSED EQUIPMENT AND ANTENNA PLAN**

SCALE: 1/2" = 1'-0" (30x30)  
DATE: 04/14/16 (11/15) 1

**NOTE**  
LANDSCAPING BUFFER ARE NOT SHOWN FOR CLARITY

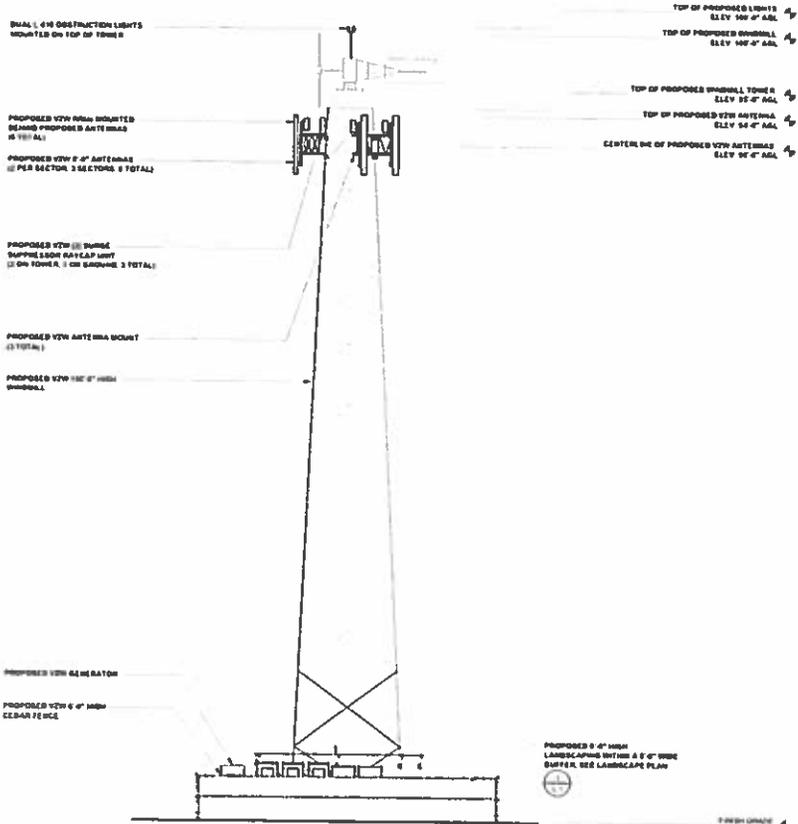


PROPOSED 6\"/>

**EAST ELEVATION**

SCALE: 1/8" = 1'-0" (AS SHOWN)  
 (AS SHOWN) 1/8" = 1'-0" (AS SHOWN) **1**

**NOTE**  
LANDSCAPING BUFFER ARE NOT SHOWN FOR CLARITY



PROPOSED 6\"/>

**SOUTH ELEVATION**

SCALE: 1/8" = 1'-0" (AS SHOWN)  
 (AS SHOWN) 1/8" = 1'-0" (AS SHOWN) **2**

**verizon**  
 5430 NE 122ND AVENUE  
 PORTLAND, OR 97230

**Technology Associates**  
 SITE DEVELOPMENT SERVICES  
 PORTLAND MARKET OFFICE  
 7717 SW BEVELAND STREET  
 SUITE 101  
 TIGARD, OR 97138

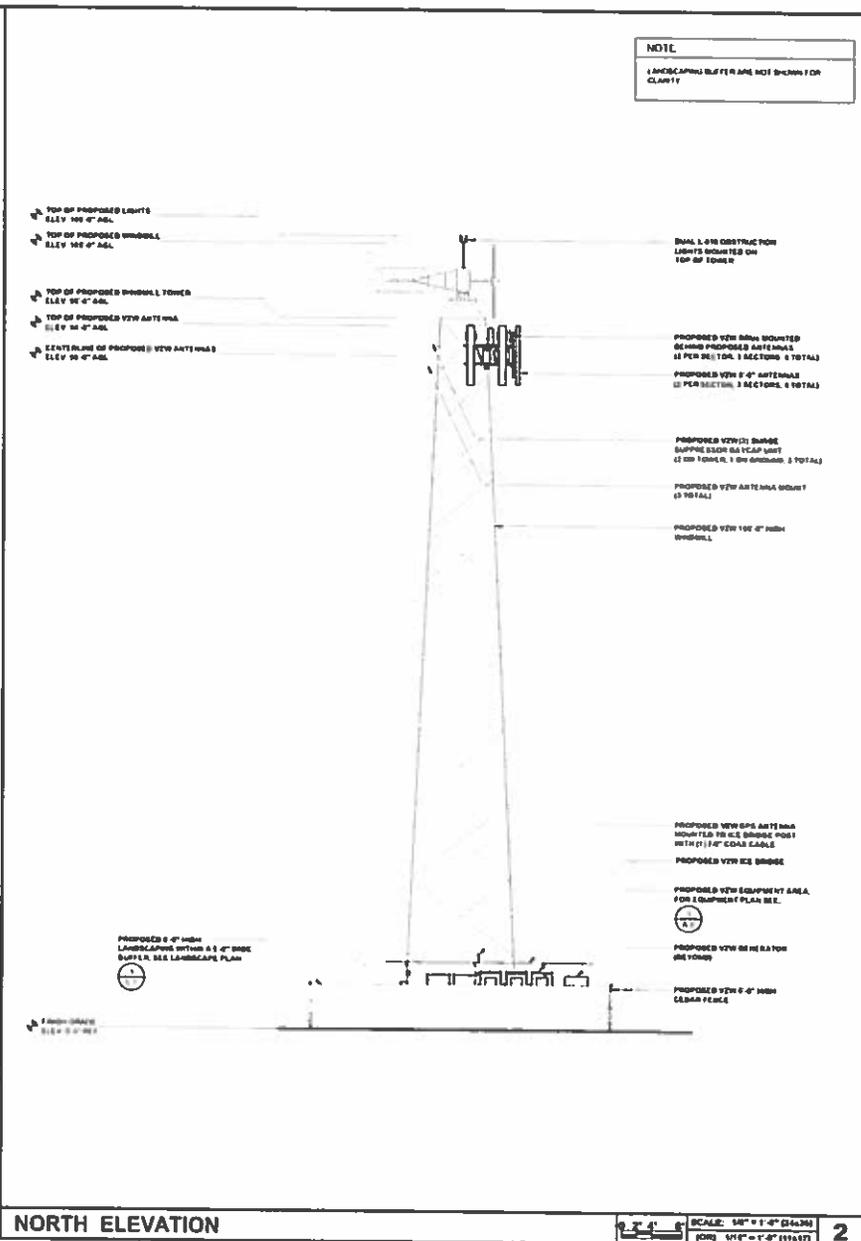
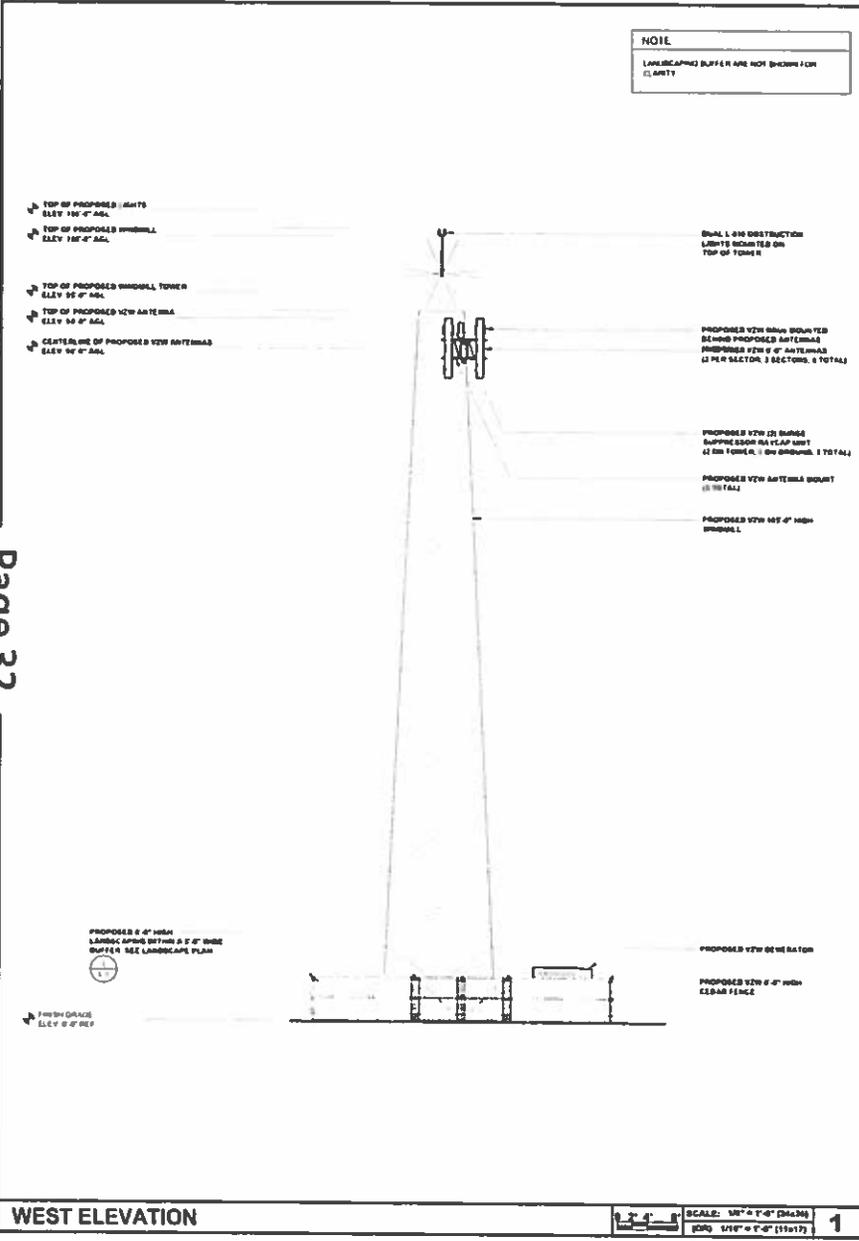
**Technology Associates**  
 ARCHITECTURE & ENGINEERING  
 SAN DIEGO MARKET OFFICE  
 5333 MISSION CENTER RD. STE. 220  
 SAN DIEGO, CA 92108

REV	DATE	DESCRIPTION	BY
1	10-10-2014	ISSUE FOR PERMIT	CLM
2	10-10-2014	ISSUE FOR PERMIT	CLM
3	10-10-2014	ISSUE FOR PERMIT	CLM
4	10-10-2014	ISSUE FOR PERMIT	CLM

**MDF DRY CREEK**  
 MCLOUGHLIN DRIVE  
 MEDFORD, OR 97501  
**WINDMILL**

SHEET TITLE  
**ELEVATIONS**

SHEET NUMBER  
**A-4**



**verizon**  
 5438 NE 122ND AVENUE  
 PORTLAND, OR 97230

**Technology Associates**  
 SITE DEVELOPMENT SERVICES  
 PORTLAND MARKET OFFICE  
 7117 SW BEVELAND STREET  
 SUITE 101  
 TIGARD, OR 97028

**Technology Associates**  
 ARCHITECTURE & ENGINEERING  
 SAN DIEGO MARKET OFFICE  
 5313 MISSION CLAYTON RD. STE. 220  
 SAN DIEGO, CA 92108

REV	DATE	DESCRIPTION	BY
0	12-10-2019	ISSUED FOR PERMIT	LMH
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2	02-10-2020	REDESIGN OF WHORL	LMH
3	03-02-2020	REDESIGN OF WHORL	LMH
4	1-07-2020	REDESIGN OF WHORL	LMH
5	02-10-2020	REDESIGN OF WHORL	LMH
6	02-10-2020	REDESIGN OF WHORL	LMH

IF IN A 500' AREA OF LAND NOT OWNED BY THE CITY OF MEDFORD, THE CITY ENGINEER SHALL REVIEW THE PROJECT FOR CONFORMANCE WITH THE CITY OF MEDFORD ZONING ORDINANCES.

**MDF DRY CREEK**  
 MCLOUGHLIN DRIVE  
 MEDFORD, OR 97501  
 WINDMILL

SHEET TITLE  
**ELEVATIONS**

SHEET NUMBER  
**A-5**





**AERIAL MAP**

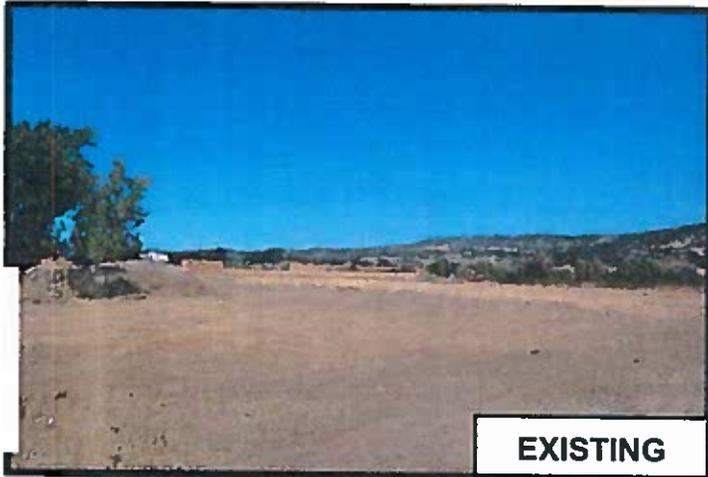
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JULY 15 2016  
PLANNING DEPARTMENT



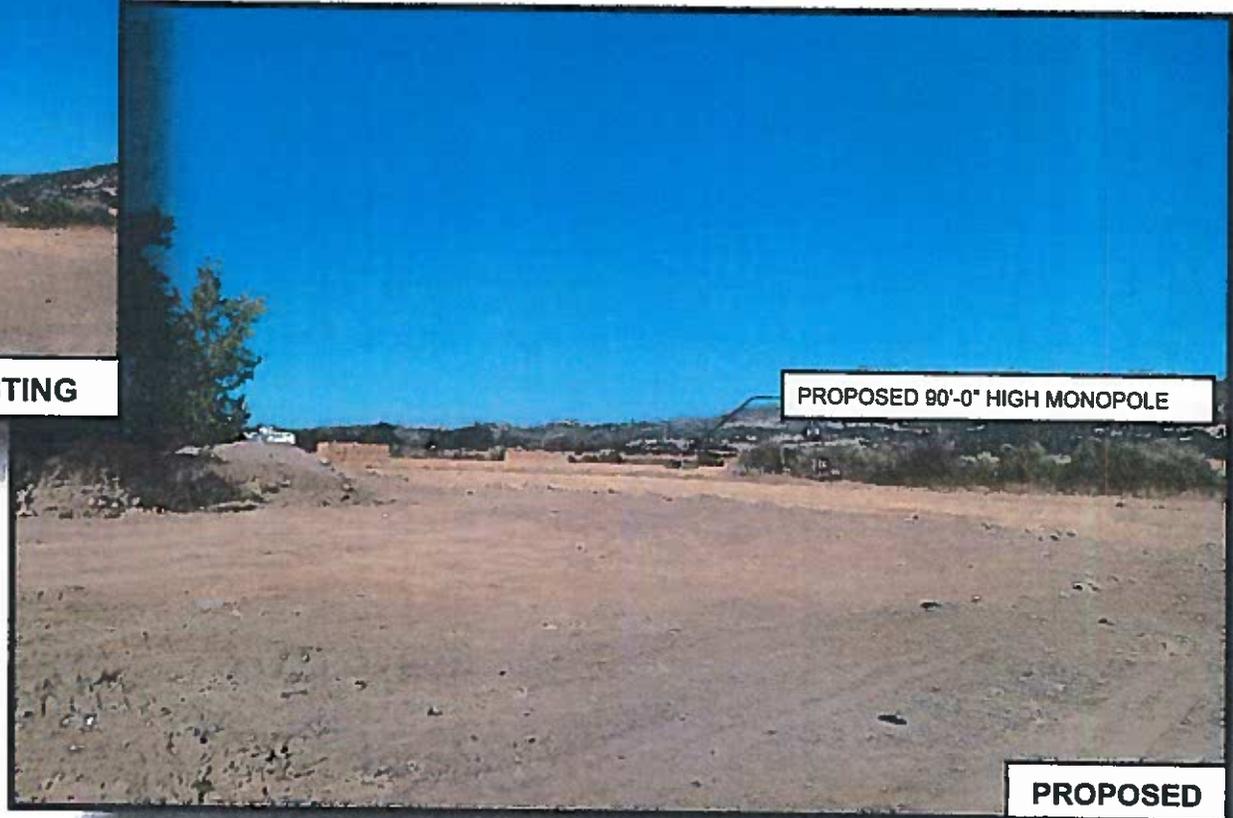
**MDF DRY CREEK**  
MCCLOUGHLIN DRIVE  
MEDFORD, OR 97501



Page 35



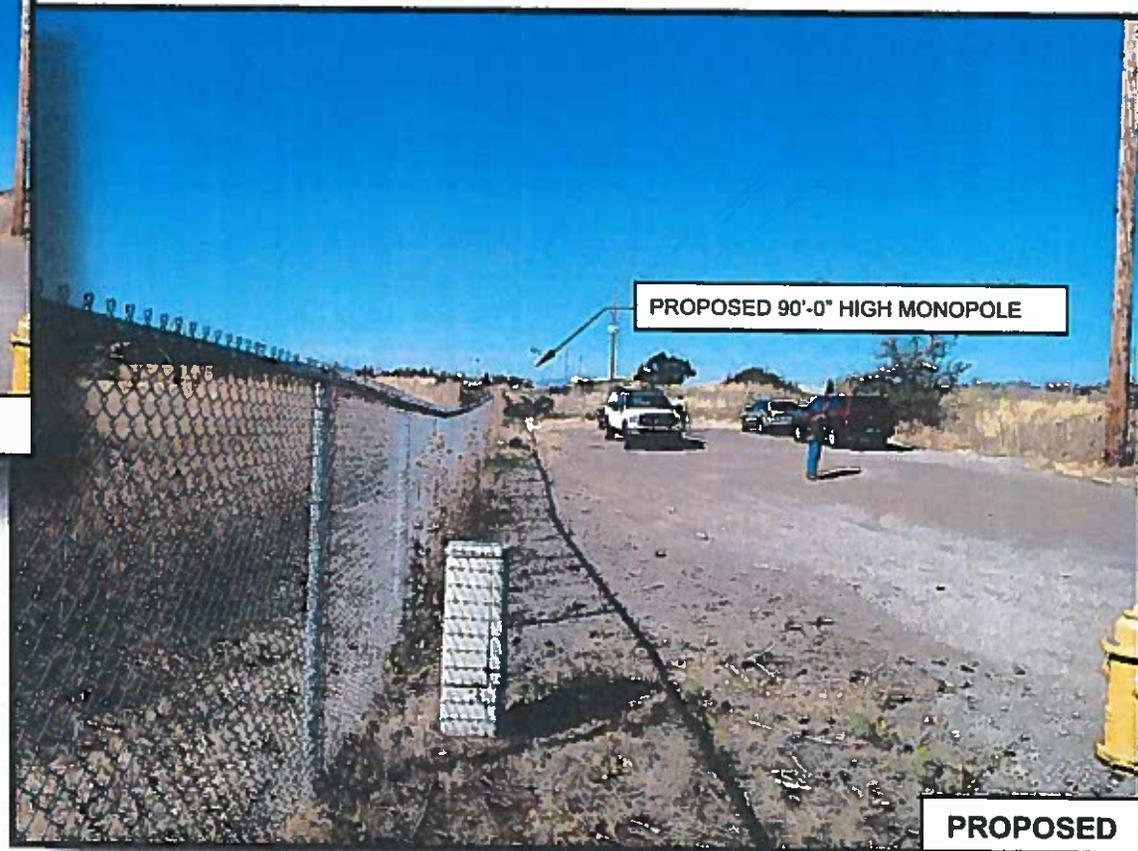
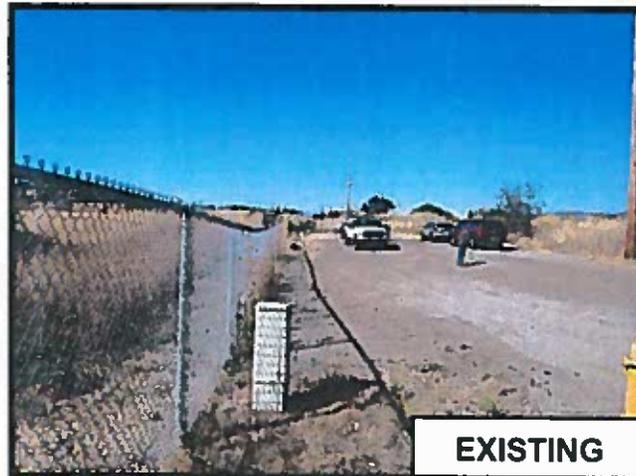
**EXISTING**



**PROPOSED 90'-0" HIGH MONOPOLE**

**PROPOSED**

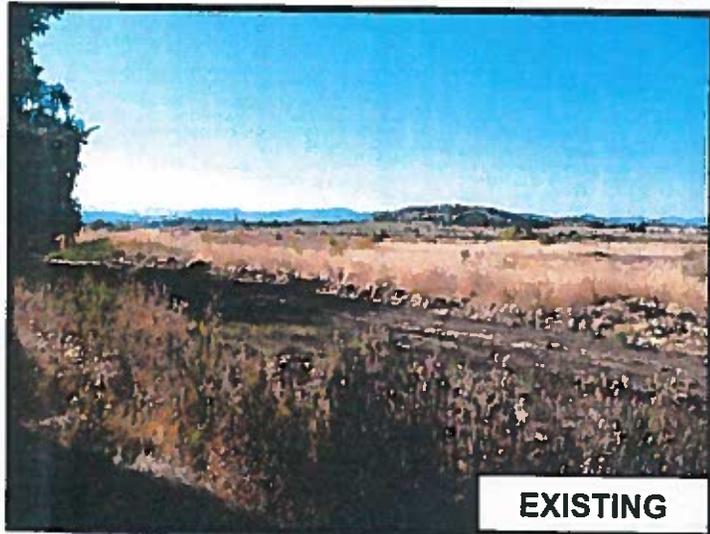
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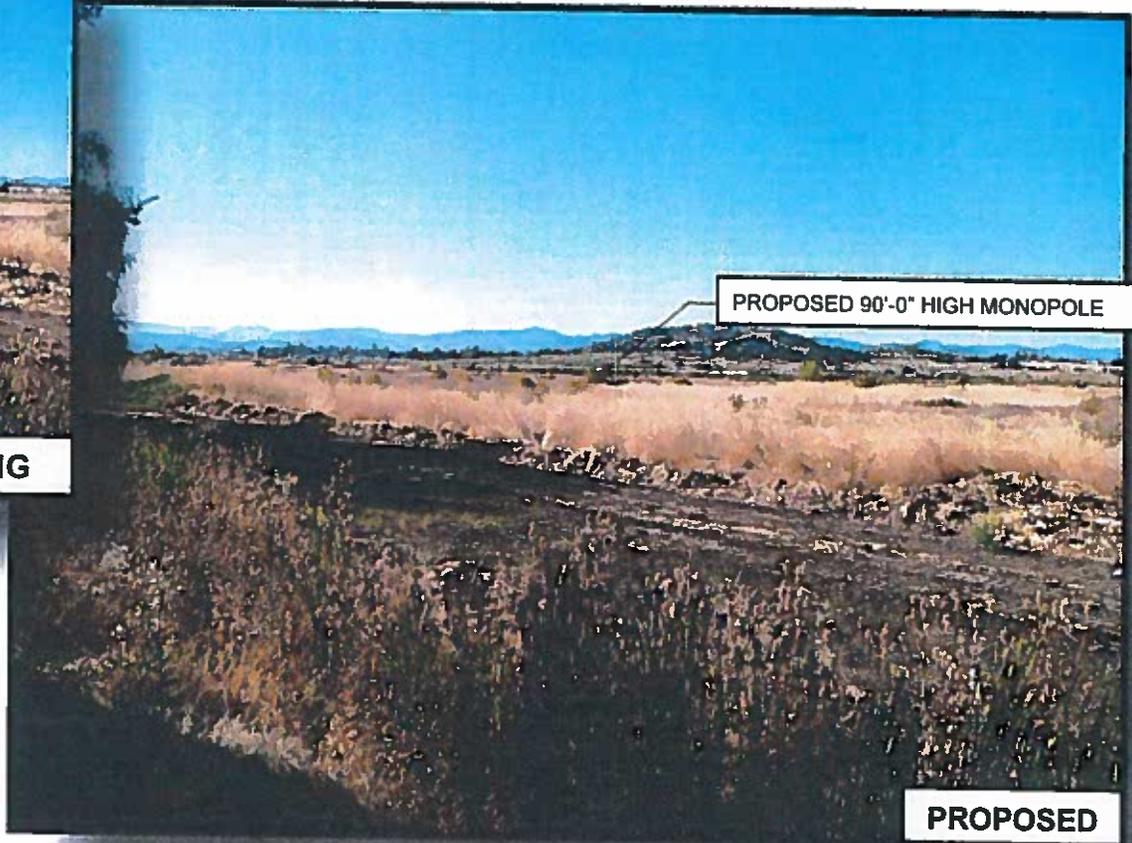
**VIEWPOINT 2**



**MDF DRY CREEK**  
MCCLOUGHLIN DRIVE  
MEDFORD, OR 97501



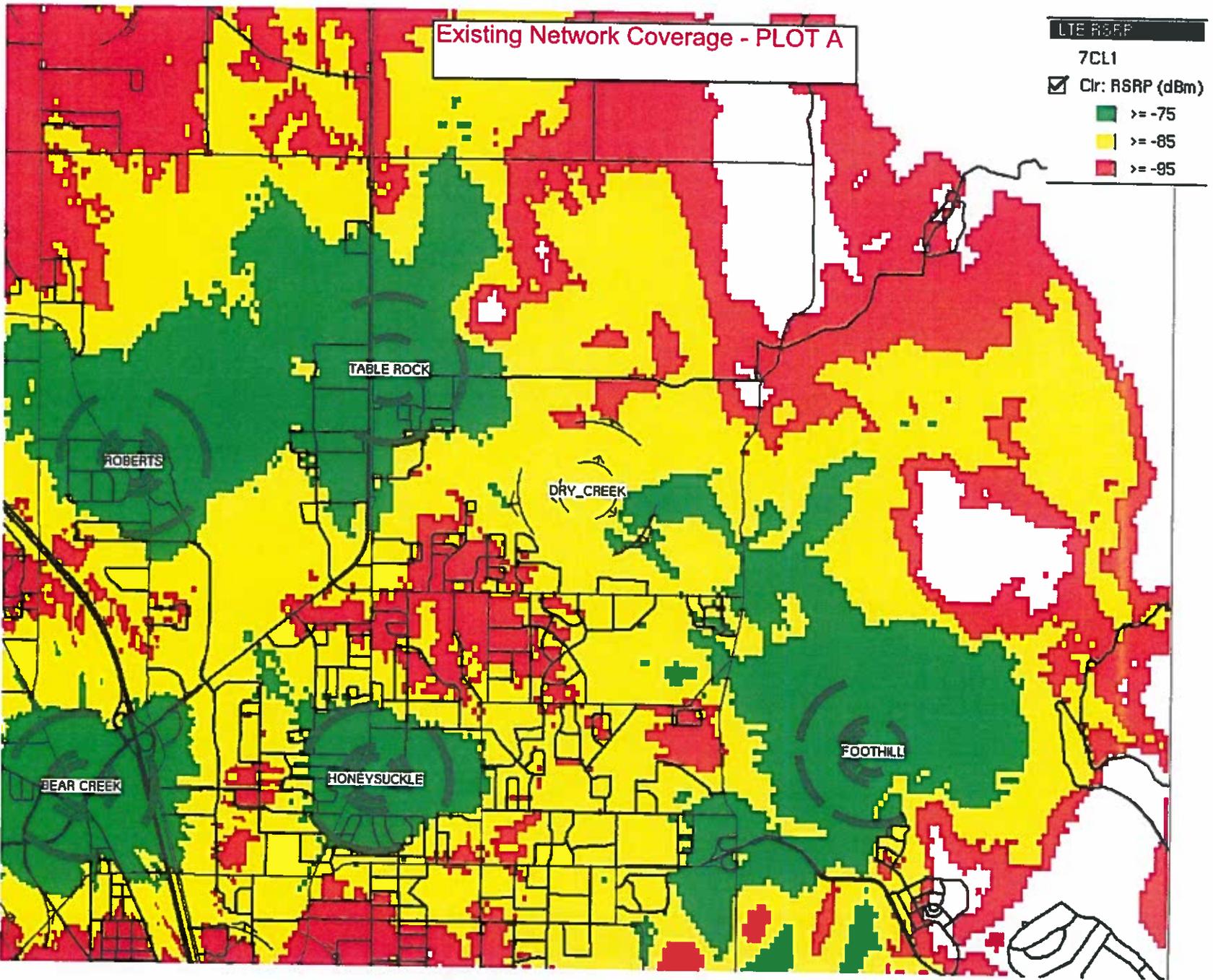
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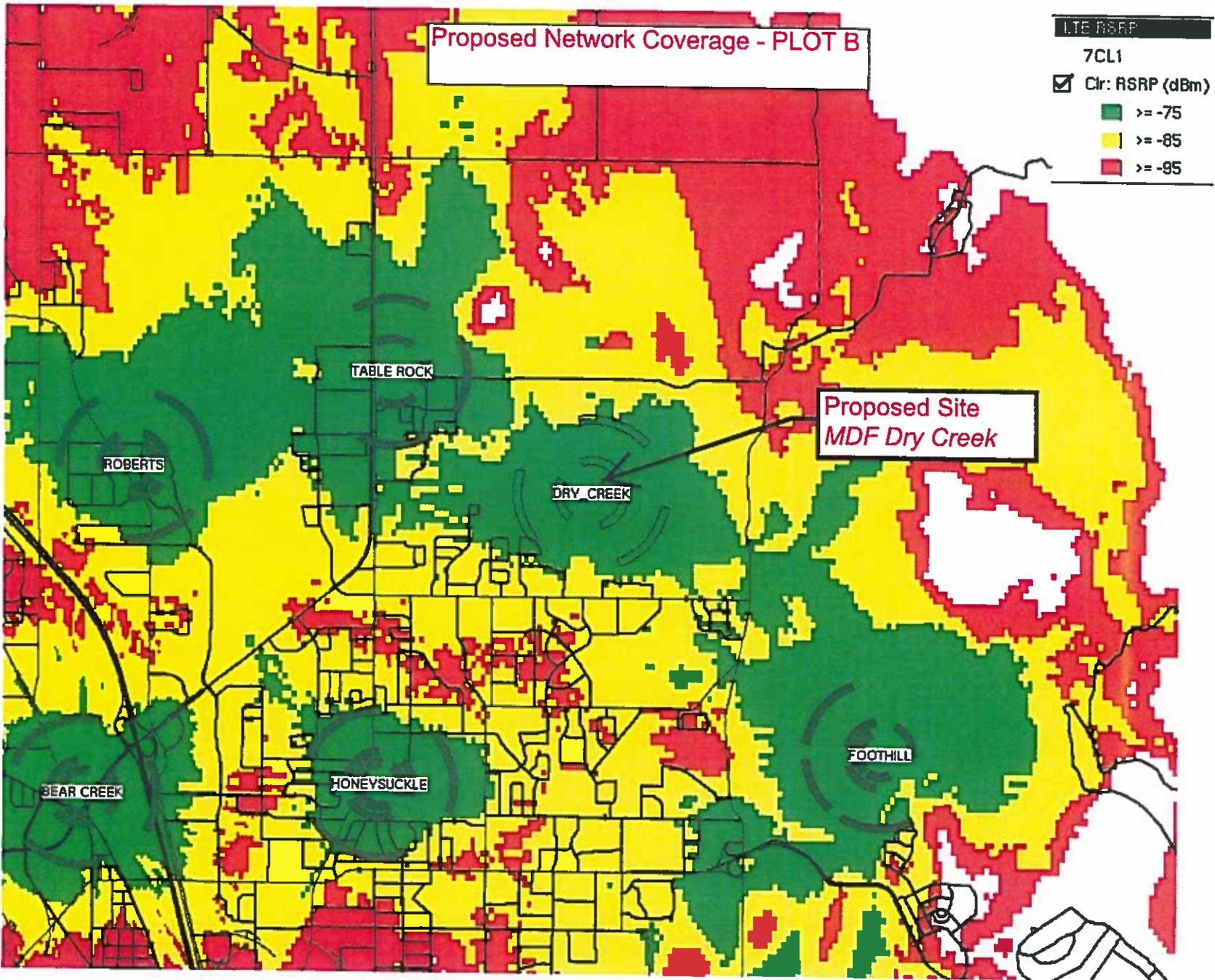
**PROPOSED 90'-0" HIGH MONOPOLE**

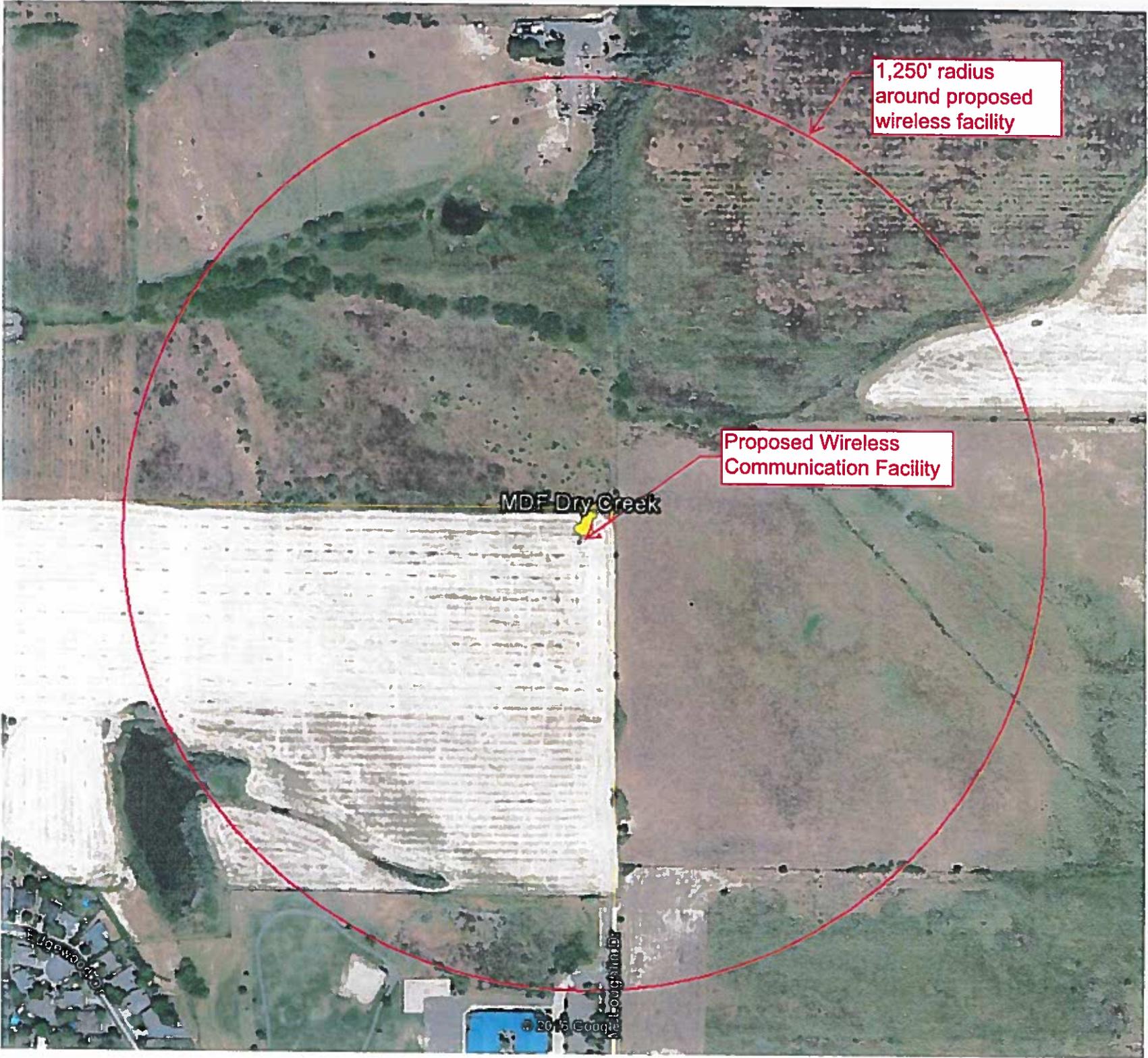
**PROPOSED**

**VIEWPOINT 3**



RECEIVED  
 JULY 15 2016  
 PLANNING DEPARTMENT





RECEIVED

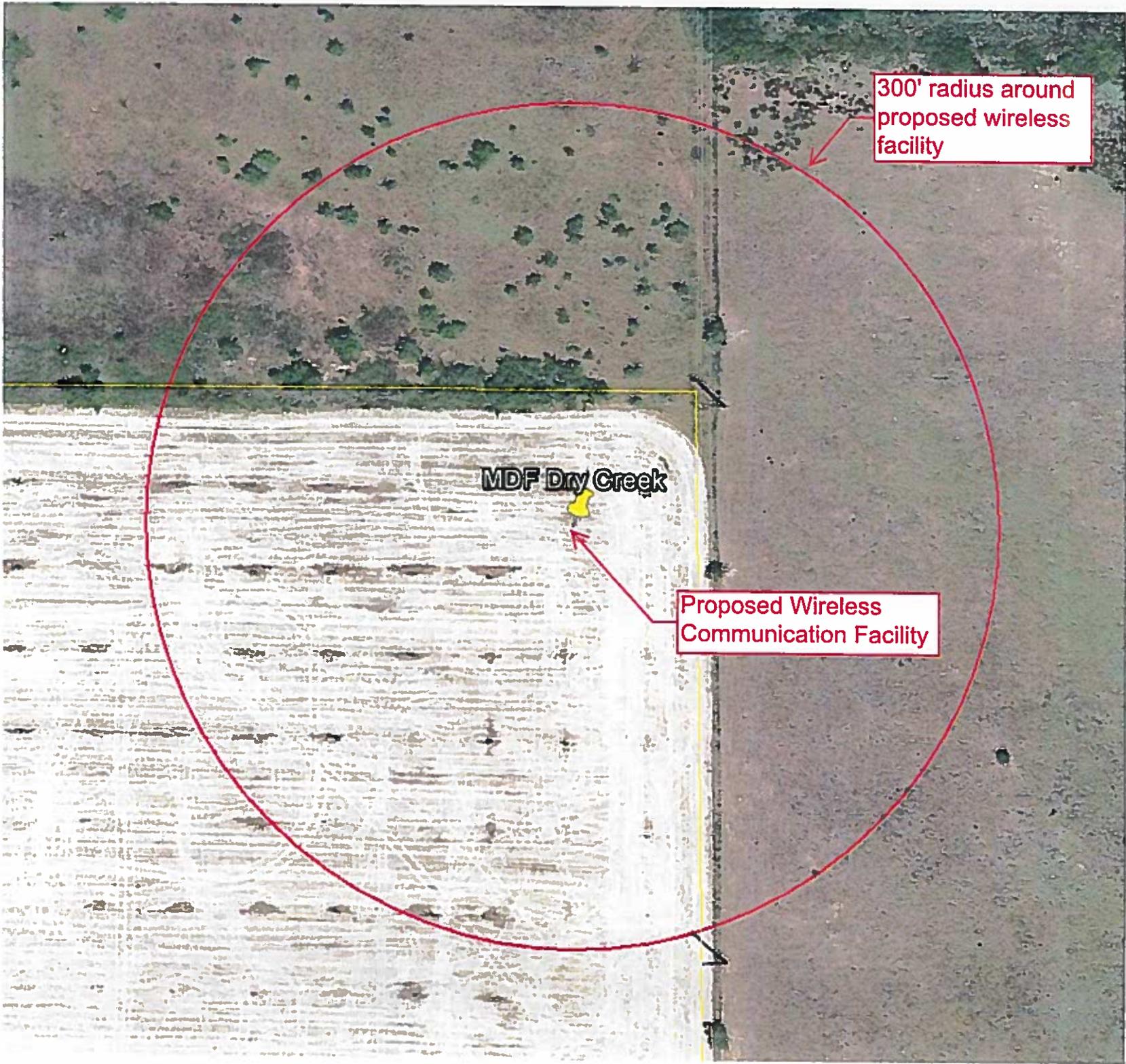
JULY 15 2016

PLANNING DEPARTMENT

1,250' radius  
around proposed  
wireless facility

Proposed Wireless  
Communication Facility

MDF Dry Creek



300' radius around proposed wireless facility

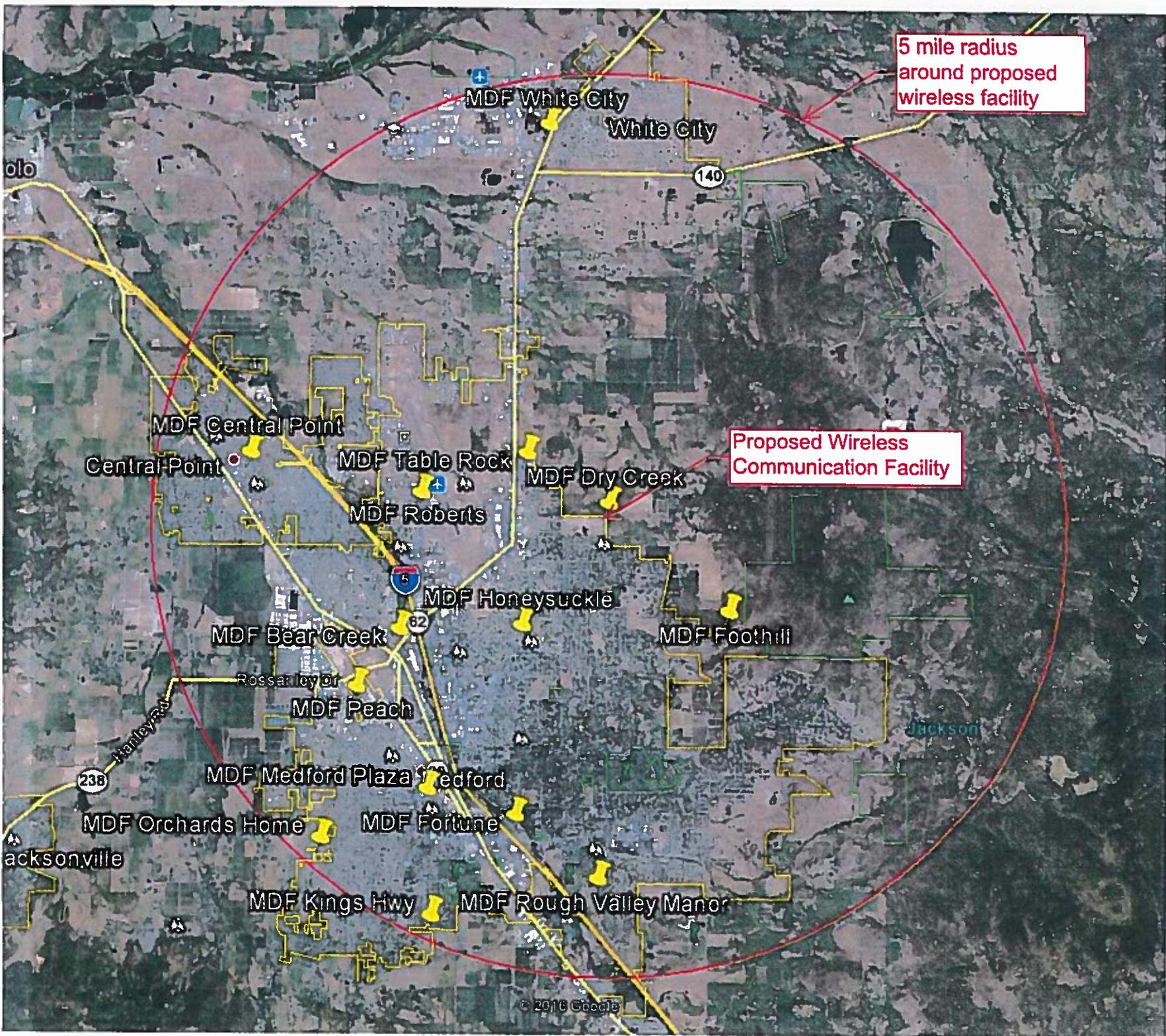
MDF Dry Creek

Proposed Wireless Communication Facility

RECEIVED

JULY 15 2016

PLANNING DEPARTMENT



5 mile radius  
around proposed  
wireless facility

Proposed Wireless  
Communication Facility

RECEIVED

DEC 22 2016

PLANNING DEPT.

December 21, 2016

Medford Planning Department  
Lausmann Annex  
Attn: Kelly Akin  
200 S Ivy St  
Medford, OR 97501

**Re: Revised Drawings and Narrative Responses to Verizon Wireless' Conditional Use Permit Application (CUP-16-084) (MDF Dry Creek)**

Verizon wireless has chosen to revise their proposed wireless facility at 3352 Cheltenham Way from a monopole to a concealed windmill design (CUP-16-084). Enclosed are 20 sets of revised site plan drawings needed to replace the originally submitted site plan drawings. The revisions reflect the redesign from a monopole to a stealth windmill wireless communication support structure. The revised project description and revised responses to the applicable code criteria are included below.

**Revised Project Description:**

Verizon Wireless proposes to revise its originally proposed wireless communication facility from a monopole to a concealed windmill design to better disguise the facility and blend in with the surrounding area. The new support structure will consist of a 106-foot tall stealth wireless communication facility concealed to look like a windmill (94-foot tower, + 11 feet to the top of the windmill blades, + one additional foot to the obstruction lights). As illustrated in the revised drawings, the proposed windmill will support panel antennas, and new ground mounted equipment will be located within a fenced and landscaped enclosure at the base of the support structure. Additional space on the windmill support structures is available to accommodate additional wireless carriers as needed. The new wireless facility will add to Verizon Wireless' existing network and provide improved services to customers and improved calling capacity, thereby improving overall system performance. Verizon Wireless is committed to providing the latest in quality wireless services to the City of Medford and Jackson County for years to come.

The proposed location of this development in the SFR-10/RZ (Single Family Residential) zoning district is allowed with a Conditional Use Permit (Section 10.314(6)(l) of Medford's Land Development Code). The proposed facility will be located in the far, northeast corner of the large, 32-acre vacant field, and has been shifted an additional 8 feet west to accommodate the future road right of way extension for Cheltenham Way to the east. The surrounding area is characterized by vacant land. The nearest structures include short, single family homes and Abraham Lincoln Elementary school, located over 1,300 feet away from the proposed wireless facility. Access to the site is provided through a driveway off of McLoughlin Drive.

CITY OF MEDFORD  
EXHIBIT # 4  
CUP-16-084

Because maintenance visits occur approximately once a month, there will be virtually no transportation impact to the surrounding area.

## Revised Responses to Applicable Code Criteria:

### 10.823 WIRELESS COMMUNICATION FACILITIES

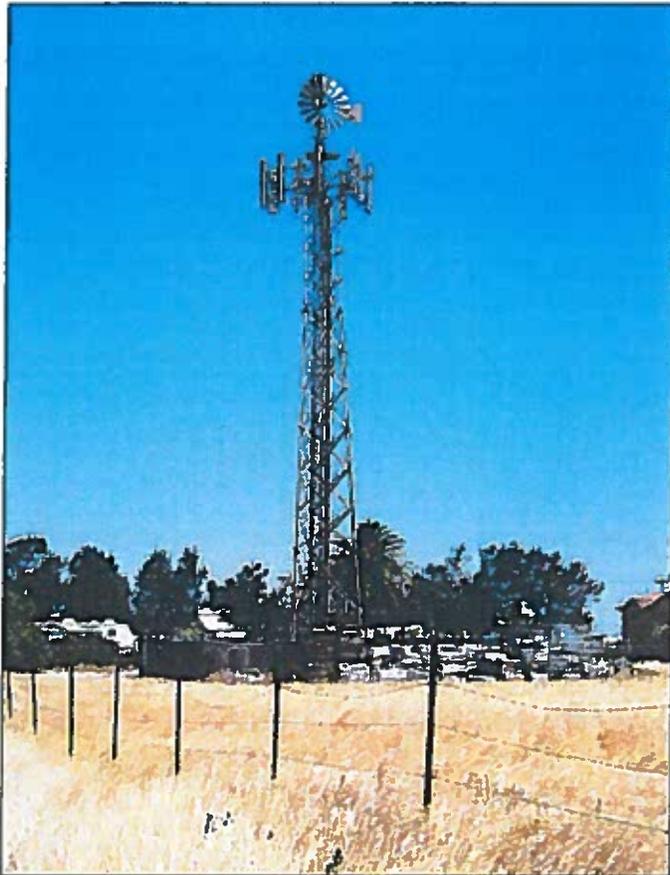
*10.823(C)(1)(e) An explanation of what stealth capabilities are being proposed for the Wireless Communication Facility Support Structures, and methods of concealment from public view, if any, are to be utilized for the remainder of the facility.*

**Response:** As illustrated in the revised drawings, the proposed tower, antennas and any additional tower equipment will be concealed to look like a windmill to help blend in with surrounding area and reduce the perceived visual impacts on the surrounding views.

An example photo of a concealed windmill wireless facility is included below to help illustrate concealed windmill design. Unlike the large antenna array shown in the example photo, the proposed antennas will utilize a compact antenna array to reduce the visual bulk and maintain the windmill aesthetic. Verizon Wireless normally designs for a twelve antenna design (4 antennas per sector) on a conventional antenna array (similar to the array shown in the example photo). However, to minimize the bulk and visual impacts at the top of the support structure, and help conceal the wireless facility into the windmill design, Verizon Wireless is eliminating half of the antennas they normally design for, and proposing only six panel antennas for a compact design.

Additionally, by locating over 1,300 feet from the nearest residences, potential views of the windmill be less significant because the windmill occupies a smaller portion of the view. Where visible, the significance of views of the facility will vary inversely with distance from the site. That is, the farther away the viewer, the less significant the windmill, because it occupies a smaller portion of the person's view as that person moves farther from the site. Additionally, an added benefit of the windmill's lattice construction when viewed from a distance is the transparent quality because it allows light and views of the background between the many narrow cross members.

By redesigning the facility, Verizon Wireless has taken great care to conceal the facility and reduce the visual impacts as much as possible for the least intrusive design. The large distances from the nearest residentially developed properties, and passive nature of the unstaffed use makes for an ideal neighbor, with the added benefit of providing state-of-the-art wireless communication services to the surrounding area.



**Example Windmill Photo with 12 panel antennas**

*10.823(D)(1)(c) If (a) or (b) above are not feasible, alternative structures shall be used with design features that conceal, obscure, or mitigate the visual impacts created by the proposed facility. New Wireless Communication Facility Support Structures shall include stealth capabilities. In most cases, monopole Wireless Communication Support Structures are not considered to incorporate stealth capabilities.*

**Response:** As described in the response to Section 10.823(C)(1)(e) above, the revised wireless facility will utilize a stealth windmill design, to conceal, obscure, and mitigate the visual impacts created by the proposed facility for the least intrusive design.

*10.823(D)(1)(e) Applicants are encouraged to place the facilities on City owned or other publicly owned property.*

**Response:** The applicant contacted the nearest publicly owned property, Abraham Lincoln Elementary School, to host the wireless facility, but the school district declined the offer.

*10.823(D)(2)(a) All facilities shall be installed and maintained in compliance with the requirements of the Building Code. Building Permit applications shall include written statements from the Federal Aviation Administration (FAA), Oregon Aeronautics Division, and the Federal Communication Commission (FCC) that the proposed wireless communication facility complies with regulations administered by that agency, or that the facility is exempt from regulation.*

**Response:** The Oregon Department of Aviation (ODA) reviewed the increased height of the windmill design, and determined a steady burning red obstruction light is recommended at the top of the windmill. The obstruction lights are shown on the revised elevation drawings.

As originally proposed, the revised wireless facility will be a passive, unoccupied use, which generates approximately one vehicle trip a month for maintenance. The maintenance visit will have virtually no impact to local streets or traffic. Its only interaction with other uses in the surrounding area is providing reliable, state-of-the-art wireless services to keep up with the tremendous growth in customer demand for wireless services. There are no activities associated with the site that will produce odor, vibration, heat, glare, radioactive materials, or noxious and toxic material. All equipment and materials needed to operate the site will be located within the locked fenced enclosure at the base of the facility. Verizon Wireless has demonstrated compliance with all relevant aspects of Medford's Land Development Code and therefore requests approval of this facility.

Thank you for your time.

Sincerely,

Technology Associates EC, Inc.



Paul Slotemaker, AICP  
Senior Real Estate Specialist  
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Oregon

Kate Brown, Governor



December 6, 2016

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**Subject: Oregon Department of Aviation comments regarding the construction of a new antenna structure 106-foot in height located in Medford, Oregon.**

**Aviation Reference: 2016-ODA-282-OE**

The Oregon Department of Aviation (ODA) has conducted an aeronautical study of these proposed alteration/new structure and has determined that notice to the FAA is required. The structure does exceed FAR Part 77.9 (b) & FAR Part 77.0(TERPS) and Obstruction Standards of OAR 738-70-0100.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes to the original application will void this determination. Any future construction or alteration to the original application will require a separate notice from ODA.

This determination will expire (12) months from the date of this letter if construction has not been started.

**Mitigation Recommendation:**

- We do not object with conditions to the construction described in this proposal. This determination does not constitute ODA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.
- Marking and lighting are recommended for aviation safety. We recommend it be installed and maintained in accordance with FAA Advisory Circular AC70/7460-1L
- The proposed obstruction should be lower to a height that is no longer a hazard to the airport primary and horizontal surface FAA FAR 77
- The proposed obstruction should be relocate outside the airport primary and horizontal surface FAA FAR 77

Sincerely,

Jeff Caines, AICP – Land Use Planner

RECEIVED  
JULY 15 2016  
PLANNING DEPARTMENT

**Conditional Use Permit Application for Verizon  
Wireless MDF Dry Creek Wireless  
Communication Facility**

A Proposal Submitted to the City of Medford

**Prepared for  
Verizon Wireless**

**Prepared by  
Technology Associates EC, INC  
11500 SW Terra Linda St.  
Beaverton, Oregon 97005**

**July 14, 2016**

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**I. PROPOSAL SUMMARY INFORMATION**

**File No:** MDF Dry Creek

**Applicant:** Verizon Wireless  
c/o Technology Associates EC, Inc. (TAEC)  
11500 SW Terra Linda St  
Beaverton, Oregon 97005  
Phone: 503-421-2258

**Preparer for Applicant:** Paul Slotemaker, AICP  
TAEC  
11500 SW Terra Linda St  
Beaverton, Oregon 97005  
503-421-2258

**Property Owner:** Delta Waters Properties LLC  
PO Box 430  
Medford, OR 97501

**Request:** Conditional Use Permit application review for a new wireless communication facility consisting of a 90-foot support structure and associated equipment cabinets used for wireless communications.

**Location:** 3352 Cheltenham Way  
Medford, Oregon 97504  
Map Taxlot: 371W08 1102 & 1101

**Zoning:** SFR-10/RZ (Single Family Residential)

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**II. INTRODUCTION**

Verizon Wireless is in the process of expanding and upgrading its wireless communication network to include LTE (Long Term Evolution) technology in Oregon and many other western states. LTE (also known as 4G) represents the latest generation in wireless telecommunication technology designed for the most advanced technologies of wireless devices, such as: smart phones with high speed data transfer, streaming videos and music, turn-by-turn navigation, GPS, email, web browsing, mobile apps, and video messaging, which are essential capabilities in the information age.

In order to improve these services, Verizon Wireless is expanding and upgrading its wireless network in parts of Oregon and other western states. Verizon Wireless' network works by splitting a region into smaller geographic areas called cells, each cell is served by a transmitter and receiver or base station. As a caller moves across the landscape, the call is passed, or "handed-off", from one base station to another. Each base station is connected to a mobile telephone switching office, which is linked to the land based phone network serving your home or office.

Individual base station site locations, such as the proposed site, are selected based on a number of considerations related to topography, distance from other base stations, proximity to traffic corridors, and other technical features. Verizon Wireless' engineers utilize computer modeling and radio testing to determine potential sites. Because each base station consists of very low powered transmitters, which cover a relatively small geographic area, there is limited flexibility in site selection.

The proposed wireless facility is located at 3352 Cheltenham Way. The proposed site is needed to increase capacity, meaning that Verizon Wireless' existing sites are reaching their full capacity for data/call usage. If additional wireless facilities, including the proposed wireless facility, aren't built soon to provide more capacity, Verizon Wireless' existing sites will exhaust their capacity and no longer be able to provide service to the customers in the area. With the data use trends increasing rapidly, additional wireless facilities are a necessity for the Medford area. This will be the case for most sites built in metropolitan areas going forward. With the installation of the proposed wireless facility, Verizon Wireless is committed to providing quality wireless services to the City of Medford for years to come.

**III. PROPOSAL DESCRIPTION**

Verizon Wireless proposes to install a new, 94-foot tall wireless communication facility (90-foot pole, plus 4 feet to the top of the antennas). As illustrated in the attached drawings (Exhibit A) the proposed monopole will support panel antennas, and new ground mounted equipment will be located within a fenced and landscaped enclosure at the base of the support structure. Additional space on the monopole is available to accommodate additional wireless carriers as needed. The new wireless facility will add to Verizon Wireless' existing network and provide improved services to customers and improved calling capacity, thereby improving overall system performance. Verizon Wireless is committed to providing the latest in quality wireless services to the City of Medford and Jackson

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County for years to come.

The proposed location of this development in the SFR-10/RZ (Single Family Residential) zoning district is allowed with a Conditional Use Permit (Section 10.314(6)(I) of Medford's Land Development Code). The proposed facility will be located in the far, northeast corner of the large, 32-acre vacant field. The surrounding area is characterized by vacant land. The nearest structures include short, single family homes and Abraham Lincoln Elementary school, located over 1,300 feet away from the proposed wireless facility. Access to the site is provided through a driveway off of McLoughlin Drive. Because maintenance visits occur approximately once a month, there will be virtually no transportation impact to the surrounding area.

**IV. 4G LTE DISCLOSURE**

Full disclosure Verizon is building a 4G LTE site, which means voice calls will be carried over Verizon Wireless' LTE network. **THIS IS A CHANGE AND WILL REQUIRE CUSTOMERS TO HAVE A DEVICE CAPABLE OF ADVANCED CALLING.**

- What is a 4G LTE site?  
A Verizon 4G LTE cell site uses the latest technology to carry both voice and data. Voice service is provided over VoLTE or Voice Over Long Term Evolution technology through a service Verizon calls Advanced Calling 1.0.
- Advanced Calling offers high-definition or HD voice and video calling. To complete calls on this new cell site, customers' phones must be capable of Advanced Calling and that feature must be activated in the phone itself. Both customers on a call must be served by 4G LTE and have the Advanced Calling feature activated to experience HD voice and video service.
- Customers with older 1X, 3G or 4G devices without Advanced Calling will not experience a change in voice service.

**V. REQUESTED LAND USE REVIEW**

On behalf of Verizon Wireless, the applicant is requesting a Conditional Use Permit application review to construct a 90-foot tall wireless communication support structure, and install the necessary ground equipment associated with the support structure in a Single Family Residential (SFR-10/RZ) zone. Pursuant to Section 10.314(6)(I) of Medford's Land Development Code, wireless communication facility support structures require a Conditional Use Permit.

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**VI. RESPONSE TO THE WIRELESS COMMUNICATION FACILITIES APPROVAL  
CRITERIA**

The following paragraphs are a response to the wireless communication facilities approval criteria per Section 10.823 of Medford's Land Development Code.

*10.823 WIRELESS COMMUNICATION FACILITIES*

*A. Purpose and Intent*

**Response:** No response necessary.

*B. Permitted Use:*

**Response:** The proposed wireless communication facility is not a Permitted Use in the SFR-4 zone.

*C. Conditional Use: Approval of a Conditional Use Permit is required for new Wireless Communication Support Structures, subject to the Conditional Use Permit procedural requirements of Sections 10.246 – 10.250.*

*(1) Submittals - Applications for conditional use permit approval of Wireless Communication Facility Support Structures shall include any materials necessary to demonstrate compliance with the design standards contained in Section 10.824(D), any submittals required in Section 10.247, and the following:*

*(a) A site plan indicating all structures, land uses and zoning designations within 150 feet of the site boundaries, or 300 feet if the height of the structure is greater than 80 feet.*

**Response:** See attached site plan drawings (Exhibit A).

*(b) Exterior elevations of all sides of the proposed wireless communication facility that include a set of manufacturers specifications of the support structure, Wireless Communication Systems Antennas, and accessory buildings with a listing of materials and colors being proposed.*

**Response:** As illustrated in the attached elevation drawings (Exhibit A), elevations of all sides of the proposed wireless communication facility are shown. The attached photos of the major components help give an idea what the materials and colors will look like

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(Exhibit B). The manufacturer's specifications are included in Exhibit C. The attached component photos, drawings, and photo simulations all help conceptualize what the facility will look like (Exhibits A, B, & D).

(c) *A landscape plan per Section 10.824(D)(3).*

**Response:** A landscape plan is included in Sheet L-1 of the attached drawings (Exhibit A).

(d) *A photo of each of the major components of a similar installation, including a photomontage of the overall facility at its proposed location.*

**Response:** Photos of the major components of a similar installation are included in Exhibit B. Photos include the ground equipment, monopole, and compact antenna array.

(e) *An explanation of what stealth capabilities are being proposed for the Wireless Communication Facility Support Structures, and methods of concealment from public view, if any, are to be utilized for the remainder of the facility.*

**Response:** As illustrated in the attached site plan and elevation drawings (Exhibit A), and component photos (Exhibit B), Verizon Wireless proposes to install a 90-foot tall support structure (94 feet to the top of the antennas) to support six panel antennas in a compact antenna array.

The proposed antennas will utilize a compact flush-mount design on a narrow monopole support structure. Verizon Wireless would normally designs for a twelve antenna design (4 antennas per sector) on a conventional top hat antenna array. However, to minimize the bulk and visual impacts at the top of the support structure, and help conceal the wireless facility into the background landscaped, Verizon Wireless is eliminating half of the antennas they normally design for, and proposing only six panel antennas for a compact, flush-mount design. Additionally, the proposed monopole design utilizes a low profile design to achieve the height requirements of the proposed facility. The monopole will have a slim silhouette and small footprint compared to the alternates, including lattice towers, with their many cross members and large footprint, and guy towers with their many guy wires and anchors.

In an effort to further limit visual impacts, Verizon Wireless has selected a site which is located over 1,300 feet from the nearest residences to minimize its visibility, and help blend in with nearby line of utility poles. By locating in a field

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with very few tall trees or buildings to blend with, a stealth wireless facility is not a feasible alternative. A stealth tower design (fake tree, flag pole, clock tower...) at this height would be out of character with the area and look more out of place and inappropriate than the proposed monopole. By contrast, a combination of large setbacks, the proposed facility's narrow profile, and color will all work to minimize and conceal the facility into the background landscape.

As shown in the attached photo simulations (Exhibit D), by locating the facility in the far, northeast corner of the property, over 1,300 feet from the nearest residential properties, a combination of the narrow profile of the monopole design and compact antenna array is the most appropriate design at this location. The slim monopine design and compact antenna array will minimize the bulk and visibility of the design, while the neutral gray color will be the best to blend with the sky and background. Similar to other common infrastructure improvements in the area, which often go unnoticed (traffic signals, light poles...), the facility will have a neutral galvanized gray finish to prevent glare, and is the best color to blend with the sky.

Additionally, by locating over 1,300 feet from the nearest residences, potential views of the monopole will be less significant because the monopole occupies a smaller portion of the view. Where visible, the significance of views of the facility will vary inversely with distance from the site. That is, the farther away the viewer, the less significant the monopole, because it occupies a smaller portion of the person's view as that person moves farther from the site.

*(f) Details and specifications for exterior lighting, when required or proposed.*

**Response:** Two small lights are proposed to illuminate the ground equipment during evening maintenance visits. The lights will be mounted the fence around the ground equipment, and will only be used during site visits (typically once a month).

*(g) A map that includes the following information:*

*i. the coverage area of the proposed wireless communication facility;*

**Response:** A map showing Verizon Wireless' existing coverage, and the coverage area of the proposed wireless communication facility is included as Exhibit E. Green represents a high RF signal strength which generally provides good coverage, inside vehicles and buildings. Yellow represents moderate RF signal strength that generally provides good

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service inside vehicles and moderate service inside buildings. The red and white areas represent RF signals that generally provide poor quality of service, particularly inside buildings.

- ii. *all other wireless communication facilities within 1,250 feet of the proposed site and all residential development within 300 feet of the proposed site;*

**Response:** As shown in the attached maps, there are no wireless communication facility within 1,250 feet, and no residential development within 300 feet of the proposed site (Exhibit F).

- iii. *the existing and approved wireless communication system facilities operated by the applicant within a 5-mile radius of the proposed site;*

**Response:** A map showing Verizon's existing communication system within a 5-mile radius of the proposed wireless communication facility is included as Exhibit G.

- (h) *A written explanation of collocation issues per Section 10.824(D)(4).*

**Response:** A written explanation of the collocation issues is on Page 14 of this narrative.

- (i) *Findings, which address each of the design standards in Section 10.824(D).*

**Response:** Findings which address Section 10.824(D) begin on Page 8 of this narrative.

- (j) *A copy of the lease agreement for the proposed site showing that the agreement does not preclude collocation.*

**Response:** A copy of the draft lease agreement showing the agreement does not preclude collocation is included in Exhibit H of this application.

- (k) *Documentation detailing the capacity of the Wireless Communication Facility Support Structures in terms of the number and type of Wireless Communication Systems Antennas it is designed to accommodate.*

**Response:** A copy of the structural report detailing the capacity of the wireless communication support structure, and that it will be designed to accommodate at least two additional carriers, is included in Exhibit C.

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D. *Design Standards: All wireless communication facilities shall be located, designed, constructed, treated, and maintained in accordance with the following:*

(1) *Preferred Designs:*

(a) *Where possible, the use of existing facility sites for new installations shall be encouraged. Collocation of new equipment on or at existing Wireless Communication Facilities shall be the preferred option.*

**Response:** When designing an existing or new coverage expansion area(s), Verizon Wireless first attempts to utilize an existing tower or structure for collocation at the desired antenna height. If an existing tower or structure is not available or not attainable because of space constraints or unreliable structural design, Verizon Wireless will propose a new tower. In this instance the nearest wireless communication facility is located over a mile away at 1597 Coker Butte Road, and Verizon Wireless is already collocated on that tower. There are no existing wireless communication facilities nearby suitable for collocation, to meet the coverage objectives of this site.

(b) *If (a) above is not feasible, an attempt shall be made to attach to existing structures.*

**Response:** As stated above, Verizon Wireless first attempts to utilize an existing tower or structure for collocation at the desired antenna height. If an existing tower or structure is not available or not attainable because of space constraints or unreliable structural design, Verizon Wireless will propose a new tower. In this instance there are no tall structures in the area to attach the proposed wireless facility to. The surrounding area is characterized by vacant land. The nearest structures include short, single family homes and Abraham Lincoln Elementary school, located over 1,300 feet away from the proposed wireless facility. Therefore, there are no tall structures nearby suitable for collocation, to meet the coverage objectives of this site.

(c) *If (a) or (b) above are not feasible, alternative structures shall be used with design features that conceal, obscure, or mitigate the visual impacts created by the proposed facility. New Wireless Communication Facility Support Structures shall include stealth capabilities. In most cases, monopole Wireless Communication Support Structures are not considered to incorporate stealth capabilities.*

**Response:** As stated earlier in this application, in an effort to limit visual impacts, Verizon Wireless has selected a site which is located over 1,300 feet from the nearest

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residences to minimize its visibility, and help blend in with nearby line of utility poles. By locating in a field with very few tall trees or buildings to blend with, a stealth wireless facility is not a feasible alternative. A stealth tower design (fake tree, flag pole, clock tower...) at this height would be out of character with the area and look more out of place and inappropriate than the proposed monopole. By contrast, a combination of large setbacks, the proposed facility's narrow profile, and color will all work to minimize and conceal the facility into the background landscape.

As shown in the attached photo simulations (Exhibit D), by locating the facility in the far, northeast corner of the property, over 1,300 feet from the nearest residential properties, a combination of the narrow profile of the monopole design and compact antenna array is the most appropriate design at this location. The slim monopole design and compact antenna array will minimize the bulk and visibility of the design, while the neutral gray color will be the best to blend with the sky and background. Similar to other common infrastructure improvements in the area, which often go unnoticed (traffic signals, light poles...), the facility will have a neutral galvanized gray finish to prevent glare, and is the best color to blend with the sky.

Additionally, by locating over 1,300 feet from the nearest residences, potential views of the monopole will be less significant because the monopole occupies a smaller portion of the view. Where visible, the significance of views of the facility will vary inversely with distance from the site. That is, the farther away the viewer, the less significant the monopole, because it occupies a smaller portion of the person's view as that person moves farther from the site.

The proposed antennas will utilize a compact flush-mount design on a narrow monopole support structure. Verizon Wireless would normally design for a twelve antenna design (4 antennas per sector) on a conventional top hat antenna array. However, to minimize the bulk and visual impacts at the top of the support structure, and help conceal the wireless facility into the background landscaped, Verizon Wireless is eliminating half of the antennas they normally design for, and proposing only six panel antennas for a compact, flush-mount design. Additionally, the proposed monopole design utilizes a low profile design to achieve the height requirements of the proposed facility. The monopole will have a slim silhouette and small footprint compared to the alternates, including lattice towers, with their many cross members and large footprint, and guy towers with their many guy wires and anchors.

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- (d) *If (a), (b), or (c) listed above are not feasible, a monopole design shall be used with the attached Wireless Communication Systems Antennas positioned in a flush-mounted, vertical manner to lessen the visual impact when compared to the Wireless Communication Systems Antennas in a platform design. Platform designs may be used, if approved by the Planning Commission as a conditional use, upon a finding that the use of an alternate attached Wireless Communication Systems Antenna design is not feasible.*

*Relief from collocation and attachment of Wireless Communication Systems Antennas to existing Wireless Communication Support Structures under this section may be granted, at the discretion of the approving authority, upon submittal of either a mutually agreeable third party professional verification of provider's data or mutually agreeable third party engineering evaluations that support one or more of the following:*

- i. Existing Wireless Communications Facilities or existing structures do not fall within location tolerances based upon Radio Frequency mapping.*
- ii. Existing site(s) do not meet minimum height requirements based upon Radio Frequency engineering data.*
- iii. Existing Wireless Communications Facilities do not meet structural integrity requirements for the proposed Wireless Communication Systems Antenna array.*
- iv. Placement of the proposed Wireless Communications Facility and/or Wireless Communication Systems Antenna array would impair, or be impaired by, the emission of Radio Frequencies.*
- v. That the owners of existing Wireless Communication Support Structures or structures within 1,250 feet will not allow the applicant to place its telecommunications facility thereon, or such owners are requiring payment that substantially exceeds commercially reasonable rates.*

**Response:** Third party verification is not applicable because there are no existing towers or structures within 1,250 feet of the proposed site, and Verizon Wireless is already collocated onto the nearest wireless communication tower located over 5,500 feet away at 1597 Coker Butte Road. There are no tall structures in the area capable of

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supporting the proposed wireless facility. The surrounding area is characterized by vacant land. The nearest structures include short, single family homes and Abraham Lincoln Elementary school, located over 1,300 feet away from the proposed wireless facility. Therefore, there are no tall structures nearby suitable for collocation, to meet the coverage objectives of this site.

- (e) *Applicants are encouraged to place the facilities on City owned or other publicly owned property.*

**Response:** No response necessary.

- (f) *Should it be deemed necessary in their review of a Conditional Use Permit for a Wireless Communication Support Structure by the Planning Commission for the mitigation of visual impact of the facility, additional design measures may be required. These may include, but are not limited to: additional concealing materials and designs, facades, specific colors and materials, masking, shielding techniques, and landscaping.*

**Response:** No response necessary.

- (2) *General Requirements:*

- (a) *All facilities shall be installed and maintained in compliance with the requirements of the Building Code. Building Permit applications shall include written statements from the Federal Aviation Administration (FAA), Oregon Aeronautics Division, and the Federal Communication Commission (FCC) that the proposed wireless communication facility complies with regulations administered by that agency, or that the facility is exempt from regulation.*

**Response:** The proposed wireless communication facility will be designed, engineered and maintained in compliance with building code requirements. An engineered structural report will be provided with the building permit application.

As stated in the attached FAA Determination of No Hazard to Air Navigation (Exhibit I), the proposed wireless communication facility will not be a hazard to air navigation, and marking and lighting are not necessary for aviation safety.

The Oregon Department of Aviation (ODA) has recommended obstruction lights (Exhibit J), so lighting is shown on the plans, however the City of Medford may make findings to the contrary.

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A copy of Verizon Wireless's FCC license is attached in Exhibit K, and as stated in the attached NIER report (Exhibit L), prepared by a licensed engineer, the proposed wireless facility will be in compliance with the Federal Communication Commission standards.

*(b) When facilities are located within a C-N, C-S/P, or any residential zone, all associated transmittal equipment shall be housed in an all-weather equipment cabinet, or in the alternative, an equipment building, above or below ground level, which must be designed to achieve minimal visual impact with the surrounding environment.*

**Response:** The proposed ground equipment will be housed in all-weather equipment cabinets, screened within a fenced and landscaped equipment area.

*(c) The perimeter of the facility shall be enclosed with a security fence or wall subject to Sections 10.731 through 10.735. Such barriers shall be landscaped in a manner that provides a natural sightobscuring screen around the barrier to a minimum height of six feet.*

**Response:** As illustrated in the attached drawings (Exhibit A), the perimeter of the proposed wireless communication facility will be fenced with a 6-foot high cedar fence and landscaped hedge to form a natural sightobscuring screen around the perimeter of the facility.

*(d) Wireless Communication Support Structures shall not exceed a height of 135 feet as measured from the finished grade at the base of the tower.*

**Response:** As illustrated in the attached drawings (Exhibit A), the height of the proposed 90-foot tall monopole (94 feet to the top of the antennas) will not exceed the 135-foot height limit.

*(e) New facilities in any zone must be set back from any parcel in a residential zone a distance equal to the overall height of the Wireless Communication Support Structure. The setback requirement may be reduced if, as determined by the Planning Commission, it can be demonstrated through findings of fact that increased mitigation of visual impact can be achieved within the setback area. In no case shall a new Wireless Communication Support Structure be setback less than the minimum requirement of the underlying zone.*

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*Underground accessory equipment is not subject to the setback requirement.*

**Response:** The nearest residentially zoned parcels are located approximately 400 feet south, and 2,500 feet west of the proposed wireless facility. As illustrated in the attached drawings (Exhibit A), the proposed 90-foot tall wireless facility will meet the overall height set back with several hundred feet to spare.

*(f) For wireless communication facilities collocated on an existing support structure, the design of any accessory structures or equipment shall use materials, colors and textures that will match the existing support structure to which the equipment of the collocating provider is being attached, subject to the concealment standards of Section 10.782*

**Response:** Not applicable. No new collocated wireless facilities are proposed on an existing support structure.

*(g) When Wireless Communication Systems Antennas are attached to the exterior of an existing building, they shall be architecturally integrated into the existing building, and shall have a non-reflective finish and color that blends with the color and design of the structure to which it is attached. Roof-Mounted Wireless Communication Facilities shall be concealed, subject to the standards of Section 10.782.*

**Response:** Not applicable. No new building mounted wireless facilities are proposed as part of this application.

*(h) Any proposal that has elements that deviate from the standards of (f) and/or (g) above may be approved by the Site Plan and Architectural Commission or Landmarks and Historic Preservation Commission through a Class "C" plan authorization, based upon evidence showing that the standards cannot otherwise be met and that the degree of relief approved by said Commission, is the minimum necessary to allow for facility operation. (Effective Dec. 1, 2013.)*

**Response:** Not applicable. The standards of (f) and (g) above do not apply to this application.

*(i) Each addition of a Wireless Communication Systems Antenna to an existing support structure must be in conformance with any approved Conditional Use Permit, with the exception of buildings, only requires*

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*administrative approval of a building permit, unless the additional Wireless Communication Systems Antenna increases the height of the support structure more than ten feet, in which case it must be approved by the Planning Commission as a Conditional Use Permit in accordance with Sections 10.248 – 10.250.*

**Response:** Not applicable. No additional antennas are proposed to be added to an existing support structure as part of this application.

*(j) Signage for wireless communication facilities shall consist of a maximum of two (2) non-illuminated signs, not to exceed two (2) square feet in area each, stating the name of the facility operator and a contact phone number, and any other applicable FCC, OSHA required information.*

**Response:** The applicant is aware of this requirement. Only small, non-illuminated signs required by the FCC, and identification signs will be posted to the fenced equipment area at the base of the facility.

*(k) No lighting shall be permitted except as required by the Oregon Aeronautics Division, Federal Aviation Administration (FAA), or other state or federal agency.*

**Response:** No lighting is proposed on the support structure beyond what is required by the Oregon Department of Aviation (ODA) and FAA.

*(3) Landscaping: The following standards apply to all facilities with any primary or accessory equipment located on the ground and visible from any public right-of-way or from an abutting residential use.*

*(a) The outer perimeter of the facility shall have a minimum 5-foot wide landscaped area that will screen the facility from public view.*

*(b) Vegetation and materials shall be selected and sited to produce a landscaped area consistent with Section 10.780.*

*(c) The landscaped area shall be irrigated and maintained to provide for proper growth and health of the vegetation.*

**Response:** A landscape plan is included in Sheet L-1 of the attached drawings (Exhibit A).

*(4) Wireless Communication Facility Collocation:*

*(a) All new Wireless Communication Support Structures shall be constructed so as to allow a second user to collocate on the facility,*

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*unless limited by aesthetics as determined by the Planning Commission.*

**Response:** The proposed wireless communication support structure will be designed to allow a second user to collocate.

*(b) Relief from collocation under this section may be granted, at the discretion of the approving authority, upon submittal of either a mutually agreeable third party professional verification of provider's data or mutually agreeable third party engineering evaluations that support one or more of the following:*

- i. Existing Wireless Communications Facilities do not fall within location tolerances based upon Radio Frequency mapping.*
- ii. Proposed site(s) does not meet minimum height requirements based upon Radio Frequency engineering data.*
- iii. Existing Wireless Communications Facilities do not meet structural integrity requirements for the proposed Wireless Communication Systems Antenna array.*
- iv. Placement of the proposed Wireless Communications Facility and/or Wireless Communication Systems Antenna array would impair, or be impaired by, the emission of Radio Frequencies.*
- v. That the owners of existing Wireless Communication Support Structures or structures within 1,250 feet will not allow the applicant to place its telecommunications facility thereon, or such owners are requiring payment that substantially exceeds commercially reasonable rates.*

**Response:** Not applicable. As stated above, the proposed wireless communication support structure will be designed to allow a second user to collocate.

*E. Prohibited:*

**Response:** The proposed wireless communication facility is not prohibited. The proposed facility is not within the A-R Overlay District, is not within 300 feet of a Historic Overlay District, is not in a riparian corridor, and does not propose a satellite or microwave dish that are not part of the wireless communication system.

**Verizon Wireless – MDF Dry Creek Wireless Communication Facility  
Conditional Use Permit Application**

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**VII. RESPONSE TO THE CONDITIONAL USE PERMIT CRITERIA**

*10.248 Conditional Use Permit Criteria*

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

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

**Response:** As stated earlier in this application, and as shown in the attached photo simulations (Exhibit D), by locating the facility in the far, northeast corner of the large 32 acre property, over 1,300 feet from the nearest residential properties, a combination of the facility's narrow profile and compact antenna array will minimize the visibility and impacts of the proposed facility. The slim monopine design and compact antenna array will minimize the bulk and visibility of the design, while the neutral gray color is the best to blend with the sky and background.

The proposed facility is a passive, unoccupied use. The facility will only generate an average of one vehicle trip a month for maintenance, much less than the allowed residential uses in the SFR-10 zone. The monthly maintenance visit will not impact local streets or traffic. Its only interaction with other uses in the area is providing reliable wireless telecommunication services to customers in the area. There are no activities associated with the site that will produce odor, vibration, heat, glare, radioactive materials, or noxious and toxic material. All equipment and materials needed to operate the site will be located within the proposed fenced and landscaped area at the base of the support structure. Since the facility does not have water or sanitary facilities it will generate no wastewater.

The monopine will be engineered to meet or exceed local building code safety requirements, ensuring a safe facility which will not be a hazard to surrounding properties or the public

Additionally, it's important to understand the improved service provided by the proposed facility to Verizon Wireless' network and that it will provide beneficial impacts to the residents in the area. The proposed facility will ensure improved reliability and access to E911 and emergency services such as police and fire who serve the area. This is particularly important when traditional landline phones are inaccessible or not working which is often the case for stranded motorists, after a severe storm or earthquake, or the result of other types of emergencies. Law

**Verizon Wireless – MDF Dry Creek Wireless Communication Facility  
Conditional Use Permit Application**

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enforcement agents, neighborhood watch programs and individuals use wireless phones in emergency situations to improve emergency service with reduced notification times, improved response times, improved knowledge for emergency response teams and an increased number of life-saving outcomes. As a result, this facility will provide a net positive impact on the health, safety and general welfare for the area.

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

**Response:** As stated above, the proposed development is in the public interest, and the proposed design and location will greatly minimize any adverse impacts to the nearest residences.

The improved service provided by the proposed facility to Verizon Wireless' network and that it will provide beneficial impacts to the residents in the area. The proposed facility will ensure improved reliability and access to E911 and emergency services such as police and fire who serve the area. This is particularly important when traditional landline phones are inaccessible or not working which is often the case for stranded motorists, after a severe storm or earthquake, or the result of other types of emergencies. Law enforcement agents, neighborhood watch programs and individuals use wireless phones in emergency situations to improve emergency service with reduced notification times, improved response times, improved knowledge for emergency response teams and an increased number of life-saving outcomes. As a result, this facility will provide a net positive impact on the health, safety and general welfare for the area.

As shown in the attached photo simulations (Exhibit D), by locating the facility in the far, northeast corner of the property, over 1,300 feet from the nearest residential properties, a combination of the narrow profile of the monopole design and compact antenna array is the most appropriate design at this location. The slim monopole design and compact antenna array will minimize the bulk and visibility of the design, while the neutral gray color will be the best to blend with the sky and background. Similar to other common infrastructure improvements in the area, which often go unnoticed (traffic signals, light poles...), the facility will have a neutral galvanized gray finish to prevent glare, and is the best color to blend with the sky.

**Verizon Wireless – MDF Dry Creek Wireless Communication Facility  
Conditional Use Permit Application**

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Additionally, by locating over 1,300 feet from the nearest residences, potential views of the monopole will be less significant because the monopole occupies a smaller portion of the view. Where visible, the significance of views of the facility will vary inversely with distance from the site. That is, the farther away the viewer, the less significant the monopole, because it occupies a smaller portion of the person's view as that person moves farther from the site.

The proposed antennas will utilize a compact flush-mount design on a narrow monopole support structure. Verizon Wireless would normally designs for a twelve antenna design (4 antennas per sector) on a conventional top hat antenna array. However, to minimize the bulk and visual impacts at the top of the support structure, and help conceal the wireless facility into the background landscaped, Verizon Wireless is eliminating half of the antennas they normally design for, and proposing only six panel antennas for a compact, flush-mount design. Additionally, the proposed monopole design utilizes a low profile design to achieve the height requirements of the proposed facility. The monopole will have a slim silhouette and small footprint compared to the alternates, including lattice towers, with their many cross members and large footprint, and guy towers with their many guy wires and anchors.

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

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

**Verizon Wireless – MDF Dry Creek Wireless Communication Facility  
Conditional Use Permit Application**

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**VIII. CONCLUSION**

Considering the foregoing analysis and findings, the applicant requests approval of this proposed Conditional Use Permit application. The application meets all applicable criteria for approval.

**IX. EXHIBITS**

- A. Site Plans & Elevations
- B. Component Photos
- C. Manufacturer Specifications
- D. Photo Simulations
- E. RF Coverage Maps
- F. 1250' and 300' Radius Maps
- G. Existing Verizon Wireless Sites w/in 5-mile Radius
- H. Lease Agreement Allowing Collocation (Redacted)
- I. FAA Determination
- J. ODA Recommendation
- K. FCC License
- L. NIER

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JULY 15 2016  
PLANNING DEPARTMENT

BENJAMIN F. DAWSON III, PE  
THOMAS M. ECKELS, PE  
STEPHEN S. LOCKWOOD, PE  
DAVID J. PINION, PE  
ERIK C. SWANSON, PE

THOMAS S. GORTON, PE  
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JAMES B. HATFIELD, PE  
CONSULTANT

MAURY L. HATFIELD, PE  
(1942 – 2009)

PAUL W. LEONARD, PE  
(1925 – 2011)

NON-IONIZING ELECTROMAGNETIC EXPOSURE  
ANALYSIS  
AND  
ENGINEERING CERTIFICATION

PREPARED FOR

**Verizon Wireless**

“MDF DRY CREEK”

NEW MONOPOLE FACILITY

MCLOUGHLIN DRIVE

CITY OF MEDFORD

JACKSON COUNTY, OREGON

DECEMBER 2015

## INTRODUCTION

Hatfield & Dawson Consulting Engineers has been retained to evaluate the proposed Verizon Wireless personal wireless telecommunications facility "MDF DRY CREEK" for compliance with current Federal Communications Commission (FCC) and local guidelines regarding public exposure to radio frequency (RF) electromagnetic fields (EMFs).

## BACKGROUND

Construction drawings furnished by Verizon representatives show that the Verizon facility will have antennas installed atop a new monopole tower on McLoughlin Drive, Medford, in Jackson County, Oregon 97501.

The drawings show the Verizon panel antennas mounted and centered approximately 90 feet above ground level. Thus all of the Verizon antennas will be mounted well above head height for persons at the project site, on adjacent properties, or within nearby buildings.

The tower is shown without climbing appurtenances, and the base of the tower will be surrounded by a 6-foot tall cedar fence. Therefore it is unlikely that anyone other than authorized and RF cognizant workers could approach near enough to any of the Verizon antennas to cause that person's RF exposure to exceed FCC limits.

All of the Verizon antennas are highly directional in the vertical plane, and they will project the majority of the transmitted RF energy horizontally and well above all nearby habitable areas. It is expected that RF exposure conditions will be well below FCC and local public exposure limits at the project site and on adjacent properties, due to the contributions from all of the Verizon wireless operations.

***The operation of the Verizon facility will NOT create significant RF exposure conditions in any occupancy, publicly accessible area, or within any habitable area.***

Hatfield & Dawson Consulting Engineers

### **EMISSION CHARACTERISTICS**

The Verizon facility may operate within the 700 MHz Upper Block "C" band, the 800 MHz Cellular "B" band, the 1.9 GHz Personal Communications Service (PCS) bands, and the 2.1 GHz Advanced Wireless Service (AWS) "B" band frequency range. *The output power from the proposed antennas will not exceed current federally approved levels for human RF exposure.*

### **CALCULATION OF MAXIMUM EXPOSURE CONDITIONS**

RF power densities and exposure conditions are computed in accordance with methods described in *Evaluating Compliance with FCC Guidelines for Human Exposure to Radiofrequency Electromagnetic Fields, OET Bulletin 65, August 1997.*

OET Bulletin 65 describes the methods established by the FCC for predicting compliance with FCC-specified exposure limits. Personal wireless and microwave facilities are required to comply with the FCC "Rules & Regulations" *47 CFR §1.1310, Radiofrequency radiation exposure limits.*

The following formula has been used to calculate the power densities at specific locations:

$$S(\text{mW}/\text{cm}^2) = 0.36 \times \text{ERP (watts)} / (\text{Distance in feet})^2$$

This formula is derived from Equation 9 on page 21 of OET Bulletin 65. It includes the effect of reflections. The Effective Radiated Power (ERP) in a particular direction depends on the vertical and horizontal antenna patterns. A composite vertical antenna pattern is used to determine the predicted power density. This composite antenna pattern is a worst case envelope that encompasses the maximums of the downward lobes of the vertical patterns of the Verizon antennas. It is expected that RF exposure conditions near ground level at the project site, within any nearby buildings, and on all adjacent properties, due to the contributions from all of the antennas on the tower, will be well below the FCC public exposure limit.

Hatfield & Dawson Consulting Engineers

### **ANALYSIS OF VERIZON WIRELESS OPERATIONS**

The RF exposure analysis is based on information provided by Verizon representatives, and known characteristics of typical wireless facilities. The analysis provides a "worst case" model for calculating the maximum "uncontrolled" (i.e., general public) RF power density and exposure condition for a person standing at the nearest approach to any of the tower mounted antennas.

All of the Verizon antennas will be centered approximately 90 feet above ground level. A six foot tall person standing at ground level near the project tower would be 84 feet or more from the center lines of any of the Verizon antennas.

### **CUMULATIVE RF EXPOSURE CONDITIONS DUE TO VERIZON OPERATIONS**

The predicted maximum worst case cumulative Public RF exposure condition near the project tower resulting from all Verizon wireless operations at the project site is less than 2% of the Public MPE limit. This maximum predicted cumulative Public exposure condition is less than 1/50<sup>th</sup> of the 100% MPE limit.

*Therefore the Verizon wireless operations at the project site will not have a significant environmental impact as defined by the FCC Public MPE limits. Furthermore, the Verizon facility will not cause any existing wireless facilities to exceed non-ionizing electromagnetic radiation (NIER) exposure standards.*

The analysis presented in this report demonstrates compliance with NIER emissions standards as set forth by the Federal Communications Commission (FCC) particularly with respect to any habitable areas on or near the project site.

### **COMPLIANCE WITH FCC REGULATIONS AND GUIDELINES FOR RF EXPOSURE**

*The Verizon wireless operations at the project site will not have a significant environmental impact as defined by the FCC Public MPE limits.*

Hatfield & Dawson Consulting Engineers

The FCC has determined through calculations and technical analysis that personal wireless facilities, such as those operated by Verizon, are highly unlikely to cause human RF exposures in excess of FCC guideline limits. In particular, personal wireless facilities with non-building-mounted antennas greater than 10 meters (about 33 feet) above ground level are considered to have such a low impact on overall exposure conditions that they are "categorically excluded" (i.e., exempt) from the requirement for routine environmental assessment regarding RF exposure hazards.

Thus according to FCC rules, the Verizon wireless facility, with all antennas centered at well above the 33 foot level, is exempt from further RF safety environmental assessment because it is presumed to be in compliance with the FCC RF exposure rules and guidelines. The Verizon facility is expected to be compliant with FCC rules regarding public RF exposure provided that direct access to the Verizon antennas is positively restricted.

#### **COMPLIANCE WITH FCC REGULATIONS FOR RF EMISSIONS AND RF INTERFERENCE**

It is expected that the RF interaction between all of the Verizon wireless operations at the project site will be low enough to preclude the likelihood of localized interference caused by the Verizon wireless facility to the reception of any other communications signals. All of the Verizon antennas are sufficiently high enough, and far enough removed from all occupancies, that they are unlikely to cause interference with nearby consumer receivers or other consumer electronic devices. *Reception of radio, TV, avionics and other EMF signals will not be disturbed or diminished.*

Transmission equipment for the Verizon wireless facility is certified by the FCC under the equipment authorization procedures set forth in the FCC rules. This assures that the wireless facility will transmit within the desired base-station frequency bands at authorized power levels. The Verizon facility will operate in accordance with all FCC rules regarding power, signal bandwidth, interference mitigation, and good RF engineering practices. *The proposed Verizon facility will comply with all FCC standards for radio frequency emissions.*

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### **COMPLIANCE WITH LOCAL REGULATIONS**

Because the Verizon Wireless facility will be in compliance with federal rules, it will also be in compliance with local regulations concerning RF emissions. The following is the complete text of 47 U.S.C. § 332(c)(7)(B)(iv):

"No State or local government or instrumentality thereof may regulate the placement, construction, and modification of personal wireless service facilities on the basis of the environmental effects of radio frequency emissions to the extent that such facilities comply with the Commission's regulations concerning such emissions."

### **CONCLUSIONS BASED ON CALCULATIONS AND REGULATIONS**

The proposed Verizon Wireless facility "MDF DRY CREEK" is exempt from the requirement for routine environmental assessment regarding RF exposure hazards, and it will be in compliance with current FCC and local rules regarding radio frequency interference and public exposure to radio frequency electromagnetic fields. This conclusion is based on information supplied by Verizon representatives, and estimates of future RF exposure conditions due to the Verizon facility in specific areas with the corresponding safe exposure guidelines set forth in the FCC rules.

The FCC exposure limits are based on recommendations by federal and private entities with the appropriate expertise in human safety issues. Under the Commission's rules and guidelines, licensees are required to ensure compliance with the limits for maximum permissible exposure (MPE) established by the FCC. These limits have been developed based on guidelines provided by the Institute of Electrical and Electronics Engineers, Inc. (IEEE) and the National Council on Radiation Protection and Measurements (NCRP). Both the NCRP and IEEE guidelines were developed by scientists and engineers with a great deal of experience and knowledge in the area of RF biological effects and related issues.

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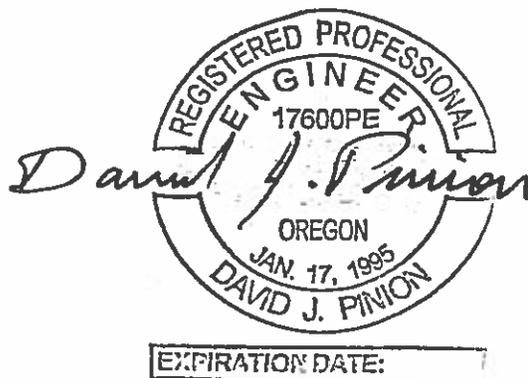
To ensure full compliance with current FCC rules regarding human exposure to radio frequency electromagnetic fields, the Verizon transmitters should be turned off whenever maintenance and repair personnel are required to work in the immediate vicinity of the Verizon antennas. This safety procedure should apply to all existing and future wireless transmission facilities at the project site. All instances of antenna-related work require that the subject antennas be completely deactivated.

#### QUALIFICATIONS

I am a Senior Member of the IEEE. As a partner in the firm of Hatfield & Dawson Consulting Engineers I am registered as a Professional Engineer in the States of Oregon, Washington, California and Hawaii. I am an experienced radio engineer with over 30 years of professional engineering experience whose qualifications are a matter of record with the Federal Communications Commission, and I hold an FCC General Radiotelephone Operator License PG-12-21740.

All representations contained herein are true to the best of my knowledge.

21 December 2015



David J. Pinion, P.E.

PE Expiration Date 12/31/2016

Hatfield & Dawson Consulting Engineers

JULY 15 2016

ULS License

PCS Broadband License - KNLG654 - Verizon Wireless (VAW) LLC PLANNING DEPARTMENT

Call Sign	KNLG654	Radio Service	CW - PCS Broadband
Status	Active	Auth Type	Regular
<b>Market</b>			
Market	BTA385 - Roseburg, OR	Channel Block	D
Submarket	0	Associated Frequencies (MHz)	001865.00000000- 001870.00000000 001945.00000000- 001950.00000000
<b>Dates</b>			
Grant	05/31/2007	Expiration	04/28/2017
Effective	02/18/2011	Cancellation	
<b>Buildout Deadlines</b>			
1st	04/28/2002	2nd	
<b>Notification Dates</b>			
1st	04/12/2002	2nd	
<b>Licensee</b>			
FRN	0003800307	Type	Partnership
<b>Licensee</b>			
Verizon Wireless (VAW) LLC 1120 Sanctuary Pkwy, #150 GASASREG Alpharetta, GA 30009-7630 ATTN Regulatory		P:(770)797-1070 F:(770)797-1036 E:LicensingCompliance@VerizonWireless.com	
<b>Contact</b>			
Verizon Wireless Licensing - Manager 1120 Sanctuary Pkwy, #150 GASASREG Alpharetta, GA 30009-7630 ATTN Regulatory		P:(770)797-1070 F:(770)797-1036 E:LicensingCompliance@VerizonWireless.com	
<b>Ownership and Qualifications</b>			
Radio Service Type	Mobile		
Regulatory Status	Common Carrier	Interconnected	Yes
<b>Alien Ownership</b>			
Is the applicant a foreign government or the representative of any foreign government?		No	
Is the applicant an alien or the representative of an alien?		No	
Is the applicant a corporation organized under the laws of any foreign government?		No	
Is the applicant a corporation of which more than one-fifth of the capital stock is owned of record or voted by aliens or their representatives or by a foreign government or representative thereof or by any corporation organized under the laws of a foreign country?		No	
Is the applicant directly or indirectly controlled by any other corporation of which more than one-fourth of the capital stock is owned of record or		Yes	

CITY OF MEDFORD  
EXHIBIT # 1  
File # CUP-16-084

voted by aliens, their representatives, or by a foreign government or representative thereof, or by any corporation organized under the laws of a foreign country?	
The Alien Ruling question is not answered.	
<b>Basic Qualifications</b> The Applicant answered "No" to each of the Basic Qualification questions.	
<b>Tribal Land Bidding Credits</b> This license did not have tribal land bidding credits.	
<b>Demographics</b>	
Race	
Ethnicity	Gender



Oregon

Kate Brown, Governor

RECEIVED



December 15, 2015

Paul Slotemaker  
Technology Associates  
11500 SW Terra Linda St  
Beaverton, OR 97005

3040 25th Street, SE  
Salem, OR 97302-1125  
Phone: (503) 378-4880  
Toll Free: (800) 874-0102  
FAX: (503) 373-1688

Subject: Oregon Department of Aviation comments regarding the construction of a new antenna structure 100-feet in height located in Medford, Oregon.

Aviation Reference: 2015-ODA-907-OE

The Oregon Department of Aviation (ODA) has conducted an aeronautical study of these proposed alteration/new structure and has determined that notice to the FAA is required. The structure does exceed FAR Part 77.9 (b) & FAR Part 77.0(TERPS) and Obstruction Standards of OAR 738-70-0100.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes to the original application will void this determination. Any future construction or alteration to the original application will require a separate notice from ODA.

This determination will expire (12) months from the date of this letter if construction has not been started.

Mitigation Recommendation:

- We do not object with conditions to the construction described in this proposal. This determination does not constitute ODA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.
- Marking and lighting are recommended for aviation safety. We recommend it be installed and maintained in accordance with FAA Advisory Circular AC70/7460-1K Change 2
- The proposed obstruction should to be lower to a height that is no longer a hazard to the airport primary and horizontal surface FAA FAR 77
- The proposed obstruction should be relocate outside the airport primary and horizontal surface FAA FAR 77

Sincerely,

Jeff Caines, AICP – Land Use Planner

CITY OF MEDFORD  
EXHIBIT # 12  
File # CUP-16-084



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2015-ANM-3806-OE

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**JULY 15 2016**  
**PLANNING DEPARTMENT**

Issued Date: 02/05/2016

Network Regulatory  
 Verizon Wireless (VAW) LLC  
 1120 Sanctuary Pkwy  
 #150 GASA5REG  
 Alpharetta, GA 30009

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Monopole MDF Dry Creek  
 Location: Medford, OR  
 Latitude: 42-22-02.30N NAD 83  
 Longitude: 122-50-10.40W  
 Heights: 1385 feet site elevation (SE)  
 94 feet above ground level (AGL)  
 1479 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 08/05/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6591. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-ANM-3806-OE.

**Signature Control No: 274795213-280247288**

Tamera Burch  
Technician

( DNE )

Attachment(s)  
Frequency Data

cc: FCC

Frequency Data for ASN 2015-ANM-380-0E

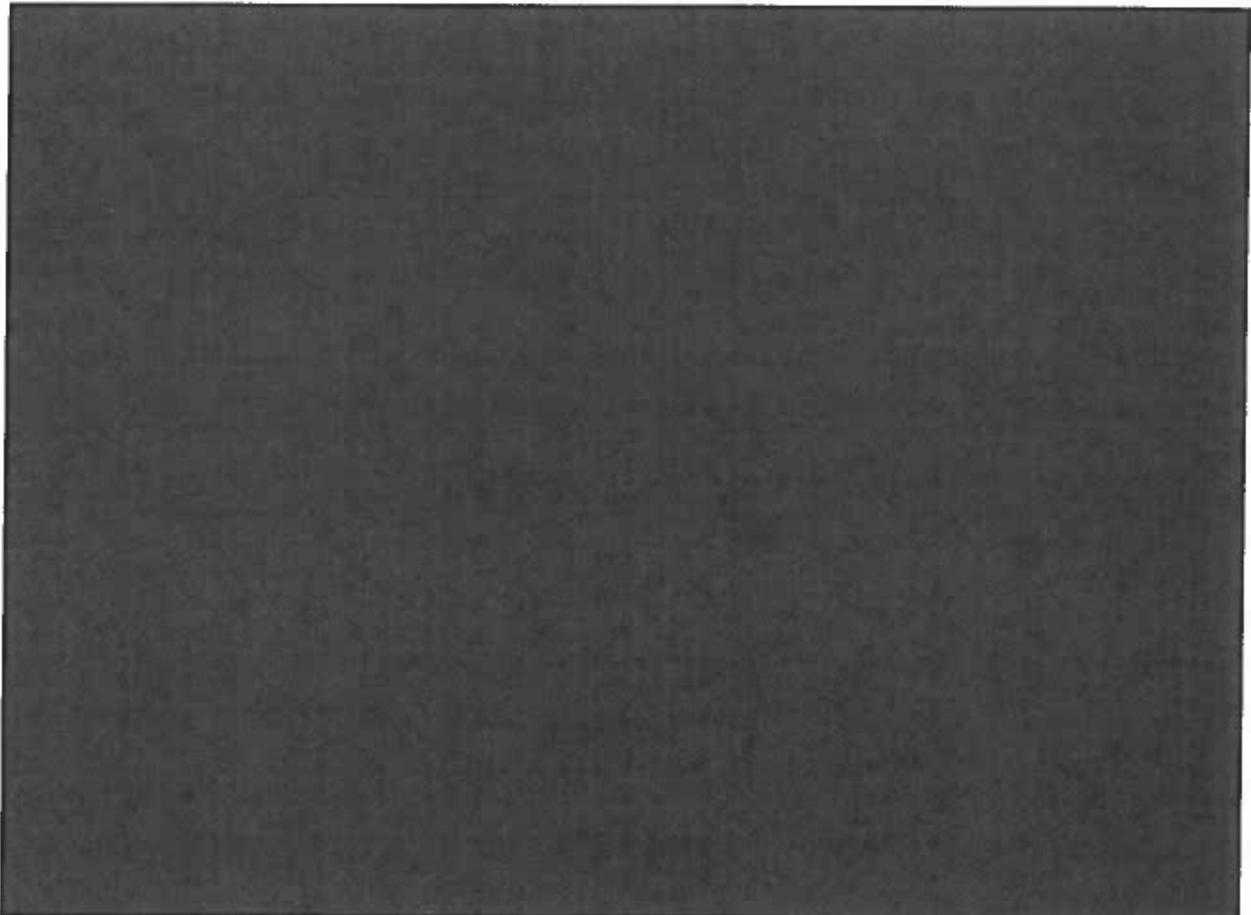
LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W

DRAFT

LAND LEASE AGREEMENT

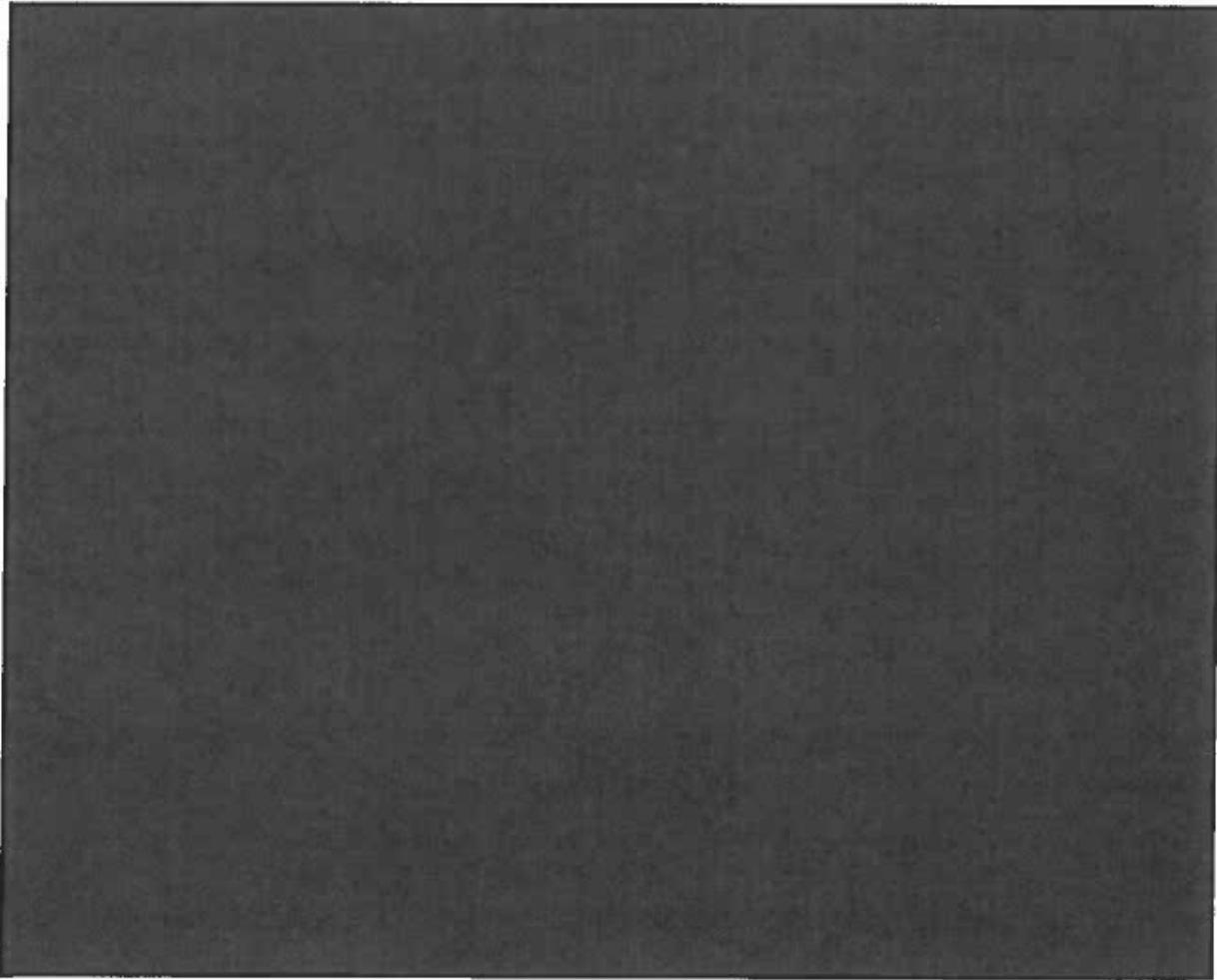
This Land Lease Agreement (this "Agreement") is made this \_\_\_\_ day of \_\_\_\_\_, 2016, between Delta Waters Properties LLC, an Oregon limited liability company, with its principal offices located at 1501 E. McAndrews Road, Suite 200, Medford, Oregon 97504, hereinafter designated LESSOR and Verizon Wireless (VAW) LLC d/b/a Verizon Wireless, with its principal offices located at One Verizon Way, Mail Stop 4AW100, Basking Ridge, New Jersey 07920 (telephone number 866-862-4404), hereinafter designated LESSEE. The LESSOR and LESSEE are at times collectively referred to hereinafter as the "Parties" or individually as the "Party".

1. **PREMISES.** LESSOR owns the parcel of real property located in Medford, County of Jackson, State of Oregon, described on attached Exhibit "A" (the "Property"). As of the Commencement Date (as defined below), LESSOR will lease to LESSEE and LESSEE will lease from LESSOR (the "Lease") a 40' by 40' parcel of real property containing 1,600 square feet (the "Premises"), located within the Property, together with the following non-exclusive rights of way (each a "Right of Way" and collectively, the "Rights of Way").

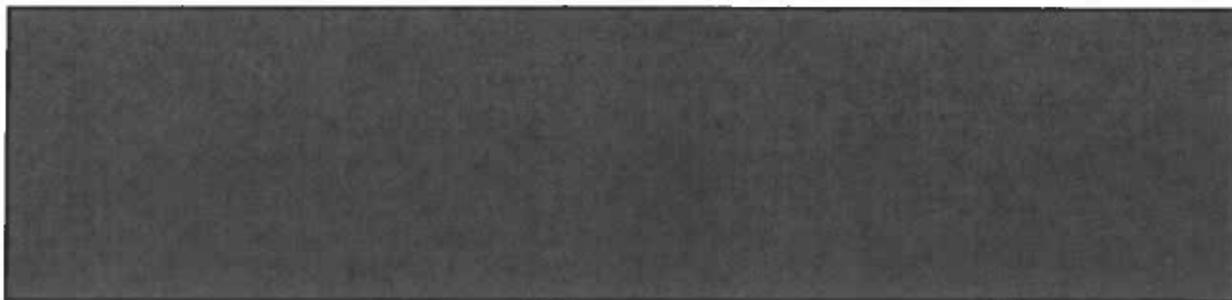


**DRAFT**

b. LESSEE may sublet or license use of the Premises for co-location purposes to third parties (each a "Subtenant") upon LESSOR's prior written consent, which consent shall not be unreasonably withheld, conditioned or delayed; provided, however, that (i) any Subtenant that may desire to sublet space upon LESSEE's communications facilities shall be required to enter into a separate agreement directly with LESSOR for access rights over and across the Property of LESSOR, which separate agreements must be on terms and conditions satisfactory to LESSOR (and, for the avoidance of doubt, LESSOR hereby reserves the right to charge reasonable access fees to such Subtenants for the privilege of access over the Property and may further require such Subtenants to obtain and keep in effect minimum levels of insurance consistent with this Agreement and to indemnify LESSOR from claims, losses or damages resulting from the acts or omissions of such Subtenants while on LESSOR's Property to the same extent as LESSEE is required to indemnify LESSOR under this Agreement); and (ii) any sublease that is entered into by LESSEE shall be subject to the terms and provisions of this Agreement. A sublease approval request will be deemed approved by LESSOR, and LESSEE shall thereafter be permitted to proceed with such sublease if LESSOR fails to respond to such request within thirty (30) days of receipt.



**DRAFT**



IN WITNESS WHEREOF, the Parties hereto have set their hands and affixed their respective seals the day and year first above written.

**LESSOR:** Delta Waters Properties LLC, an  
Oregon limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**LESSEE:** Verizon Wireless (VAW) LLC  
d/b/a Verizon Wireless

By: \_\_\_\_\_  
Name: Jim R. Creel Jr.  
Title: Director - Network  
Date: \_\_\_\_\_

**DRAFT**

**EXHIBIT "A" (Page 1 of 2)**  
**Legal Description of the Property**

Parcel 3 of Partition Plat No. P-26-2014, in the City of Medford, Jackson County, Oregon, filed September 15, 2014 in Index Volume 25 Page 26 as No. 21564 in the office of the Jackson County Surveyor.

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Parcel 2 of Partition Plat P-26-2014, in the City of Medford, Jackson County, Oregon, filed September 15, 2014 in Index Volume 25 Page 26 as No. 21564 in the office of the Jackson County Surveyor.

**DRAFT**

**EXHIBIT "A" (Page 2 of 2)**  
**Description of the Premises**

*See attached.*

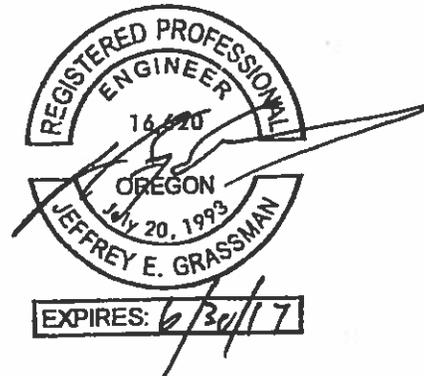


STRUCTURES

VALMONT MICROFLECT  
3575 25th St. SE  
Salem, OR 97302  
PHONE: 1-800-547-2151  
ENGINEER: Nathan Ross  
Reviewed by: *NR*

# COMMUNICATION POLE DESIGN CALCULATIONS

JUL 13 2016



TECHNOLOGY ASSOCIATES  
VALMONT ORDER# 334633  
SITE NAME: MDF DRY CREEK, OR  
POLE HEIGHT: 89FT (90 FT AGL)



# STRUCTURES

7/11/16

## ENGINEERING DATA

for

**TECHNOLOGY ASSOCIATES  
MDF DRY CREEK, OR  
VALMONT QUOTATION 334633**

- 1) STRUCTURE DESIGN CONFORMS TO EIA/TIA-222-G INCLUDING:  
 120.0 MPH WIND (3 SECOND GUST, 50 YR. RETURN PERIOD)  
 120.0 MPH ICE WIND (50 YR. RETURN PERIOD)  
 DESIGN ICE THICKNESS = 0.50 INCHES  
 EXPOSURE CATEGORY C  
 STRUCTURE CLASSIFICATION II  
 TOPOGRAPHIC CATEGORY 1  
 60.0 MPH BASIC WIND SPEED WITH NO ICE FOR TWIST AND SWAY  
 SPECTRAL RESPONSE ACCELERATION AT SHORT PERIODS AND 1 SEC.:  $S_s = 0.61$  &  $S_1 = 0.33$
- 2) FEEDLINES ARE ASSUMED TO BE PLACED INTERIOR TO THE POLE.
- 3) ALL MICROWAVE ASSUMED TO BE 6 GHz UNLESS OTHERWISE NOTED.
- 4) TOTAL POLE HEIGHT IS 90 FT AGL
- 5) ELEVATIONS ARE MEASURED FROM TOP OF BASE PLATE (APPROX 1 FT AGL)
- 6) POLE DESIGNED TO 155 MPH ULTIMATE WIND SPEED PER IBC 2012
- 7) WIND SPEED CONVERSION TO 120 MPH NOMINAL PER IBC 2012 1609.3.1
- 8) POLE TO HAVE DULL GALV FINISH
- 9) LOADING AS FOLLOWS:  
 89.0' POLE  
 1 - FAA LIGHTING @ 89.0  
 1 - 12' SP1 LED PLATFORM W/HR @ 87.5  
 1 - 5/8" x 10' lightning rod @ 89.0  
 12 - PANEL (8' X 2' X 6") (w/PM) @ 87.5  
 18 - RRUS12 (20.4" X 18.5" X 10.8") @ 87.5  
 9 - TMA (12" X 12" X 6") @ 87.5  
 1 - 6' HIGH PERFORMANCE (w/PM) (6.88 GHz) @ 82.0  
 12 - PANEL (8' X 2' X 6") (w/PM) @ 77.0  
 24 - RRH (24" x 12" x 12") @ 77.0  
 3 - Raycap DC6-48-60-18-F (24"x11") @ 77.0  
 1 - Raycap DC6-48-60-18-F (24"x11") @ 77.0  
 1 - 12' SP1 LP Platform @ 77.0  
 1 - 6' HIGH PERFORMANCE (w/PM) (6.88 GHz) @ 72.0  
 12 - PANEL (8' X 2' X 6") (w/PM) @ 67.0  
 1 - 12' SP1 LP Platform @ 67.0  
 1 - 6' HIGH PERFORMANCE (w/PM) (6.88 GHz) @ 62.0

### STRUCTURE ANCHORAGE INFORMATION

POLE HEIGHT(FT):	89	NUMBER OF A.B.'s:	16
BOLT CIRCLE(IN):	54.23	DIA. OF A.B.'s(IN):	2.25
BASE VERTICAL(K):	33.57	LENGTH OF A.B.'s(IN):	66.00
BASE SHEAR(K):	60.33	PROJECTION LENGTH(IN):	12.25
BASE MOMENT(FT-K):	4408	TEMPLATE OD(IN):	57.73

## STRUCTURES

BY \_\_\_\_\_ DATE \_\_\_\_\_  
 CHKD. BY \_\_\_\_\_ DATE \_\_\_\_\_

SHEET NO. \_\_\_\_\_

7/11/16  
**ENGINEERING DATA**  
 for  
**TECHNOLOGY ASSOCIATES**  
**MDF DRY CREEK, OR**  
**VALMONT QUOTATION 334633**  
**EIA/TIA-222-G**

BASIC WIND:	120.0 MPH	DESIGN ICE THICKNESS:	0.5 IN.
WIND & ICE:	120.0 MPH	EXPOSURE CATEGORY:	C
TWIST & SWAY:	60.0 MPH	STRUCTURE CLASS.:	II
S <sub>2</sub> :	0.61	TOPOGRAPHIC CATEGORY:	1
S <sub>1</sub> :	0.33		

QTY DESCRIPTION	HEIGHT	DATA W.O. ICE		DATA W/ ICE	
		EPA	WT	EPA	WT
1 FAA LIGHTING	@ 89.0'	5.00	50	10.00	100
1 12' SP1 LED PLATFORM W/HR	@ 87.5'	30.20	2150	48.20	3000
1 5/8" x 10' lightning rod	@ 89.0'	0.63	23	2.85	48
12 PANEL (8' X 2' X 6") (w/PM)	@ 87.5'	130.32	1308	148.52	4560
18 RRUS12 (20.4" X 18.5" X 10.8")	@ 87.5'	33.66	1440	39.06	2592
9 TMA (12" X 12" X 6")	@ 87.5'	6.12	198	7.74	423
1 6' HIGH PERFORMANCE (w/PM)	@ 82.0'	37.55	357	40.38	685
12 PANEL (8' X 2' X 6") (w/PM)	@ 77.0'	139.08	1308	156.12	4512
24 RRH (24" x 12" x 12")	@ 77.0'	48.08	1440	53.76	2808
3 Raycap DC6-48-60-18-F (24"x11")	@ 77.0'	3.84	75	4.62	180
1 Raycap DC6-48-60-18-F (24"x11")	@ 77.0'	1.28	25	1.54	60
1 12' SP1 LP Platform	@ 77.0'	15.71	1143	21.94	1674
1 6' HIGH PERFORMANCE (w/PM)	@ 72.0'	37.55	357	40.34	681
12 PANEL (8' X 2' X 6") (w/PM)	@ 67.0'	139.08	1308	155.88	4452
1 12' SP1 LP Platform	@ 67.0'	15.71	1143	21.86	1665
1 6' HIGH PERFORMANCE (w/PM)	@ 62.0'	37.55	357	40.30	677

\*\*\* SUMMARY \*\*\*

Design Code: TIA-222-G Addendum 2

----- DESIGN SUMMARY -----

Height Above Base Plate (ft) 89.00 Ground Line Diameter (in) 47.000 Pole Shaft Weight (lbs) 13171  
 Top Diameter (in) 20.000  
 Pole Taper (in/ft) 0.31039 Shape: 18 Sides

Connections Between Sections /First/  
 Height Above Ground (ft) 52.50  
 Type Slip Joint  
 Overlap Length (in) 58  
 Maximum Axial Force (lbs) 36563

Section Characteristics /First/ /Second/  
 Base Diameter (in) 47.000 32.830  
 Top Diameter (in) 30.704 20.000  
 Thickness (in) 0.43750 0.31250  
 Length (ft) 52.500 41.333  
 Weight (lbs) 9529 3641  
 Yield Strength (ksi) 65.00 65.00

----- ANALYSIS SUMMARY -----

Governing Load Case	Pt. of	Governing	Governing	Pole
	Fixity	Level Sec.1	Level Sec.2	Top
Height (ft)	WIND	WIND	WIND	WIND
Resultant Moment (in-kips)	0.00	0.00	52.50	89.00
Shear Force (lbs)	52893	52893	16461	15
Axial Force (lbs)	60406	60406	55159	439
Effective Yield Strength (ksi)	31443	31443	15248	39
Combined Interaction Value	81.19	81.19	82.55	82.55
Total Deflection (in)	0.99	0.99	0.97	0.00
	0.00	0.00	22.46	65.20

Note: Diameters are outside, measured across the flats  
 Forces and moments are reported in the local element coordinate system

BY VALMONT INDUSTRIES

FOR:

TECHNOLOGY ASSOCIATES 90' POLE, SITE: MDF DRY CREEK, OR 334633

DATE 07/07/2016

Issue 1.13.0.0

\*\*\* POLE SHAFT POINT OF FIXITY REACTIONS \*\*\*

Loading Case Identifier	Moments About X-Axis (in-kips)	Moments About Y-Axis (in-kips)	Moments Resultant (X & Y) (in-kips)	Moments Torsional (in-kips)	Vertical Force (lbs)	Shear In X-Direction (lbs)	Shear In Y-Direction (lbs)	Shear Resultant (X & Y) (lbs)	Notes
WIND	40519	-33999	52893	0	31594	38778	46213	60327	
ICE + WIND	32365	-27157	42249	0	53840	31532	37579	49055	
T+S	5658	-4748	7386	0	25864	5425	6465	8440	
Seismic	4843	-4064	6322	0	31023	4175	4975	6495	

Note: Positive vertical force is downward.  
 Reactions are considered in the global coordinate system.







\*\*\* INPUT LOADS \*\*\*

Design Code TIA-222-G Addendum 2  
 Loading Case Seismic  
 Seismic analysis following the equivalent modal analysis procedure  
 Structure Category: 2  
 Site Class: D  
 Response Acceleration at short periods: 0.61  
 Response Acceleration at one second: 0.33  
 The above are used to obtain the acceleration and velocity based site coefficients  $P_a$  and  $F_v$   
 Foundation Rotation of 0.00 Degrees  
 Elevation of structure base above surrounding terrain = 1.00 ft

Load Number	Mounting Height (ft)	Load Height (ft)	Load Eccentricity (ft)	Orientation in XY Plane (Degrees)	Force-X (lbs)	Force-Y (lbs)	Force-Z (lbs)	EPA (ft <sup>2</sup> )	
1	89.00	91.50	0.00	50.00	0	0	60	5.00	1-FAA LIGHTIN
2	87.50	89.00	0.00	50.00	0	0	2580	30.20	1-12' SP1 LED
3	89.00	94.00	0.00	50.00	0	0	28	0.63	1-5/8" x 10'
4	87.50	89.00	0.00	50.00	0	0	1570	130.32	12-PANEL [8'
5	87.50	89.00	0.00	50.00	0	0	1728	33.66	18-RRUS12 [20.
6	87.50	89.00	0.00	50.00	0	0	238	6.12	9-TMA [12" X
7	82.00	82.00	0.00	50.00	0	0	428	37.55	1-6' HIGH PER
8	77.00	77.00	0.00	50.00	0	0	1570	139.08	12-PANEL [8'
9	77.00	77.00	0.00	50.00	0	0	1728	46.08	24-RRH [24" x
10	77.00	77.00	0.00	50.00	0	0	90	3.84	3-Raycap DC6-
11	77.00	77.00	0.00	50.00	0	0	30	1.28	1-Raycap DC6-
12	77.00	77.00	0.00	50.00	0	0	1372	15.71	1-12' SP1 LP
13	72.00	72.00	0.00	50.00	0	0	428	37.55	1-6' HIGH PER
14	67.00	67.00	0.00	50.00	0	0	1570	139.08	12-PANEL [8'
15	67.00	67.00	0.00	50.00	0	0	1372	15.71	1-12' SP1 LP
16	62.00	62.00	0.00	50.00	0	0	428	37.55	1-6' HIGH PER

BY VALMONT INDUSTRIES

FOR:

TECHNOLOGY ASSOCIATES 90' POLE, SITE: MDF DRY CREEK, OR 334633

DATE 07/07/2016  
 Fuse 1.13.0.0

\*\*\* Properties \*\*\*

Connection Locations	Distance From Base (ft)	Diameter Across Flats (in)	Wall Thickness (in)	D/t Across Flats	w/t Across Flats	Moments of Inertia (in <sup>4</sup> )	Area (in <sup>2</sup> )
Top of Sect 2	89.00	20.000	0.3125	64.00	9.52	956	19.53
EPA 2	87.50	20.466	0.3125	65.49	9.78	1025	19.99
	84.00	21.552	0.3125	68.97	10.40	1200	21.07
EPA 7	82.00	22.173	0.3125	70.95	10.75	1309	21.68
	79.00	23.104	0.3125	73.93	11.27	1483	22.61
EPA 8	77.00	23.725	0.3125	75.92	11.62	1608	23.22
	74.00	24.656	0.3125	78.90	12.15	1807	24.14
EPA 13	72.00	25.277	0.3125	80.89	12.50	1949	24.76
	69.00	26.208	0.3125	83.87	13.02	2175	25.68
EPA 14	67.00	26.829	0.3125	85.85	13.37	2336	26.30
	64.00	27.760	0.3125	88.83	13.90	2590	27.22
EPA 16	62.00	28.381	0.3125	90.82	14.25	2770	27.84
	59.00	29.312	0.3125	93.80	14.78	3055	28.76
	54.00	30.864	0.3125	98.76	15.65	3572	30.30
	52.50	31.329	0.3125	100.25	15.91	3738	30.76
Top of Sect 1	52.50	30.704	0.4375	70.18	10.61	4863	42.03
	49.00	31.791	0.4375	72.66	11.05	5405	43.54
Base of Sect 2	47.67	32.205	0.4375	73.61	11.22	5622	44.11
	44.00	33.343	0.4375	76.21	11.67	6249	45.69
	39.00	34.895	0.4375	79.76	12.30	7175	47.85
	34.00	36.447	0.4375	83.31	12.93	8189	50.00
	29.00	37.999	0.4375	86.85	13.55	9294	52.16
	24.00	39.551	0.4375	90.40	14.18	10494	54.31
	19.00	41.103	0.4375	93.95	14.80	11793	56.47
	14.00	42.654	0.4375	97.50	15.43	13196	58.62
	9.00	44.206	0.4375	101.04	16.05	14705	60.78
	4.00	45.758	0.4375	104.59	16.68	16326	62.93
Pt of Fixity	0.00	47.000	0.4375	107.43	17.18	17704	64.66

Forces and Moments for Pole in the Local Element Coordinate System

Loading Case WIND

Dist. From

Base (ft)	Mx (in-kips)	My (in-kips)	Resultant Mx & My (in-kips)	Torsion (in-kips)	Shear X-Dir. (lbs)	Shear Y-Dir. (lbs)	Resultant Shear (lbs)	Axial (lbs)
89.00	11	-9	15	0	282	337	439	39
87.50	18	-15	24	0	368	438	572	160
87.50	237	-199	309	0	10564	12590	16435	4554
84.00	771	-647	1006	0	10768	12833	16752	4860
82.00	1081	-907	1411	0	10890	12978	16942	5033
82.00	1081	-907	1411	0	12716	15154	19782	5174
79.00	1630	-1368	2128	0	12900	15374	20069	5473
77.00	2001	-1679	2612	0	13030	15528	20271	5659
77.00	2001	-1679	2612	0	23095	27523	35929	8858
74.00	2996	-2514	3911	0	23282	27747	36221	9224
72.00	3664	-3075	4783	0	23419	27910	36434	9423
72.00	3664	-3075	4783	0	25184	30013	39179	9669
69.00	4749	-3985	6199	0	25376	30242	39478	10090
67.00	5477	-4596	7150	0	25519	30413	39701	10301
67.00	5477	-4596	7150	0	32800	39090	51028	12311
64.00	6889	-5780	8993	0	32991	39317	51325	12818
62.00	7835	-6574	10227	0	33140	39495	51557	13042
62.00	7835	-6574	10227	0	34833	41513	54191	13438
59.00	9334	-7832	12185	0	35001	41713	54452	14148
54.00	11851	-9944	15470	0	35337	42113	54974	15062
52.50	12610	-10581	16461	0	35456	42255	55159	15248
52.50	12610	-10581	16461	0	35418	42209	55100	15460
49.00	14391	-12075	18785	0	35690	42534	55524	16707
47.67	15072	-12647	19675	0	35768	42627	55646	17322
44.00	16956	-14228	22134	0	35998	42900	56002	18348
39.00	19545	-16400	25514	0	36325	43291	56512	19717
34.00	22157	-18592	28924	0	36652	43680	57020	21131
29.00	24793	-20804	32366	0	36976	44066	57524	22587
24.00	27453	-23036	35837	0	37293	44444	58018	24083
19.00	30134	-25286	39338	0	37601	44811	58497	25617
14.00	32838	-27554	42867	0	37895	45161	58954	27188
9.00	35562	-29840	46423	0	38182	45504	59401	28795
4.00	38307	-32143	50006	0	38488	45869	59877	30401
0.00	40519	-33999	52893	0	38828	46274	60406	31443

Deflections and Stresses for Pole

Loading Case WIND

\*\*\* Deflections and Stresses \*\*\*

Distance From Base (ft)	Defl. X-Dir (in)	Defl. Y-Dir (in)	Defl. Resultant X & Y (in)	Defl. Z-Dir (in)	Rotation (deg.)	Axial Interaction Term	Flexural Interaction Term	Shear Interaction Term	Torsion Interaction Term	Combined Stress Interaction	Effective Yield Strength (ksi)
89.00	41.9	49.9	65.2	2.7	6.35	0.00	0.00	0.00	0.00	0.01	82.55
87.50	40.6	48.4	63.2	2.6	6.35	0.00	0.00	0.00	0.00	0.01	82.55
84.00	37.7	44.9	58.6	2.3	6.30	0.00	0.04	0.06	0.00	0.05	82.55
82.00	36.0	42.9	56.0	2.2	6.25	0.00	0.12	0.05	0.00	0.13	82.55
82.00	36.0	42.9	56.0	2.2	6.25	0.00	0.16	0.05	0.00	0.17	82.55
79.00	33.5	39.9	52.1	2.0	6.16	0.00	0.16	0.06	0.00	0.17	82.55
77.00	31.8	37.9	49.5	1.8	6.09	0.00	0.23	0.06	0.00	0.23	82.55
77.00	31.8	37.9	49.5	1.8	6.09	0.00	0.26	0.06	0.00	0.27	82.55
74.00	29.4	35.0	45.7	1.6	5.96	0.01	0.26	0.11	0.00	0.28	82.55
72.00	27.8	33.1	43.3	1.5	5.85	0.01	0.36	0.10	0.00	0.38	82.55
72.00	27.8	33.1	43.3	1.5	5.85	0.01	0.42	0.10	0.00	0.44	82.55
72.00	27.8	33.1	43.3	1.5	5.85	0.01	0.42	0.11	0.00	0.44	82.55
69.00	25.5	30.4	39.6	1.3	5.66	0.01	0.51	0.11	0.00	0.44	82.55
67.00	24.0	28.6	37.3	1.2	5.52	0.01	0.56	0.10	0.00	0.53	82.55
67.00	24.0	28.6	37.3	1.2	5.52	0.01	0.56	0.10	0.00	0.58	82.55
64.00	21.8	26.0	33.9	1.0	5.28	0.01	0.66	0.13	0.00	0.59	82.55
62.00	20.4	24.3	31.7	0.9	5.11	0.01	0.72	0.13	0.00	0.68	82.55
62.00	20.4	24.3	31.7	0.9	5.11	0.01	0.72	0.13	0.00	0.74	82.55
59.00	18.4	21.9	28.6	0.8	4.84	0.01	0.80	0.13	0.00	0.74	82.55
54.00	15.3	18.2	23.8	0.6	4.35	0.01	0.80	0.13	0.00	0.82	82.55
52.50	14.4	17.2	22.5	0.6	4.19	0.01	0.91	0.12	0.00	0.94	82.55
52.50	14.4	17.2	22.5	0.6	4.19	0.01	0.94	0.12	0.00	0.97	82.55
49.00	12.5	14.9	19.5	0.4	3.91	0.01	0.71	0.09	0.00	0.72	82.55
47.67	11.8	14.1	18.4	0.4	3.80	0.01	0.76	0.09	0.00	0.77	82.55
44.00	10.0	12.0	15.6	0.3	3.49	0.01	0.77	0.09	0.00	0.78	82.55
39.00	7.8	9.3	12.2	0.2	3.07	0.01	0.81	0.08	0.00	0.82	82.55
34.00	5.9	7.0	9.2	0.1	2.65	0.01	0.85	0.08	0.00	0.86	82.55
29.00	4.3	5.1	6.6	0.1	2.23	0.01	0.88	0.08	0.00	0.89	82.55
24.00	2.9	3.4	4.5	0.1	1.82	0.01	0.90	0.08	0.00	0.92	82.55
19.00	1.8	2.1	2.8	0.0	1.42	0.01	0.92	0.07	0.00	0.93	82.55
14.00	1.0	1.2	1.5	0.0	1.03	0.01	0.94	0.07	0.00	0.95	82.55
9.00	0.4	0.5	0.6	0.0	0.66	0.01	0.95	0.07	0.00	0.96	82.55
4.00	0.1	0.1	0.1	0.0	0.29	0.01	0.95	0.07	0.00	0.97	82.52
0.00	0.0	0.0	0.0	0.0	0.00	0.01	0.97	0.07	0.00	0.98	81.78
0.00	0.0	0.0	0.0	0.0	0.00	0.01	0.98	0.06	0.00	0.99	81.19

Forces and Moments for Pole in the Local Element Coordinate System

Loading Case ICE + WIND

Dist. From Base (ft)	Mx (in-kips)	My (in-kips)	Resultant Mx & My (in-kips)	Torsion (in-kips)	Shear X-Dir. (lbs)	Shear Y-Dir. (lbs)	Resultant Shear (lbs)	Axial (lbs)
89.00	18	-15	23	0	405	483	630	122
87.50	28	-23	36	0	517	616	804	283
87.50	201	-169	263	0	8609	10259	13393	11912
84.00	639	-536	834	0	8871	10573	13801	12311
82.00	895	-751	1168	0	9029	10761	14047	12543
82.00	895	-751	1168	0	10279	12250	15992	13213
79.00	1341	-1125	1751	0	10512	12527	16353	13592
77.00	1644	-1380	2146	0	10678	12725	16611	13840
77.00	1644	-1380	2146	0	18313	21825	28490	23986
74.00	2435	-2043	3179	0	18540	22095	28843	24421
72.00	2968	-2490	3874	0	18713	22301	29113	24686
72.00	2968	-2490	3874	0	19901	23717	30960	25415
69.00	3828	-3212	4996	0	20127	23987	31312	25897
67.00	4406	-3697	5751	0	20307	24201	31592	26178
67.00	4406	-3697	5751	0	25737	30673	40040	32982
64.00	5516	-4628	7200	0	25951	30927	40373	33530
62.00	6261	-5253	8173	0	26137	31148	40661	33827
62.00	6261	-5253	8173	0	27249	32474	42391	34640
59.00	7436	-6239	9707	0	27410	32666	42643	35326
54.00	9413	-7898	12288	0	27786	33114	43228	36316
52.50	10011	-8400	13068	0	27932	33289	43455	36563
52.50	10011	-8400	13068	0	27861	33203	43344	36695
49.00	11414	-9578	14901	0	28164	33565	43816	38112
47.67	11953	-10030	15603	0	28235	33649	43926	38745
44.00	13443	-11280	17549	0	28474	33934	44298	39791
39.00	15497	-13004	20230	0	28827	34355	44848	41218
34.00	17577	-14749	22945	0	29180	34776	45397	42699
29.00	19682	-16515	25693	0	29531	35193	45942	44230
24.00	21812	-18302	28473	0	29876	35605	46479	45809
19.00	23966	-20110	31285	0	30213	36006	47003	47434
14.00	26144	-21937	34128	0	30535	36390	47504	49102
9.00	28345	-23784	37001	0	30853	36769	47998	50810
4.00	30569	-25650	39904	0	31197	37179	48533	52528
0.00	32365	-27157	42249	0	31601	37661	49163	53742

Deflections and Stresses for Pole

Loading Case ICE + WIND

\*\*\* Deflections and Stresses \*\*\*

Distance From Base (ft)	Defl. X-Dir (in)	Defl. Y-Dir (in)	Defl. Resultant X & Y (in)	Defl. Z-Dir (in)	Rotation (deg.)	Axial Interaction Term	Flexural Interaction Term	Shear Interaction Term	Torsion Interaction Term	Combined Stress Interaction	Effective Yield Strength (ksi)
89.00	33.4	39.8	51.9	1.7	5.07	0.00	0.00	0.00	0.00	0.01	82.55
87.50	32.4	38.6	50.3	1.6	5.07	0.00	0.00	0.00	0.00	0.01	82.55
87.50	32.4	38.6	50.3	1.6	5.07	0.01	0.04	0.05	0.00	0.05	82.55
84.00	30.0	35.7	46.6	1.5	5.03	0.01	0.10	0.05	0.00	0.11	82.55
82.00	28.6	34.1	44.5	1.4	4.99	0.01	0.14	0.04	0.00	0.15	82.55
82.00	28.6	34.1	44.5	1.4	4.99	0.01	0.14	0.05	0.00	0.15	82.55
79.00	26.6	31.7	41.4	1.3	4.91	0.01	0.19	0.05	0.00	0.20	82.55
77.00	25.3	30.2	39.4	1.2	4.85	0.01	0.22	0.05	0.00	0.23	82.55
77.00	25.3	30.2	39.4	1.2	4.85	0.01	0.22	0.08	0.00	0.24	82.55
74.00	23.4	27.9	36.4	1.0	4.74	0.01	0.30	0.08	0.00	0.32	82.55
72.00	22.1	26.4	34.4	1.0	4.65	0.01	0.34	0.08	0.00	0.36	82.55
72.00	22.1	26.4	34.4	1.0	4.65	0.01	0.34	0.09	0.00	0.37	82.55
69.00	20.3	24.2	31.5	0.8	4.50	0.01	0.41	0.08	0.00	0.43	82.55
67.00	19.1	22.7	29.7	0.8	4.39	0.01	0.45	0.08	0.00	0.47	82.55
67.00	19.1	22.7	29.7	0.8	4.39	0.02	0.45	0.10	0.00	0.48	82.55
64.00	17.3	20.7	27.0	0.7	4.20	0.02	0.53	0.10	0.00	0.56	82.55
62.00	16.2	19.3	25.2	0.6	4.06	0.02	0.57	0.10	0.00	0.60	82.55
62.00	16.2	19.3	25.2	0.6	4.06	0.02	0.57	0.10	0.00	0.60	82.55
59.00	14.6	17.4	22.8	0.5	3.85	0.02	0.64	0.10	0.00	0.66	82.55
54.00	12.2	14.5	18.9	0.4	3.45	0.02	0.73	0.10	0.00	0.75	82.55
52.50	11.5	13.7	17.9	0.4	3.33	0.02	0.75	0.10	0.00	0.77	82.55
52.50	11.5	13.7	17.9	0.4	3.33	0.01	0.56	0.07	0.00	0.58	82.55
49.00	10.0	11.9	15.5	0.3	3.10	0.01	0.60	0.07	0.00	0.62	82.55
47.67	9.4	11.2	14.7	0.3	3.02	0.01	0.61	0.07	0.00	0.63	82.55
44.00	8.0	9.5	12.4	0.2	2.77	0.01	0.64	0.07	0.00	0.66	82.55
39.00	6.2	7.4	9.7	0.1	2.44	0.01	0.67	0.06	0.00	0.69	82.55
34.00	4.7	5.6	7.3	0.1	2.11	0.01	0.70	0.06	0.00	0.71	82.55
29.00	3.4	4.0	5.3	0.1	1.78	0.01	0.72	0.06	0.00	0.73	82.55
24.00	2.3	2.7	3.6	0.0	1.45	0.01	0.73	0.06	0.00	0.75	82.55
19.00	1.4	1.7	2.2	0.0	1.14	0.01	0.75	0.06	0.00	0.76	82.55
14.00	0.8	0.9	1.2	0.0	0.82	0.01	0.75	0.06	0.00	0.77	82.55
9.00	0.3	0.4	0.5	0.0	0.52	0.01	0.76	0.05	0.00	0.77	82.55
4.00	0.1	0.1	0.1	0.0	0.23	0.01	0.77	0.05	0.00	0.78	82.55
0.00	0.0	0.0	0.0	0.0	0.00	0.01	0.78	0.05	0.00	0.79	81.78
											81.19

Forces and Moments for Pole in the Local Element Coordinate System

Loading Case T+S

Dist. From Base (ft)	Mx (in-kips)	My (in-kips)	Resultant Mx & My (in-kips)	Torsion (in-kips)	Shear X-Dir. (lbs)	Shear Y-Dir. (lbs)	Resultant Shear (lbs)	Axial (lbs)
89.00	2	-1	2	0	40	47	62	72
87.50	3	-2	3	0	51	61	80	173
84.00	108	-90	141	0	1475	1758	2295	5235
82.00	151	-127	197	0	1503	1791	2338	5480
79.00	228	-191	297	0	1520	1811	2365	5626
77.00	279	-234	365	0	1776	2117	2763	5977
74.00	418	-351	546	0	1801	2147	2802	6203
72.00	512	-429	668	0	1819	2168	2830	6359
69.00	663	-557	866	0	3226	3845	5019	10319
67.00	765	-642	998	0	3252	3875	5059	10563
64.00	962	-807	1256	0	3271	3898	5088	10729
62.00	1094	-918	1428	0	3518	4192	5473	11082
59.00	1304	-1094	1702	0	3544	4223	5513	11342
54.00	1655	-1389	2160	0	3564	4247	5544	11519
52.50	1761	-1478	2299	0	4581	5460	7128	13952
49.00	2009	-1686	2623	0	4607	5491	7168	14229
47.67	2105	-1766	2747	0	4628	5515	7200	14416
44.00	2367	-1987	3090	0	4865	5797	7568	14772
39.00	2729	-2290	3562	0	4887	5824	7603	15068
34.00	3093	-2596	4038	0	4933	5879	7674	15577
29.00	3461	-2904	4518	0	4950	5899	7700	15733
24.00	3832	-3216	5003	0	4944	5892	7692	15737
19.00	4207	-3530	5492	0	4981	5936	7749	16623
14.00	4585	-3847	5985	0	4992	5949	7766	16971
9.00	4965	-4166	6482	0	5024	5987	7815	17538
4.00	5349	-4488	6983	0	5070	6042	7887	18342
0.00	5658	-4748	7386	0	5116	6097	7959	19182
					5162	6152	8030	20059
					5208	6206	8101	20973
					5252	6259	8171	21923
					5295	6311	8238	22910
					5338	6362	8305	23933
					5383	6416	8375	24992
					5431	6472	8449	25861

Deflections and Stresses for Pole

Loading Case T+S

\*\*\* Deflections and Stresses \*\*\*

Distance From Base (ft)	Defl. X-Dir (in)	Defl. Y-Dir (in)	Defl. Resultant X & Y (in)	Defl. Z-Dir (in)	Rotation (deg.)	Axial Interaction Term	Flexural Interaction Term	Shear Interaction Term	Torsion Interaction Term	Combined Stress Interaction	Effective Yield Strength (ksi)
89.00	5.9	7.0	9.1	0.1	0.89	0.00	0.00	0.00	0.00	0.01	82.55
87.50	5.7	6.8	8.8	0.1	0.89	0.00	0.00	0.00	0.00	0.01	82.55
87.50	5.7	6.8	8.8	0.1	0.89	0.00	0.01	0.01	0.00	0.01	82.55
84.00	5.3	6.3	8.2	0.1	0.88	0.00	0.02	0.01	0.00	0.02	82.55
82.00	5.0	6.0	7.8	0.1	0.87	0.00	0.02	0.01	0.00	0.03	82.55
82.00	5.0	6.0	7.8	0.1	0.87	0.00	0.02	0.01	0.00	0.03	82.55
79.00	4.7	5.6	7.3	0.1	0.86	0.00	0.03	0.01	0.00	0.04	82.55
77.00	4.4	5.3	6.9	0.0	0.85	0.00	0.04	0.01	0.00	0.04	82.55
77.00	4.4	5.3	6.9	0.0	0.85	0.01	0.04	0.01	0.00	0.04	82.55
74.00	4.1	4.9	6.4	0.0	0.83	0.01	0.05	0.01	0.00	0.06	82.55
72.00	3.9	4.6	6.0	0.0	0.82	0.01	0.06	0.01	0.00	0.07	82.55
72.00	3.9	4.6	6.0	0.0	0.82	0.01	0.06	0.02	0.00	0.07	82.55
69.00	3.6	4.2	5.5	0.0	0.79	0.01	0.07	0.01	0.00	0.08	82.55
67.00	3.4	4.0	5.2	0.0	0.77	0.01	0.08	0.01	0.00	0.08	82.55
67.00	3.4	4.0	5.2	0.0	0.77	0.01	0.08	0.02	0.00	0.09	82.55
64.00	3.0	3.6	4.7	0.0	0.74	0.01	0.09	0.02	0.00	0.10	82.55
62.00	2.8	3.4	4.4	0.0	0.71	0.01	0.10	0.02	0.00	0.11	82.55
62.00	2.8	3.4	4.4	0.0	0.71	0.01	0.10	0.02	0.00	0.11	82.55
59.00	2.6	3.1	4.0	0.0	0.68	0.01	0.11	0.02	0.00	0.12	82.55
54.00	2.1	2.5	3.3	0.0	0.61	0.01	0.13	0.02	0.00	0.14	82.55
52.50	2.0	2.4	3.1	0.0	0.59	0.01	0.13	0.02	0.00	0.14	82.55
52.50	2.0	2.4	3.1	0.0	0.59	0.01	0.10	0.01	0.00	0.10	82.55
49.00	1.7	2.1	2.7	0.0	0.55	0.01	0.11	0.01	0.00	0.11	82.55
47.67	1.7	2.0	2.6	0.0	0.53	0.01	0.11	0.01	0.00	0.11	82.55
44.00	1.4	1.7	2.2	0.0	0.49	0.01	0.11	0.01	0.00	0.12	82.55
39.00	1.1	1.3	1.7	0.0	0.43	0.01	0.12	0.01	0.00	0.12	82.55
34.00	0.8	1.0	1.3	0.0	0.37	0.01	0.12	0.01	0.00	0.13	82.55
29.00	0.6	0.7	0.9	0.0	0.31	0.01	0.13	0.01	0.00	0.13	82.55
24.00	0.4	0.5	0.6	0.0	0.25	0.01	0.13	0.01	0.00	0.13	82.55
19.00	0.3	0.3	0.4	0.0	0.20	0.01	0.13	0.01	0.00	0.14	82.55
14.00	0.1	0.2	0.2	0.0	0.14	0.01	0.13	0.01	0.00	0.14	82.55
9.00	0.1	0.1	0.1	0.0	0.09	0.01	0.13	0.01	0.00	0.14	82.55
4.00	0.0	0.0	0.0	0.0	0.04	0.01	0.13	0.01	0.00	0.14	81.78
0.00	0.0	0.0	0.0	0.0	0.00	0.01	0.14	0.01	0.00	0.14	81.19

Forces and Moments for Pole in the Local Element Coordinate System

Loading Case Seismic

Dist. From Base (ft)	Mx (in-kips)	My (in-kips)	Resultant Mx & My (in-kips)	Torsion (in-kips)	Shear X-Dir. (lbs)	Shear Y-Dir. (lbs)	Resultant Shear (lbs)	Axial (lbs)
89.00	2	-2	3	0	43	52	67	87
87.50	4	-3	5	0	89	106	139	206
87.50	56	-47	73	0	2537	3024	3947	6262
84.00	185	-156	242	0	2630	3134	4092	6554
82.00	261	-219	341	0	2675	3188	4162	6727
82.00	261	-219	341	0	2776	3309	4319	7155
79.00	382	-320	498	0	2832	3375	4406	7426
77.00	463	-389	604	0	2864	3413	4455	7612
77.00	463	-389	604	0	3595	4284	5593	12387
74.00	618	-519	807	0	3630	4326	5647	12679
72.00	722	-606	943	0	3650	4350	5679	12878
72.00	722	-606	943	0	3685	4392	5733	13309
69.00	881	-739	1150	0	3704	4415	5763	13620
67.00	987	-828	1288	0	3717	4429	5782	13832
67.00	987	-828	1288	0	3865	4606	6013	16774
64.00	1153	-968	1505	0	3873	4616	6025	17105
62.00	1264	-1061	1650	0	3881	4625	6037	17330
62.00	1264	-1061	1650	0	3888	4633	6048	17762
59.00	1431	-1201	1868	0	3887	4632	6046	18115
54.00	1710	-1434	2232	0	3894	4640	6057	18722
52.50	1793	-1505	2341	0	3899	4647	6067	18909
52.50	1793	-1505	2341	0	3893	4639	6056	18913
49.00	1989	-1669	2596	0	3923	4676	6104	19974
47.67	2064	-1732	2694	0	3933	4687	6118	20390
44.00	2271	-1905	2964	0	3949	4706	6144	21067
39.00	2555	-2144	3335	0	3980	4743	6191	22027
34.00	2841	-2384	3709	0	4013	4783	6244	23032
29.00	3130	-2626	4086	0	4048	4824	6297	24080
24.00	3421	-2870	4466	0	4079	4862	6346	25172
19.00	3714	-3116	4848	0	4108	4896	6391	26308
14.00	4009	-3364	5234	0	4134	4926	6431	27488
9.00	4306	-3613	5621	0	4155	4952	6464	28712
4.00	4604	-3863	6010	0	4171	4970	6488	29979
0.00	4843	-4064	6322	0	4181	4982	6504	31021

Deflections and Stresses for Pole

Loading Case Seismic

\*\*\* Deflections and Stresses \*\*\*

Distance From Base (ft)	Defl. X-Dir (in)	Defl. Y-Dir (in)	Defl. Resultant X & Y (in)	Defl. Z-Dir (in)	Rotation (deg.)	Axial Interaction Term	Flexural Interaction Term	Shear Interaction Term	Torsion Interaction Term	Combined Stress Interaction	Effective Yield Strength (ksi)
89.00	5.6	6.6	8.6	0.1	0.91	0.00	0.00	0.00	0.00	0.01	82.55
87.50	5.4	6.4	8.4	0.1	0.91	0.00	0.00	0.00	0.00	0.01	82.55
87.50	5.4	6.4	8.4	0.1	0.91	0.00	0.01	0.01	0.00	0.01	82.55
84.00	4.9	5.9	7.7	0.1	0.90	0.00	0.03	0.01	0.00	0.03	82.55
82.00	4.7	5.6	7.3	0.1	0.89	0.00	0.04	0.01	0.00	0.04	82.55
82.00	4.7	5.6	7.3	0.1	0.89	0.00	0.04	0.01	0.00	0.04	82.55
79.00	4.3	5.2	6.8	0.1	0.87	0.00	0.05	0.01	0.00	0.06	82.55
77.00	4.1	4.9	6.4	0.0	0.85	0.00	0.06	0.01	0.00	0.07	82.55
77.00	4.1	4.9	6.4	0.0	0.85	0.01	0.06	0.02	0.00	0.07	82.55
74.00	3.8	4.5	5.9	0.0	0.82	0.01	0.08	0.02	0.00	0.08	82.55
72.00	3.6	4.2	5.5	0.0	0.80	0.01	0.08	0.02	0.00	0.09	82.55
72.00	3.6	4.2	5.5	0.0	0.80	0.01	0.08	0.02	0.00	0.09	82.55
69.00	3.2	3.9	5.0	0.0	0.77	0.01	0.09	0.02	0.00	0.10	82.55
67.00	3.0	3.6	4.7	0.0	0.74	0.01	0.10	0.02	0.00	0.11	82.55
67.00	3.0	3.6	4.7	0.0	0.74	0.01	0.10	0.02	0.00	0.11	82.55
64.00	2.7	3.3	4.3	0.0	0.70	0.01	0.11	0.02	0.00	0.12	82.55
62.00	2.6	3.0	4.0	0.0	0.67	0.01	0.12	0.01	0.00	0.12	82.55
62.00	2.6	3.0	4.0	0.0	0.67	0.01	0.12	0.01	0.00	0.12	82.55
59.00	2.3	2.7	3.6	0.0	0.63	0.01	0.12	0.01	0.00	0.12	82.55
54.00	1.9	2.3	3.0	0.0	0.56	0.01	0.13	0.01	0.00	0.13	82.55
52.50	1.8	2.1	2.8	0.0	0.53	0.01	0.13	0.01	0.00	0.14	82.55
52.50	1.8	2.1	2.8	0.0	0.53	0.01	0.13	0.01	0.00	0.14	82.55
49.00	1.5	1.8	2.4	0.0	0.49	0.01	0.10	0.01	0.00	0.11	82.55
47.67	1.5	1.7	2.3	0.0	0.48	0.01	0.11	0.01	0.00	0.11	82.55
44.00	1.2	1.5	1.9	0.0	0.44	0.01	0.11	0.01	0.00	0.11	82.55
39.00	1.0	1.1	1.5	0.0	0.38	0.01	0.11	0.01	0.00	0.11	82.55
34.00	0.7	0.9	1.1	0.0	0.33	0.01	0.11	0.01	0.00	0.12	82.55
29.00	0.5	0.6	0.8	0.0	0.27	0.01	0.11	0.01	0.00	0.12	82.55
24.00	0.3	0.4	0.5	0.0	0.22	0.01	0.12	0.01	0.00	0.12	82.55
19.00	0.2	0.3	0.3	0.0	0.17	0.01	0.12	0.01	0.00	0.12	82.55
14.00	0.1	0.1	0.2	0.0	0.12	0.01	0.12	0.01	0.00	0.12	82.55
9.00	0.0	0.1	0.1	0.0	0.08	0.01	0.12	0.01	0.00	0.12	82.55
4.00	0.0	0.0	0.0	0.0	0.03	0.01	0.12	0.01	0.00	0.12	82.52
0.00	0.0	0.0	0.0	0.0	0.00	0.01	0.12	0.01	0.00	0.12	81.78
											81.19

MINIMUM DEFLECTION RATIO // DEFLECTION LIMIT / DEFLECTION // IS

\*\*\* ANCHOR BOLT CHARACTERISTICS GOVERNED BY LOADING CASE WIND \*\*\*

NUMBER OF BOLTS	DIAMETER (IN.)	LENGTH (IN.)	WEIGHT (LB.)	SHIPPED AS	PROJECTION LENGTH (IN.)	GALVANIZED LENGTH (IN.)	THREAD SIZE
16	2.250	66	1811	BOLTS, TEMPLATES	12.25	66.00	4.5-UNC-2A
STEEL SPECIF.	MAXIMUM BOLT FORCE (LB.)	MAXIMUM BOLT SHEAR FORCE (LB.)	FACTORED NOMINAL TENS. STRENGTH (LB.)	STRESS AREA (SQ. IN.)	INTERACTION VALUE	CONFIGURATION OF BOTTOM END	
A615	245838	3770	260004	3.250	0.97	THREADED WITH HEAVY HEX HEAD NUT	

NOTE: BOLT INTERACTION VALUE WAS CALCULATED BY DIVIDING SHEAR FORCE BY FACTOR RELATED TO DETAIL TYPE d) IN EIA-G SPECS.

\*\*\* BOLT COORDINATES AND FORCES \*\*\*

BOLT NO.	X-COORD	Y-COORD	MAX TENSION-LB	MAX FORCE-LB	*	BOLT NO.	X-COORD	Y-COORD	MAX TENSION-LB	MAX FORCE-LB
1	27.113	0.00	- 1974	1975	*	2	25.049	10.376	91346	95296
3	19.171	19.171	170464	174413	*	4	10.376	25.049	223326	227275
5	0.00	27.113	241889	245838	*					

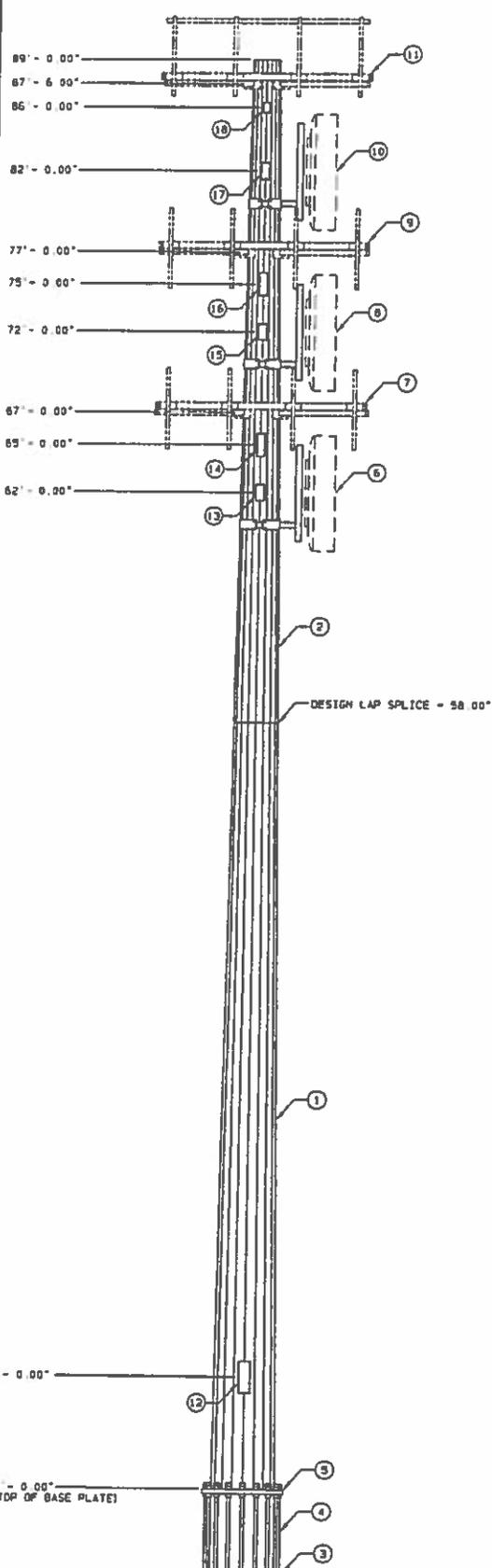
MAX. BOLT CIRCLE = 54.23 IN.      TEMPLATE DIAMETER = 60.23 IN.

\*\*\* BASE PLATE CHARACTERISTICS GOVERNED BY LOADING CASE WIND \*\*\*

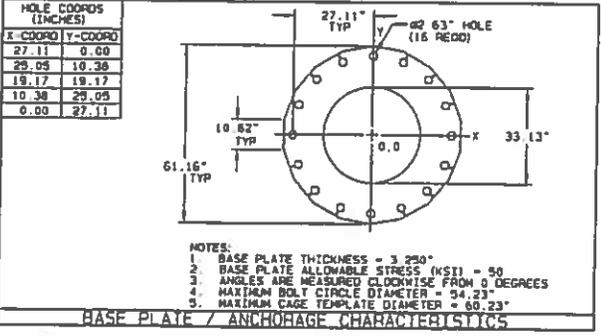
DRAWING NUMBER	OVERALL LENGTH (IN.)	OVERALL WIDTH (IN.)	THICKNESS (IN.)	ACTUAL WEIGHT (LB.)	RAW MATERIAL WEIGHT (LB.)	SIDE LENGTH (IN.)
SD18-99	60.23	61.15	3.2500	1977	3391	10.62
TOP WIDTH (IN.)	POLE DIAM. (MAJOR DIAM.) (IN.)	CRITICAL FAILURE MODE	TOTAL LENGTH OF FAIL. MODE LINE (IN.)	EFFECTIVE LENGTH (IN.)	TOTAL MOMENT ALONG FAIL. LINE (IN.-LB.)	
10.62	47.00	1	62.54	49.96	3516122	
VALMONT	STEEL SPECIF.	BENDING STRESS (PSI)	EFFECTIVE YIELD STRESS (PSI)	MAX. VERTICAL SHEAR STRESS (PSI)		
S56	A572	39975	50000	12122		

\*\* LOADS AT POLE BASE IN THE GLOBAL COORDINATE SYSTEM \*\*\*\*\* LOADING CASES \*\*\*\*\*

LOADING CASE IDENTIFICATION	WIND	ICR	T+S	Seis	MAX CRITERION- LOAD CASE
MOMENT ABT. X-AXIS (IN-KIP)	40519	32365	5658	4843	] MOMENT ABT. X WIND
MOMENT ABT. Y-AXIS (IN-KIP)	- 33999	- 27157	- 4748	- 4064	] MOMENT ABT. Y WIND
SHEAR FORCE (LB.)	60327	49055	8440	6495	] RES. MOMENT WIND
VERTICAL FORCE (LB.)	31594	53840	25864	31023	] SHEAR FORCE WIND
					] BOLT FORCE WIND
					] BOLT TENSION WIND



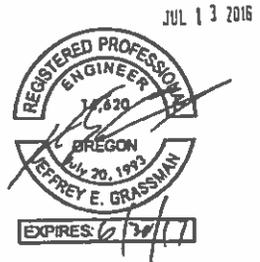
ITEM NO.	NO. REQD	FEATURES	UNIT WEIGHT (LBS)	HEIGHT (LBS)
1	1	SECTION A VALMONT S-22 0.438" THK (A572 GR65)	9,529	9,529
2	1	SECTION B VALMONT S-22 0.313" THK (A572 GR65)	3,641	3,641
3	1	BOTTOM CAGE PLATE	107	107
4	16	2 25" ANCHOR BOLT, LENGTH=9.50" A615 GR75	96	1,336
5	1	BASE PLATE VALMONT S-56 3.250" THK (A572 GR50)	1,977	1,977
6	1	6" HIGH PERFORMANCE (7GHZ)		
7	1	12" SPI LP PLATFORM	1,143	1,143
8	1	6" HIGH PERFORMANCE (7GHZ)		
9	1	12" SPI LP PLATFORM	1,143	1,143
10	1	6" HIGH PERFORMANCE (7GHZ)		
11	1	12" SPI LED PLATFORM W/HR	2,150	2,150
	1	TOP CAGE PLATE (REMOVE BEFORE SETTING POLE)	141	141
	1	SAFETY CLIMBING CABLE (LENGTH = 79.00')	79	79
	3	GROUNDING LUG	2	6
	62	STEP AND CLIP (VALMONT STANDARD)	240	240
12	3	HAND HOLE NYT (8" x 24")	1	31
13	1	HAND HOLE STD (6" x 12")	66	198
14	3	HAND HOLE STD (6" x 16")	22	22
15	1	HAND HOLE STD (6" x 12")	18	54
16	3	HAND HOLE STD (6" x 18")	18	54
17	1	HAND HOLE STD (6" x 12")	22	22
18	3	HAND HOLE LR (6" x 18")		
	1	POLE CAP	22	22



BASE PLATE / ANCHORAGE CHARACTERISTICS

- NOTES:
- FACTORED REACTIONS FOR FOUNDATION DESIGN:  
 HORIZONTAL = 53,893 LB-KIPS  
 SHEAR = 63,877 LB  
 VERTICAL = 33,571 LB
  - DALVANIZED PER ASTM A-123.
  - DESIGN CRITERIA: ANSI/TIA 222-G ADDENDUM 2
  - THIS STRUCTURE HAS BEEN DESIGNED FOR THE FOLLOWING LOADING:  
 EXPOSURE CATEGORY = C  
 STRUCTURE CLASSIFICATION = 2  
 TOPOGRAPHY CATEGORY = 1  
 EARTHQUAKE SPECTRAL RESPONSE ACCELERATION AT SHORT PERIODS  $S_0 = 0.051$   
 EARTHQUAKE SPECTRAL RESPONSE ACCELERATION AT ONE SECOND  $S_1 = 0.33$   
 EARTHQUAKE SITE CLASS = D  
 WIND LOAD CASES ARE BASED ON 3 SECOND GUST AND 30 YEAR WIND RETURN PERIOD  
 A. CASE 1: WIND = 120 MPH WIND SPEED  
 B. CASE 2: WIND = 120 MPH WIND SPEED  
 DESIGN ICE THICKNESS = 0.50 INCH  
 C. CASE 3: WIND = 50 MPH WIND SPEED  
 D. EQUIPMENT
- | DESCRIPTION                               | CENTROID |          | WITHOUT ICE  |          | WITH ICE     |          |
|---|----------|----------|--------------|----------|--------------|----------|
|   | HT. (FT) | HT. (FT) | EPA WT (LBS) | WT (LBS) | EPA WT (LBS) | WT (LBS) |
| 1-FAA LIGHTING                            | 89.00    | 91.50    | 5.00         | 50       | 10.00        | 100      |
| 1-12" SPI LED PLATFORM W/HR               | 87.50    | 89.00    | 30.20        | 2150     | 48.20        | 3000     |
| 1-5/8" X 10" LIGHTNING ROD                | 89.00    | 94.00    | 0.63         | 23       | 2.85         | 48       |
| 12-PANEL (6" X 2' X 6")                   | 87.50    | 89.00    | 130.32       | 1308     | 146.52       | 4560     |
| 18-RRUS12 (20" X 18" X 10")               | 87.50    | 89.00    | 33.66        | 1440     | 39.06        | 2592     |
| 9-TMA (12" X 12" X 6")                    | 87.50    | 89.00    | 6.12         | 198      | 7.74         | 423      |
| 1-6" HIGH PERFORMANCE (7GHZ)              | 82.00    | 82.00    | 17.55        | 357      | 40.38        | 865      |
| 12-PANEL (6" X 2' X 6")                   | 77.00    | 77.00    | 139.06       | 1308     | 156.12       | 4512     |
| 24-RRM (24" X 12" X 12")                  | 77.00    | 77.00    | 46.08        | 1440     | 53.76        | 2808     |
| 3-RAYCAP DCB-48-60-18-F (24" X 12" X 12") | 77.00    | 77.00    | 3.84         | 75       | 4.62         | 180      |
| 1-RAYCAP DCB-48-60-18-F (24" X 12" X 12") | 77.00    | 77.00    | 1.28         | 25       | 1.54         | 60       |
| 1-12" SPI LP PLATFORM                     | 77.00    | 77.00    | 19.71        | 1143     | 21.94        | 1674     |
| 1-6" HIGH PERFORMANCE (7GHZ)              | 72.00    | 72.00    | 37.55        | 357      | 40.34        | 881      |
| 12-PANEL (6" X 2' X 6")                   | 67.00    | 67.00    | 139.06       | 1308     | 155.88       | 4452     |
| 1-12" SPI LP PLATFORM                     | 67.00    | 67.00    | 19.71        | 1143     | 21.86        | 1665     |
| 1-6" HIGH PERFORMANCE (7GHZ)              | 62.00    | 62.00    | 37.55        | 357      | 40.30        | 877      |
- FEEDLINES ARE PLACED INTERIOR TO POLE SHAFT (UNLESS NOTED OTHERWISE).
  - TOTAL POLE HEIGHT IS 90 FT AGL.
  - ELEVATIONS ARE MEASURED FROM TOP OF BASE PLATE (APPROX 1 FT AGL).
  - POLE DESIGNED TO 155 MPH ULTIMATE WIND SPEED PER IBC 2012.
  - WIND SPEED CONVERSION TO 120 MPH NOMINAL PER IBC 2012 1609.3.1
  - POLE TO HAVE DULL GALV FINISH

SECTION INFORMATION						ORDER	PROJECT	FILE NO	SCALE	DATE	DATE	DATE
ITEM NO	LENGTH	BASE OD	TOP OD	THK	MATL	334633	334633	334633	NONE	07/11/16		
1	92' - 6 00"	47.30"	30.70"	0.438"	A572 65 KSI							
2	41' - 4 00"	32.83"	20.00"	0.313"	A572 65 KSI							



## COMPONENT PHOTOS

**Ground Equipment:**



**Monopole (Conventional antenna array shown. The proposed wireless facility proposes a compact antenna array):**



**Compact Antenna Array:**





Continuous Improvement Customer Service

## CITY OF MEDFORD

RECEIVED  
SEP 14 2016  
PLANNING DEPT

LD Date: 9/14/2016  
File Number: CUP-16-084

### PUBLIC WORKS DEPARTMENT STAFF REPORT Verizon Wireless MDF Dry Creek

**Project:** Consideration of a Conditional Use Permit application to allow a new wireless communications facility consisting of a 90-foot support structure and associated equipment cabinets use for communication systems.

**Location:** The subject site is located at the southwest corner of the future intersection of Owen Drive alignment with the McLoughlin Drive alignment, at the northeast property corner of 371W08 Tax Lot 1102.

**Applicant:** Verizon Wireless, Applicant/Agent. Desmond McGeough, Planner.

**NOTE:** The items listed here shall be completed and accepted prior to the respective issuances of permits and certificates:

**Prior to issue of the first building permit, the following items shall be completed and accepted:**

- Submittal and approval of plans for site grading and drainage, and detention.
- Completion of all public improvements, if required. The applicant may provide security for 120% of the improvements prior to issuance of building permits. Construction plans for the improvements would need to be approved by the Public Works Engineering Department prior to acceptance of security.
- Items A – D, unless noted otherwise.

**Prior to issue of Certificate-of-Occupancy for completed structures, the following items shall be completed and accepted:**

- Paving of all on-site parking and vehicle maneuvering areas.
- Certification by the design engineer that the stormwater quality and detention system was constructed per the approved plan.
- Completion of all public improvements, if applicable.

## A. STREETS

### 1. Dedications

No street dedications required.

However, the proposed 20-foot wide access easement and 10-foot wide utility easement shall both be located outside of the future right-of-way dedication (74-feet for a Major Collector), which will be required in order to complete improvements along McLoughlin Drive (and future connection to Owen Drive).

### 2. Public Improvements

In accordance with MLDC 10.425 this site is required to have access to a paved street. Therefore, the portion of **McLoughlin Drive** that is unimproved between the end of the existing improvements of McLoughlin Drive and the proposed developments parcel shall be **improved to Major Collector Street standards** in accordance with MLDC 10.428. The Developer shall be responsible for improving the west one-half portion plus 12-feet east of centerline within the existing right-of-way. There is currently not adequate right-of-way to meet current standards for this street. The Planning Commission has the authority to approve a reduced planter strip which could accommodate the deficiency and still provide all of the components of a Major Collector Street (with the exception of a 7-foot instead of a 10-foot planter strip).

Public improvement plans for this work shall be submitted directly to the Public Works Engineering Department separately from plans submitted for the private improvements to the Building Department. See General Conditions Section 'D' for additional information.

The developer shall receive Street System Development Charge credits for the public improvements on McLoughlin Drive per the value established by the Medford Municipal Code, Section 3.815.

### 3. Access and Circulation

Driveway access to the proposed development site shall comply with MLDC 10.550.

### 4. MLDC Section 10.668 Analysis

Notwithstanding any other provisions of this Chapter 10, an applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless: (1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose, and that there is a rough proportionality between the burden of the exaction on the developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or (2) a mechanism exists and funds are available to fairly compensate the applicant for the excess burden of the exaction to the extent that it would be a taking.

1. Nexus to a legitimate government purpose.

The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and are supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, and pedestrians. The additional improvements on McLoughlin Drive will provide the needed paved street connection to the proposed developments parcel. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

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

No mathematical formula is required to support the rough proportionality analysis. Also, the City is allowed to consider the benefits to the development from the dedication and improvements when determining “rough proportionality.”

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

**McLoughlin Drive:**

The additional improvements on McLoughlin Drive will provide the needed paved street connection to the proposed developments parcel. It will include enough width for a bike lane, planter strip and sidewalk.

The City assesses System Development Charges (SDCs) to help pay for acquisition of right-of-way and construction of additional Arterial & Collector street capacity required as a result of new development. Because a mechanism exists in the form of SDC credit for right-of-way dedication and street improvements in accordance with Medford Municipal Code (MMC) 3.815 and other applicable parts of the Code, to fairly compensate the applicant, the conditions of MLDC, Section 10.668 are satisfied.

**B. SANITARY SEWERS**

This site lies within the Medford sewer service area. No additional sewer connections are indicated on the plans.

**C. STORM DRAINAGE**

**1. Drainage Plan**

A comprehensive drainage plan showing the entire project site with sufficient spot elevations to determine direction of runoff to the proposed drainage system, and also showing elevations on the proposed drainage system, shall be submitted with the first building permit application for approval. All area catch basins shall meet Department of Environmental Quality (DEQ) requirements, which include a down-turned elbow and sump.

The Developer shall provide copies of either a Joint Use Maintenance Agreement or a private stormdrain easement for any stormwater draining onto or from adjacent private property.

## **2. Grading**

A comprehensive grading plan showing the relationship between adjacent property and the proposed development shall be submitted with the building permit application for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

## **3. Detention and Water Quality**

Stormwater quality and detention facilities shall be required in accordance with MLDC Section 10.481 and 10.729.

## **4. Certification**

Upon completion of the project, and prior to certificate of occupancy of the building, the developer's design engineer shall certify that the construction of the stormwater quality and detention system was constructed per plan. Certification shall be in writing and submitted to the Engineering Division of Public Works. Reference Rogue Valley Stormwater Quality Design Manual, Appendix I, Technical Requirements.

## **5. Wetlands**

The Developer shall contact the Division of State Lands for the approval and/or clearance of the subject property with regards to wetlands and/or waterways, as they are present on the site.

## **6. Erosion Prevention and Sediment Control**

All development that disturbs 5,000 square feet or greater shall require an Erosion Prevention and Sediment Control Plan. Developments that disturb one acre and greater shall require a 1200C permit from the Department of Environmental Quality (DEQ). Erosion Prevention and Sediment Control Plans shall be submitted to the Building Department with the project plans for development. All disturbed areas shall be covered with vegetation or properly stabilized prior to certificate of occupancy.

## **D. General Conditions**

### **1. Site Improvements**

All on-site parking and vehicle maneuvering areas related to this development shall be paved in accordance with MLDC, Section 10.746, prior to issuance of certificate of occupancy for any structures on the site. Curbs shall be constructed around the perimeter of all parking and maneuvering areas that are adjacent to landscaping or unpaved areas related to this site. Curbs may be deleted or curb cuts provided wherever pavement drains to a water quality facility.

## 2. System Development Charges (SDC)

Buildings in this development are subject to street, sanitary sewer collection, treatment and stormdrain SDCs. All SDC fees shall be paid at the time individual building permits are issued.

Prepared by: Doug Burroughs

## **SUMMARY CONDITIONS OF APPROVAL**

### **Verizon Wireless MDF Dry Creek**

CUP-16-084

#### **A. Streets**

##### **1. Street Dedications to the Public:**

- No street dedications required.

##### **2. Improvements:**

- Construct street improvements to McLoughlin Drive as required for this development.
- Public improvement plans for this work shall be submitted directly to the Public Works Engineering Department.

#### **B. Sanitary Sewer:**

- No additional sewer connection proposed.

#### **C. Storm Drainage:**

- Provide a comprehensive grading and drainage plan.
- Provide water quality and detention facilities, calculations and O&M Manual.
- Provide engineers certification of stormwater facility construction.
- Provide DSL signoff if wetlands are present.
- Provide copy of an approved Erosion Control Permit (1200C) from DEQ for this project (if necessary).

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



BOARD OF WATER COMMISSIONERS

**Staff Memo**

**TO:** Planning Department, City of Medford  
**FROM:** Rodney Grehn P.E., Water Commission Staff Engineer  
**SUBJECT:** CUP-16-084  
**PARCEL ID:** 371W08 TL 1102

RECEIVED  
SEP 14 2016  
PLANNING DEPT.

**PROJECT:** Consideration of a Conditional Use Permit application to allow a new wireless communications facility consisting of a 90-foot support structure and associated equipment cabinets use for communication systems. The subject site is located at the southwest corner of the future intersection of Owen Drive alignment with the McLoughlin Drive alignment, at the northeast property corner of 371W08 Tax Lot 1102; Verizon Wireless, Applicant/Agent. Desmond McGeough, Planner.

**DATE:** September 14, 2016

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

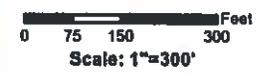
**CONDITIONS**

1. No Conditions

**COMMENTS**

1. Off-site water line installation is not required.
2. On-site water facility construction is not required.
3. MWC-metered water service does not exist to this property.
4. Access to MWC water lines is available. There is an existing 12-inch ductile iron water line in McLoughlin Drive which extends from the south parking lot entrance and then extends northerly to the end of the existing asphalt pavement. There is a fire hydrant to the west of the end of the 12-inch water line.

CITY OF MEDFORD  
EXHIBIT # P  
File # CUP-16-084  
Page 1 of 1



**Water Facility Map  
for  
CUP-16-084**

**Legend**

- Air Valve
- Sample Station
- Fire Service
- Hydrant
- Reducer
- Blow Off
- Plugs-Caps
- Water Meters:**
  - Active Meter
  - On Well
  - Unknown
  - Vacant
- Water Valves:**
  - Butterfly Valve
  - Gate Valve
  - Tapping Valve
- Water Mains:**
  - Active Main
  - Abandoned Main
  - Reservoir Drain Pipe
  - Pressure Zone Line
- Boundaries:**
  - Urban Growth Boundary
  - City Limits
  - Tax Lots
- MWC Facilities:**
  - Control Station
  - Pump Station
  - Reservoir



Map is intended as a guide. Multiple drawings are required to show details. All work shall be done in accordance with the City of Medford Engineering Department standards. The City of Medford Engineering Department is not responsible for any errors or omissions on this map. © 2016 Medford Water Commission.



# 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](mailto:www.fire@ci.medford.or.us)

RECEIVED

SEP 1 2016

PLANNING DEPT.

## LAND DEVELOPMENT REPORT - PLANNING

To: Desmond McGeough

LD Meeting Date: 09/07/2016

From: Fire Marshal Kleinberg

Report Prepared: 09/01/2016

File #: CUP - 16 - 84

### Site Name/Description:

Consideration of a Conditional Use Permit application to allow a new wireless communications facility consisting of a 90-foot support structure and associated equipment cabinets use for communication systems. The subject site is located at the southwest corner of the future intersection of Owen Drive alignment with the McLoughlin Drive alignment, at the northeast property corner of 371W08 Tax Lot 1102; Verizon Wireless, Applicant/Agent. Desmond McGeough, Planner.

DESCRIPTION OF CORRECTIONS	REFERENCE
----------------------------	-----------

Approved as Submitted

Meets Requirement: No Additional Requirements

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

Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site.

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

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

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

CITY OF MEDFORD  
EXHIBIT # 2  
File # CUP-16-084

# Memo



RECEIVED  
SEP 14 2016  
PLANNING DEPT

**To:** Desmond McGeough, Planning Department  
**From:** Chad Wiltrout, Building Department (541) 774-2363  
**CC:** Verizon Wireless  
**Date:** September 14, 2016  
**Re:** CUP-16-084

***Please Note:***

***This is not a plan review. Unless noted specifically as Conditions of Approval, general comments are provided below based on the general information provided; these comments are based on the 2014 Oregon Structural Specialty Code (OSSC) unless noted otherwise. Plans need to be submitted and will be reviewed by a commercial plans examiner, and there may be additional comments.***

***Fees are based on valuation. Please contact Building Department front counter for estimated fees at (541) 774-2350 or [building@cityofmedford.org](mailto:building@cityofmedford.org).***

***For questions related to the Conditions or Comments, please contact me, Chad Wiltrout, directly at (541) 774-2363 or [chad.wiltrout@cityofmedford.org](mailto:chad.wiltrout@cityofmedford.org).***

**General Comments:**

1. For list of applicable Building Codes, please visit the City of Medford website: [www.ci.medford.or.us](http://www.ci.medford.or.us) Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.
2. All plans are to be submitted electronically. Information on the website: [www.ci.medford.or.us](http://www.ci.medford.or.us) Click on "City Departments" at top of screen; click on "Building"; click on "Electronic Plan Review (ePlans)" for information.

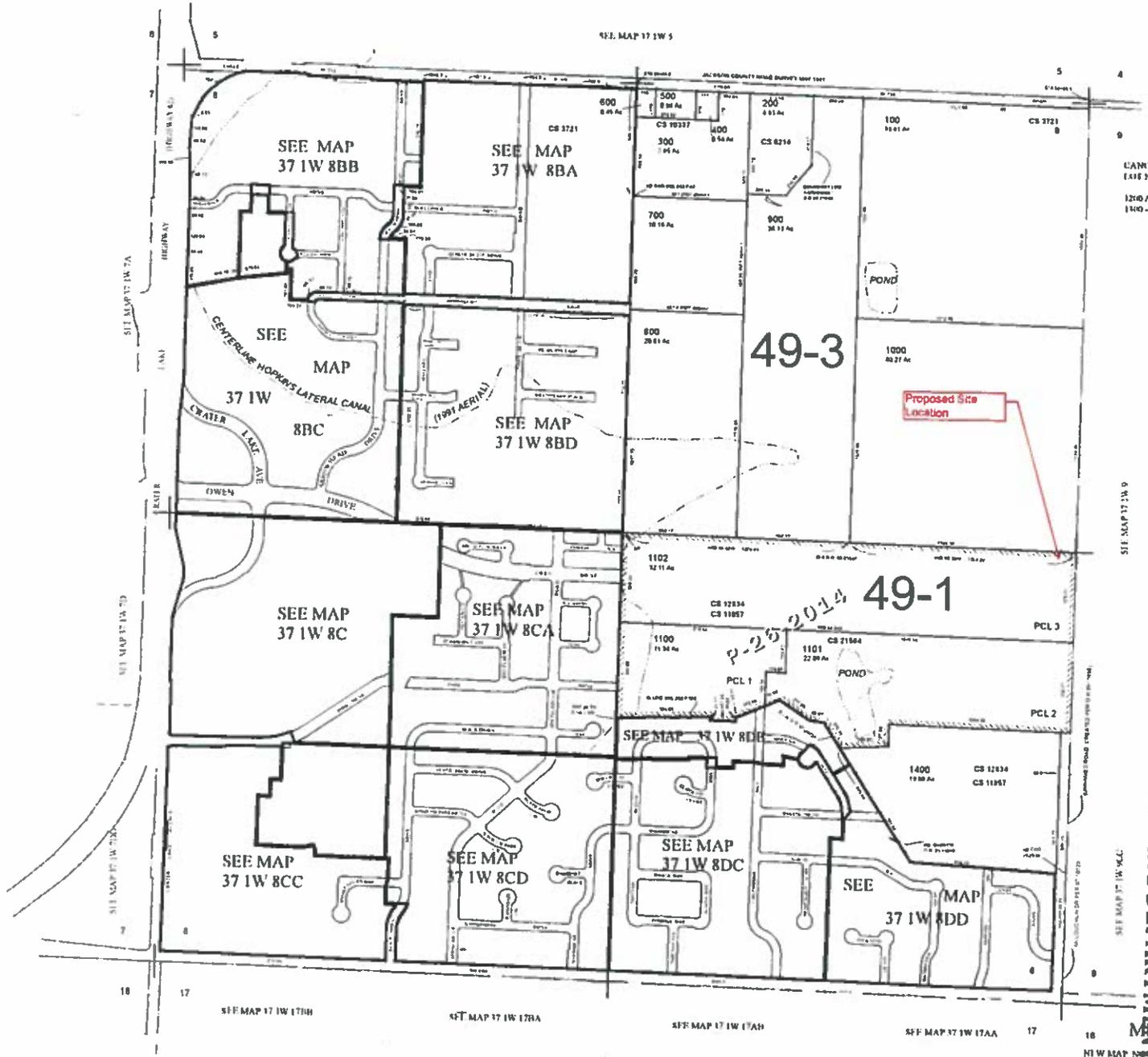
**Comments:**

3. Needs to be designed per Chapter 16. Particularly Section 1609; 1609.1.1 using TIA-222 for antenna-supporting structures and antennas.

FOR ASSESSMENT AND TAXATION ONLY

SECTION 8, T.37S., R.1W., W.M.  
JACKSON COUNTY  
1" = 400'

37 1W 08  
MEDFORD



CANCELLED TAX  
LATE NUMBERS  
1200 ANN'D TO 1300  
1400 - 1449 REMAPPED

49-3

Proposed Site  
Location

49-1

P-25 2014

PLANNING DEPARTMENT

JULY 15 2015

RECEIVED

37 1W 08  
MEDFORD  
REV JANUARY 21 2015



# City of Medford Planning Department

Vicinity  
Map

File Number:

## CUP-16-084



Project Name:

### Verizon Wireless

Map/Taxlot:

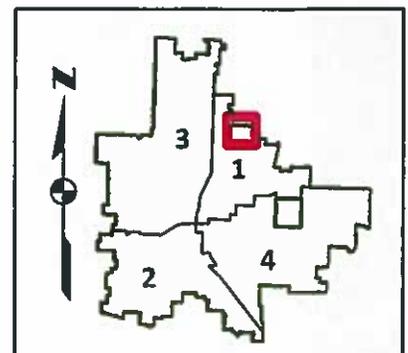
### 371W30BD TL 9700



08/19/2016

### Legend

-  Subject Area
-  Medford Zoning
-  Tax Lots
-  Streets
-  UGB



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

IN THE MATTER OF PLANNING COMMISSION FILE CUP-16-145 APPLICATION FOR A )  
 ) **ORDER**  
CONDITIONAL USE PERMIT SUBMITTED BY ADELIA COFFMAN )

ORDER granting approval of a request for a conditional use permit for Adelia Coffman described as follows:

A request for a Conditional Use Permit (CUP) in order to operate an indoor race track for Sodi kart racing in an existing 70,000 square foot industrial building on a 3.29 acre lot located at 2065 Lars Way in the Heavy Industrial (I-H) zoning district.

WHEREAS:

1. The Planning Commission has duly accepted the application filed in accordance with the Land Development Code, Section 10.246 and 10.247; and,
2. The Medford Planning Commission has duly held a public hearing on the matter of an application for a conditional use permit for Adelia Coffman as described above, with a public hearing a matter of record of the Planning Commission on January 12, 2017.
3. At the public hearing on said application, evidence and recommendations were received and presented by the applicant's representative and Planning Department staff; and,
4. At the conclusion of said public hearing, after consideration and discussion, the Medford Planning Commission, upon a motion duly seconded, granted a conditional use permit for Adelia Coffman as described above.

THEREFORE LET IT BE HEREBY ORDERED that the application for Adelia Coffman stands approved in accordance per the Staff Report dated January 5, 2017.

AND LET IT FURTHER BE OF RECORD, that the action of the Planning Commission in approving this request for Adelia Coffman as describe above, is hereafter supported by the findings referenced in the Staff Report dated January 5, 2017.

Accepted and approved this 12th day of January, 2017.

CITY OF MEDFORD PLANNING COMMISSION

\_\_\_\_\_  
Planning Commission Chair

ATTEST:

\_\_\_\_\_  
Planning Department Representative



# Planning Department

*Working with the community to shape a vibrant and exceptional city*

## STAFF REPORT

for a Type-C quasi-judicial decision: **Conditional Use Permit**

PROJECT Motorsport Workshop  
Applicant: Adelia Coffman; Agent: Bill Conway

FILE NO. CUP-16-145

TO Planning Commission *for January 12, 2017 hearing*

FROM Dustin Severs, Planner II

REVIEWER Kelly Akin, Principal Planner *ka*

DATE January 5, 2017

### BACKGROUND

#### Proposal

Consideration of a request for a Conditional Use Permit (CUP) in order to operate an indoor race track for kart racing in an existing 70,000 square foot industrial building on a 3.29 acre lot located at 2065 Lars Way in the Heavy Industrial (I-H) zoning district.

#### Subject Site Characteristics

Zoning: I-H  
GLUP: Heavy Industrial (HI)  
Overlay(s): A-C (Airport Area of Concern)  
Use: Vacant industrial warehouse

#### Surrounding Site Characteristics

<i>North</i>	Zone:	I-H
	Use(s):	Keller Supply.
<i>South</i>	Zone:	I-H
	Use(s):	Arizona Shower Door, Henry Calvin Fabrics.
<i>East</i>	Zone:	I-H
	Use(s):	Sasco Fasteners, Sage Road Mini-Storage.
<i>West</i>	Zone:	SFR-6 (Single-Family Residential – six dwelling units per gross acre)

Use(s): Candlewood Mini-storage, residential subdivision.

### Related Projects

AC-97-14 SPAC approval for construction of the existing industrial warehouse.

### Applicable Criteria

Medford Land Development Code §10.248, Conditional Use Permit Criteria

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

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

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

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

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

### Corporate Names

The Oregon Secretary of State Website lists the Fjarli Foundation, Inc., of 670 Mason Way in Medford, Oregon, as the owner of the property. The registered agent and president are listed as Bruce Fjarli, and the secretary is listed as Jacki Fjarli.

## ISSUES AND ANALYSIS

### Background

The subject request involves a single 3.29 acre tax lot located in the Sage Road Industrial Park. The existing 70,000 square foot industrial warehouse was constructed in 1997 by the current owners of the property, The Fjarli Foundation, Inc., and has been used for a variety of business since that time. The warehouse has now attracted the applicant as a prospective tenant, with the applicant proposing to use the warehouse as a motorsport facility, consisting of a motorsport workshop, office space, retail space, café, and an indoor race track.

According to the documentation submitted by the applicant, along with conversations between staff and the applicant explaining the proposed business activities within the subject warehouse, the workshop would occupy 10,000 square feet of the warehouse and consist of preparation, fabrication, design and engineering of racing vehicles, which includes racing carts, motorbikes, and trikes; the office space for employees, retail area to sell merchandise associated with the racetrack business, and the café to serve patrons of the racetrack would occupy roughly 10,000 square feet of the warehouse; the racetrack itself would occupy roughly the remaining 50,000 square feet.

The proposed indoor race track will be used as a commercial business and open to the general public on payment of a fee similar to a skating rink, bowling alley, go-cart track or other recreational sports facility. The applicant explained that this could include intramural leagues involving racing competitions; however, there would not be sporting events involving spectators paying an admission charge to watch the competitions. The primary motorized vehicles used on the racetrack will be race carts, which reach speeds of up to 45 m.p.h.

An initial inquiry was made by the applicant on October 28, 2016, to the Planning Department seeking to confirm that the proposed uses were permitted at the subject location prior to closing on the leasing agreement and applying for a business license. Staff determined that the uses were permitted (with special standards applied) with the exception of the proposed indoor race track, which requires the issuance of a CUP (Exhibit K). With the information provided by staff, the applicant formally submitted an application for a CUP on November 15, 2016.

### Code references

Per MLDC 10.337, the uses allowed within each commercial and industrial zoning district are based on the Standard Industrial Classification (SIC) system established by the United States

Department of Labor. Accordingly, racetrack operations are designated as *commercial sports* per its SIC code classification.

MLDC 10.337(D)(79), listing the uses permitted in commercial and industrial zoning districts, states the following:

**79 AMUSEMENT & RECREATION SERVICES.** *This major group includes establishments primarily engaged in providing amusement or entertainment on payment of a fee or admission charge, except motion picture theatres.*

		C-S/P	C-N	C-C	C-R	C-H	I-L	I-G	I-H
791	Dance Halls, Studios, and Schools	X	P	P	P	P	X	X	X
792	Producers, Orchestras, Entertainers	X	X	P	P	P	X	X	X
793	Bowling Centers	X	X	P	P	P	X	X	X
794	Commercial Sports	X	X	P	P	P	P	P	C
799	Misc. Amusement, Recreational Services	X	Ps	Ps	Ps	Ps	Ps	Ps	X

The subject property is located within the Heavy Industrial (I-H) zoning district, thereby requiring the approval of a CUP by the Planning Commission in order to operate an indoor racetrack within the subject warehouse.

The applicant is also proposing the motorsport facility to include retail space, as well as a café. Per MLDC 10.337(D)(58), *Eating and Drinking Places – without entertainment*, which includes cafes, are permitted in the I-H zoning district as a special use:

		C-S/P	C-N	C-C	C-R	C-H	I-L	I-G	I-H
5812	Eating and Drinking Places								
5814	- with entertainment	X	X	P	P	P	X	X	X
5815	- without entertainment	P	P	P	P	P	Ps	Ps	Ps
5816	- with outdoor eating	Ps	Ps	Ps	Ps	Ps	Ps	Ps	Ps
5817	Temporary Food Vendors	Ps	Ps	Ps	Ps	Ps	Ps	Ps	X
5818	Small Food Vendors	Ps	Ps	Ps	Ps	Ps	Ps	Ps	X
5819	Craft Alcohol Production	X	X	Ps	Ps	Ps	p <sup>1</sup>	p <sup>1</sup>	p <sup>1</sup>

MLDC 10.822(A), outlining the special regulations for uses within industrial zones, reads as follows:

*A. Eating and Drinking Places.*

*Permitted eating and drinking places (SIC 58) shall not exceed 6,000 square feet, including the outdoor eating area.*

In regards to the applicant's proposal to use part of the warehouse space for retail, MLDC 10.822(C) reads as follows:

*C. Accessory Retail Sales.*

*All of the following standards shall be met:*

- 1. The retail sales shall be directly related to and accessory to a principal use.*
- 2. The product must be assembled, produced, or processed on the site.*
- 3. The retail use must be clearly incidental to the principal industrial use.*
- 4. For multiple businesses on a site, the retail use of each individual business may occupy 20 percent of the gross floor area of the structure in which it is proposed, to a maximum of 1,000 square feet.*
- 5. For a single business on a site, the retail use may occupy 20 percent of the combined gross floor areas of all the structures on the site, to a maximum of 4,000 square feet.*
- 6. The retail sales portion shall be conducted entirely within an enclosed building.*
- 7. The construction of a separate building exclusively for retail use is prohibited.*
- 8. Parking for the accessory use shall be calculated at the principal use rate.*

It can be found that the accessory retail and café uses proposed for the motorsport facility are permitted subject to the aforesaid limitations. The applicant will be required to apply for a business license with the City prior to the opening of any businesses operations, at which time the Planning staff will review the application to assure that the proposed businesses are in compliance with the Code standards.

It can be further found that the indoor racetrack operation is allowed subject only to the approval of a CUP in which a determination is affirmed by the Planning Commission that the proposal meets the CUP criteria identified in MLDC 10.248.

Parking

The subject lot currently contains 54 parking spaces. Per MLDC 10.743-1, identifying the minimum and maximum parking standards for all land use categories, the subject request would include the following parking standards:

USE	CATEGORY	MINIMUM	MAXIMUM
Race track	RECREATION	1.0 space per 4.4 patrons at maximum occupancy	1.0 per 3.5
Office space	OFFICE, GENERAL	3.6 spaces per 1,000 square feet of gross floor area	5.0
Cafe	RESTAURANT	9.0 spaces per 1,000 square feet of gross floor area	11.0
Retail	COMMERCIAL USE: LESS THAN 25,000 S.F.	4.5 spaces per 1,000 square feet of gross floor area	5.4
Work shop	VEHICLE REPAIR AND MAINTENANCE	2.2 spaces per 1,000 square feet of gross floor area	3.0

The applicant is seeking approval of the CUP as the first step in bringing the future facility to fruition; as such, full details of the facility, including the exact partitioning of the individual uses within the warehouse and the layout of seating, have yet to be decided. As the calculation of minimum/maximum parking spaces are determined based on square footage and the number of patrons – and these quantities are yet unknown – definitive calculations cannot be made as part of this review. However, the applicant will be required to obtain business licenses, at which point this information will be required, allowing the Planning Department staff to determine compliance with the parking requirements at that time.

Traffic

The subject lot is located on Lars Way which is a City maintained road; however, Lars Way intersects with Sage Road, which is maintained under the jurisdiction of Jackson County, just 465 feet north of the subject lot. Staff forwarded the subject request to Jackson County Roads as a referral agency to review and recommend conditions or provide comments for the proposed use. Jackson County Roads forwarded comments to staff requiring that the applicant prepare a limited traffic study to be reviewed and approved by Jackson County that addresses impacts at the intersection of Lars Way Sage Road (Exhibit J).

As a condition of approval, the applicant will be required to comply with the requirements of the Jackson County Roads Department prior to the issuance of a business license for the proposed facility.

Adverse impact to surrounding area

Pursuant to criterion 1 of the CUP criteria identified in MLDC 10.248, the Planning Commission must find that the, "proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional."

The subject warehouse is located within the Heavy Industrial (I-H) zoning district. Per MLDC 10.332, the Heavy Industrial District is defined as follows:

*The I-H district provides land for industrial uses in which production and processing activities involve the highest expected amounts of noise, vibration, air pollution, radiation, glare, and fire and explosive hazards.*

Despite the proposed motorsport facility being located within a zoning district in which allows uses involving the highest expected amounts of impact, its CUP requirement dictates that assurances are made to ensure that the proposed use will not adversely impact the surrounding area.

Although located within the Heavy Industrial zoning district, the subject lot does abut a residentially zoned district to its west, which includes a large residential subdivision. The rear of the warehouse measures roughly 160 feet from the rear lot lines of the closest homes located within the adjoining residential subdivision. In conversation with staff, the applicant explained that the use of the racing vehicles and other equipment associated with the business will be used exclusively within the confines of the warehouse, and they do not anticipate their operations to generate a level of noise inconsistent with a business within a heavy industrial zoning district. The applicant's submitted narrative states the following:

*Due to the proposed activity taking place inside the building, which is fully insulated, environmental effects such as noise, vibration, air pollution, glare and odor will be kept to a minimum and within acceptable standards for an industrial area. A sound buffer wall, a part of the original design of the building, is located to the rear of the property.*

There is a commercial use that is located between the subject lot and the residential subdivision to the west: Climate Control Mini-Storage. Climate Control Mini-storage was approved as a part of the Candlewood Planned Unit Development (PUD) in 2004, a mixed-use PUD which included the residential subdivision to the west. One of the stated purposes for the approval of the commercial use within the PUD was to act as an effective buffer between the residential subdivision and the Heavy Industrial zoned area abutting the PUD to its east.

With the racing activities restricted to within the warehouse, along with the sound buffer wall to the rear of the building, and the commercial buffer between the subject warehouse and the residential subdivision to the west, it is the view of staff that criterion 1 of the CUP criteria can be met with the proposed indoor racetrack operation, and without the imposition of any special conditions.

Neighbor input

At the time of this writing, staff has not received any written comments or phone inquiries by any neighbors.

Committee Comments

No comments were received from committees such as BPAC.

**FINDINGS AND CONCLUSIONS**

Staff has reviewed the applicant's findings and conclusions (Exhibit E) and recommends the Commission adopt the findings as submitted.

**RECOMMENDED ACTION**

Adopt the findings as recommended by staff and adopt the Final Order of CUP-16-145 per the staff report dated January 5, 2017, including Exhibits A through K.

**EXHIBITS**

- A Conditions of Approval drafted January 5, 2017.
- B Site Plan received November 15, 2016.
- C Drainage Plan received November 15, 2016.
- D Assessor's Map received November 15, 2016.
- E Applicant's Narrative, Questionnaire, and Findings of Fact received November, 2016.
- F Medford Water Commission memorandum received November 16, 2016.
- G Medford Fire Department report received November 16, 2016.
- H Rogue Valley Sewer Services (RVSS) report received December 15, 2016.
- I Oregon Department of Aviation (ODA) email received December 16, 2016.
- J Jackson County Roads report received December 13, 2016.
- K Correspondence between staff and applicant dated October 20, 2016, and October 28, 2016.  
Vicinity map

**PLANNING COMMISSION AGENDA:**

**January 12, 2017**

**EXHIBIT A**

Motorsport Workshop  
CUP-16-145  
Conditions of Approval  
January 5, 2017

**CODE REQUIRED CONDITIONS**

Prior to being issued a business license for the proposed uses, the applicant shall:

1. Comply with all conditions stipulated by the Medford Water Commission (Exhibit F).
2. Comply with all conditions stipulated by the Rogue Valley Sewer Services (Exhibit H).
3. Comply with all requirements of the Medford Fire Department (Exhibit G).

**DISCRETIONARY CONDITIONS**

Prior to being issued a business license for the proposed uses, the applicant shall:

1. Provide documentation to staff showing that a traffic study was reviewed and approved by the Jackson County Roads Department.



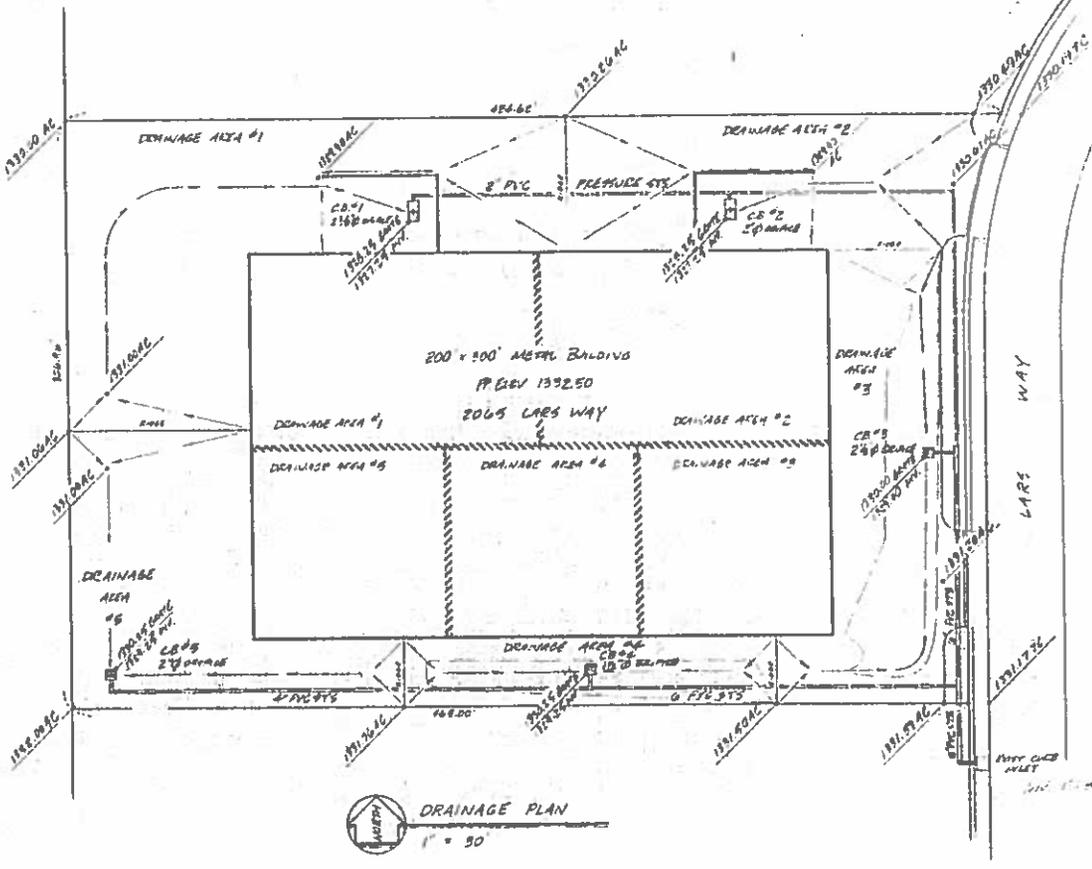
**DRAINAGE AREA #1**  
 $A_1 = 100 \times 150 = 15,000 \text{ sq ft} = 0.34 \text{ AC}$   
 $C = 0.9 \quad S = 0.01 \text{ (100' WIDE)} = 0.0001$   
 $Q_1 = C \cdot A \cdot S^{0.48} = 0.9 \cdot 15,000 \cdot (0.0001)^{0.48} = 2339 \text{ cfs}$   
 $Q_{10} = 2339 \cdot 1.49 = 3485 \text{ cfs}$   
 $d = \sqrt[4]{\frac{Q_{10}}{148.6}} = \sqrt[4]{\frac{3485}{148.6}} = 2.87' \Rightarrow \text{USE } 2\frac{1}{2}" \text{ DRAIN}$

**DRAINAGE AREA #2**  
 $A_2 = 100 \times 150 = 15,000 \text{ sq ft} = 0.34 \text{ AC}$   
 $C = 0.9 \quad S = 0.01 \text{ (100' WIDE)} = 0.0001$   
 $Q_2 = C \cdot A \cdot S^{0.48} = 0.9 \cdot 15,000 \cdot (0.0001)^{0.48} = 2339 \text{ cfs}$   
 $Q_{20} = 2339 \cdot 1.49 = 3485 \text{ cfs}$   
 $d = \sqrt[4]{\frac{Q_{20}}{148.6}} = \sqrt[4]{\frac{3485}{148.6}} = 2.87' \Rightarrow \text{USE } 2\frac{1}{2}" \text{ DRAIN}$

**DRAINAGE AREA #3**  
 $A_3 = 100 \times 150 = 15,000 \text{ sq ft} = 0.34 \text{ AC}$   
 $C = 0.9 \quad S = 0.01 \text{ (100' WIDE)} = 0.0001$   
 $Q_3 = C \cdot A \cdot S^{0.48} = 0.9 \cdot 15,000 \cdot (0.0001)^{0.48} = 2339 \text{ cfs}$   
 $Q_{30} = 2339 \cdot 1.49 = 3485 \text{ cfs}$   
 $d = \sqrt[4]{\frac{Q_{30}}{148.6}} = \sqrt[4]{\frac{3485}{148.6}} = 2.87' \Rightarrow \text{USE } 2\frac{1}{2}" \text{ DRAIN}$

**DRAINAGE AREA #4**  
 $A_4 = 100 \times 150 = 15,000 \text{ sq ft} = 0.34 \text{ AC}$   
 $C = 0.9 \quad S = 0.01 \text{ (100' WIDE)} = 0.0001$   
 $Q_4 = C \cdot A \cdot S^{0.48} = 0.9 \cdot 15,000 \cdot (0.0001)^{0.48} = 2339 \text{ cfs}$   
 $Q_{40} = 2339 \cdot 1.49 = 3485 \text{ cfs}$   
 $d = \sqrt[4]{\frac{Q_{40}}{148.6}} = \sqrt[4]{\frac{3485}{148.6}} = 2.87' \Rightarrow \text{USE } 2\frac{1}{2}" \text{ DRAIN}$

**DRAINAGE AREA #5**  
 $A_5 = 100 \times 150 = 15,000 \text{ sq ft} = 0.34 \text{ AC}$   
 $C = 0.9 \quad S = 0.01 \text{ (100' WIDE)} = 0.0001$   
 $Q_5 = C \cdot A \cdot S^{0.48} = 0.9 \cdot 15,000 \cdot (0.0001)^{0.48} = 2339 \text{ cfs}$   
 $Q_{50} = 2339 \cdot 1.49 = 3485 \text{ cfs}$   
 $d = \sqrt[4]{\frac{Q_{50}}{148.6}} = \sqrt[4]{\frac{3485}{148.6}} = 2.87' \Rightarrow \text{USE } 2\frac{1}{2}" \text{ DRAIN}$



**DRAINAGE PLAN**  
 1" = 50'

**RECEIVED**  
 NOV 15 2016  
 PLANNING DEPT.  
 CATCH BASIN DETAIL  
 NO. 5711

DAN W. MARSHALL		DRAINAGE PLAN	
NOV 15 2016	NOV 15 2016	NOV 15 2016	NOV 15 2016
MEDFORD, OR 97504	MEDFORD, OR 97504	MEDFORD, OR 97504	MEDFORD, OR 97504
401-955-7664	401-955-7664	401-955-7664	401-955-7664
11/15/2016	11/15/2016	11/15/2016	11/15/2016
11/15/2016	11/15/2016	11/15/2016	11/15/2016



RECEIVED  
NOV 15 2016  
PLANNING DEPT.

Adelia Coffman  
4902 McLoughlin Drive  
Central Point, Oregon,  
97502

November 14<sup>th</sup> 2016

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

Dear Sir/Madam:

This application is a request for a conditional use permit to the property listed at the following address.

Location. 2065 Lars Way, Medford, OR, 97501.  
Map # 372W23A  
Tax Lot 2400

We operate a motorsport business that is currently based in Central Point and I wish to expand into the above mentioned building. The building is zoned I-H.

The main business activity will continue to be the motorsport workshop. We currently take care of two teams and four race cars which compete on a national level in Formula Drift and National Rally Championships. We plan to extend our services to new customers and grow the business to become the premier motorsport facility on the West Coast offering race car preparation, fabrication, composite work, Design to concept and motorsport engineering.

The workshop would occupy approximately 10,000 sqft, in addition to the general workshop area, will include fabrication, composite and tire fitting rooms. This leaves 60,000 sqft for offices, storerooms, retail space, conference room, café, indoor race track and restrooms.

We also require semi-truck/trailer access and loading dock facilities which this building offers. There are 53 regular parking spaces and 1 disabled parking space to the front of the building and ample parking at the rear for the twenty members of staff.

All the aspects of the business are allowable under the I-H zoning with the approval of a conditional use permit for the race track and racing activities. This application is to allow us to operate an indoor race track under SIC code 794 as a part of the business. The track would be used to race and test cars, karts, bikes and trikes.

Use	SIC	Classification Title	Permitted
Motorsport Workshop	753	Automotive Repair Shop	Yes
	754	Automotive Services Except Repair	Yes
Café	5812	Eating and drinking Places (Without Live Entertainment)	Yes, up to 6,000 sq ft including outdoor seating area.
Race Track	794	Commercial Sports. (Race Track Operations, Racing Activities, Race Car Owners and Operators)	YES – Subject to approval of a Conditional Use Permit

Copy of table taken from a response letter from Kelly Akin, Interim Planning Director, City of Medford Planning Department dated October 28<sup>th</sup> 2016. Copy of original letter and response letter are attached to the Conditional Use Permit Criteria.

After consulting with the Medford Planning office, OSHA - DOL in Washington DC and with Dave McLoughlin of the Salem State Plan Office, I believe everything I want to incorporate into the business fits within the current zoning classification. I am therefore seeking your approval of this application. Upon approval, I will submit my business license application.

If you have any questions regarding this letter, please contact Bill Conway on 352-235-6750. We are eager to move this matter forward and grow the business here in Medford.

Sincerely,

  
Adelia Coffman  
Owner  
Coffman Racing LLC.

Application Attached.

RECEIVED

NOV 15 2016

PLANNING DEPT.

10.248 Conditional Use Permit Criteria

Location. 2065 Lars Way, Medford, OR, 97501

Map#. 372W23A

Tax Lot. 2400

The building was originally built in 1997 and has been operated as a variety of businesses since that date. It has been empty for more than twelve months.

It is my intention to make this business the premier motorsport facility on the west coast. Currently we provide our services to Coffman Racing and their attack on the national Formula Drift Championship together with select national and regional rally events.

For 2017 we are adding a second team to our Formula Drift professional racing program in the shape of Hohnadell Racing. This gives us the two youngest competitors in Formula Drift International Championship. Both have the talent and tenacity to storm the established teams and win the championship.

Our goal is to offer our motorsport skills in car preparation, fabrication, design to concept and engineering to a much wider market.

The current proposed use is all internal to the building and will not cause any significant adverse impact to the livability, value, or appropriate development of abutting property, or the surrounding area.

The proposed business will generate approximately twenty new jobs. It will provide the public with a year-round form of high adrenalin competitive motorsport entertainment.

Due to the buildings location, it will not adversely impact the areas traffic flow and vehicles parked at the location will not encroach on surrounding businesses as we have adequate off street parking for fifty-three vehicles at the front of the building plus additional parking to the south side and more than enough room at the rear for the twenty staff vehicles.

Due to the proposed activity taking place inside the building, which is fully insulated, environmental effects such as noise, vibration, air pollution, glare and odor will be kept to a minimum and within acceptable standards for an industrial area. A sound buffer wall, a part of the original design of the building, is located to the rear of the property.

The existing vehicular access points will remain as per the original site plan. There is already truck access to the north side of the building with ample turn around and parking for Semi-trucks/trailers allowing access to the loading dock.

Signage will be to the front and front corners of the building.

Outdoor lighting will remain as is from the original building design.

The business will not require the change of the current landscaping design but we do aim to enhance the landscape to the front of the lot.



BOARD OF WATER COMMISSIONERS

**Staff Memo**

**TO:** Planning Department, City of Medford

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

**SUBJECT:** CUP-16-145

**PARCEL ID:** 372W23A TL 2400

**PROJECT:** Consideration of a request for a Conditional Use Permit (CUP) in order to operate an indoor race track for Sodi kart racing in an existing 70,000 square foot industrial building on a 3.29 acre lot located at 2065 Lars Way in the Heavy Industrial (I-H) zoning district; Adelia Coffman, Applicant (Bill Conway, Agent. Dustin Severs, Planner.

**DATE:** December 21, 2016

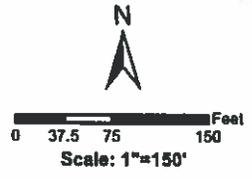
I have reviewed the above plan authorization application as requested. Conditions for approval and comments are as follows:

**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. Installation of an Oregon Health Authority approved backflow device is required for all commercial, industrial, municipal, and multi-family developments. New backflow devices shall be tested by an Oregon certified backflow assembly tester. See MWC website for list of certified testers at the following web link <http://www.medfordwater.org/Page.asp?NavID=35>.

**COMMENTS**

1. Off-site water line installation is not required.
2. On-site water facility construction is not required.
3. Static water pressure is expected to be near 100 psi. See attached document from the City of Medford Building Department on "Policy on Installation of Pressure Reducing Valves".
4. MWC-metered water service does exist to this property. There is an existing 1-inch water meter located approximately mid-lot along Lars Way.
5. The on-site building has a 6-inch fire suppression system; and the fire service vault is located along Lars Way near south property line.
6. Access to MWC water lines is available. There is an existing 10-inch water line in Lars Way.



**Water Facility Map  
for  
CUP-16-145**

**Legend**

- # Air Valve
- Sample Station
- Fire Service
- Hydrant
- ▲ Reducer
- Blow Off
- ◆ Plugs-Caps
- Water Meters:**
- Active Meter
- On Well
- Unknown
- Vacant
- Water Valves:**
- Butterfly Valve
- Gate Valve
- Tapping Valve
- Water Mains:**
- Active Main
- - - Abandoned Main
- Reservoir Drain Pipe
- Pressure Zone Line
- Boundaries:**
- Urban Growth Boundary
- City Limits
- Tax Lots
- MWC Facilities:**
- Control Station
- Pump Station
- Reservoir



This map is based on a GIS database created by Medford Water Commission from a series of aerial, satellite, and ground-based data. The information is provided as a general reference. Please do not rely on this map for legal purposes.



# Medford Fire Department

200 S. Ivy Street, Room #180  
Medford, OR 97501  
Phone: 774-2300; Fax: 541-774-2514;  
www.medfordfirerescue.org

## LAND DEVELOPMENT REPORT - PLANNING

To: Dustin Severs

LD Meeting Date: 12/21/2016

From: Greg Kleinberg

Report Prepared: 12/09/2016

Applicant: Adelia Coffman, Applicant (Bill Conway, Agent

File #: CUP - 16 - 145

Site Name/Description: Sodi kart racing

Consideration of a request for a Conditional Use Permit (CUP) in order to operate an indoor race track for Sodi kart racing in an existing 70,000 square foot industrial building on a 3.29 acre lot located at 2065 Lars Way in the Heavy Industrial (I-H) zoning district; Adelia Coffman, Applicant (Bill Conway, Agent. Dustin Severs, Planner.

DESCRIPTION OF CORRECTIONS	REFERENCE
----------------------------	-----------

Requirement	ADDITIONAL REQUIREMENTS/COMMENTS	MEDFORD	OTHER
	1. Gasoline transfer shall occur outside or meet the requirements of Oregon Fire Code Section 5004.3 if done indoors. A permit shall be obtained from the Fire Department for the storage and use of gasoline. 2. A mechanical ventilation system shall be designed to prevent the dangerous accumulation of exhaust gases including carbon monoxide.		

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

**Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site.**

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

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

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

CITY OF MEDFORD  
EXHIBIT # 5  
File # CUP-16-145



## 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

December 15, 2016

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

Re: CUP-16-145, Adelia A. Coffman (Map 372W23A, Tax Lot 2400)

ATTN: Dustin,

The above referenced tax lot is within the RVSS service area. Adequate system capacity exists to serve the proposed use.

Rogue Valley Sewer Services request the following conditions apply to the conditional use permit:

- The owner must submit to RVSS detailed plumbing plans showing any new fixtures for the calculation of System Development Fees due prior final acceptance of the conditional use.

Feel free to contact me with any questions regarding this project.

Sincerely,

*Nicholas R. Bakke*

Nicholas R. Bakke, P.E.  
District Engineer

K:\DATA\AGENCIES\MEDFORD\PLANNING\COND USE\2016\CUP-16-145\_ADELIA COFFMAN\_RACE TRACK.DOC

**Dustin J. Severs**

---

**From:** CAINES Jeff <Jeff.CAINES@aviation.state.or.us>  
**Sent:** Friday, December 16, 2016 2:26 PM  
**To:** Dustin J. Severs  
**Subject:** CUP-16-145 - ODA Comments

Dustin:

Thank you for allowing ODA to comment on the proposed indoor go-cart track located at 2065 Lars Way. ODA has reviewed the proposal and have the following comments:

The site is approximately 2.1 miles SW of the Rouge Valley Int'l airport. In addition, there is existing development between the site and the airport. Therefore, ODA finds that the proposed development will not pose a hazard to air navigation and no FAA form 7460-1 will be required.

Please feel free to contact me if you or the applicant have any questions.

Jeff

**Jeff Caines, AICP**  
Oregon Department of Aviation  
Aviation Planner / SCIP Coordinator  
3040 25th St. SE | Salem, OR 97302  
Office: 503.378.2529

Cell / Text: 503.507.6965  
Email: Jeff.Caines@aviation.state.or.us

\*\*\*\*\*CONFIDENTIALITY NOTICE\*\*\*\*\*

This e-mail may contain information that is privileged, confidential, or otherwise exempt from disclosure under applicable law. If you are not the addressee or it appears from the context or otherwise that you have received this e-mail in error, please advise me immediately by reply e-mail, keep the contents confidential, and immediately delete the message and any attachments from your system.



# JACKSON COUNTY

Roads

## Roads Engineering

Kevin Christiansen  
Construction Manager

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

[www.jacksoncounty.org](http://www.jacksoncounty.org)

December 13, 2016

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

RE: Conditional Use Permit at 37-2W-23A Tax lot 2400 off Lars Way– a City maintained road.  
Planning File: CUP-16-145.

Dear Dustin:

Thank you for the opportunity to comment on the consideration of a request for a Conditional Use Permit (CUP) in order to operate an indoor race track for Sodi kart racing in an existing 70,000 square foot industrial building on a 3.29 acre lot located at 2065 Lars Way in the Heavy Industrial (I-H) zoning district. Jackson County offers the following comments:

1. We require that the applicant prepare a limited traffic study that addresses impacts at the intersection of Lars Way and Sage Road. The study should recommend mitigation if necessary and be reviewed and approved by Jackson County.

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

Sincerely,

Kevin Christiansen  
Construction Manager

Bill Conway  
4902 Mcloughlin Drive  
Central Point, Oregon,  
97502

October 20<sup>th</sup> 2016

Kelly Akin  
Principal Planner  
City of Medford Planning Department  
Lausmann Annex  
200 S Ivy Street, Medford  
Oregon, 97501

Dear Ms. Akin:

I am looking for your approval of the following business proposal prior to applying for a business license.

Proposed Location. 2065 Lars Way, Medford, OR, 97501.  
Map # 372W23A  
Tax Lot 2400

I operate a motorsport business that is currently based in Central Point and I wish to expand into the above mentioned building. The building is zoned I-H.

The main business activity would continue to be the motorsport workshop. We currently look after two teams and four race cars which compete on a national level. The workshop would occupy approximately 12,000sqft. This leaves 60,000sqft for offices, storerooms, retail space, conference room, café, indoor race track and restrooms. I also require semi-truck/trailer access and loading dock facilities which this building offers. There are 53 regular parking spaces and 1 disabled parking space to the front of the building and ample parking at the rear for the twenty members of staff.

After consulting with your office, OSHA - DOL in Washington DC and with Dave McLoughlin of the Salem State Plan Office. I believe everything I want to incorporate within the business fits within the current zoning classification which includes

The Café	58	Eating and drinking Places without live entertainment.
The Motorsport Workshop	753	Automotive repair shop
	754	Automotive services, except repair
The Race Track	794	Commercial Sports – Racetrack operation – Auto, Race car owners and drivers and Motorcycle racing,

I was initially calling the karts I intend to run on the race track go-carts. After speaking with Washington and Salem I realized that was a mistake and generalization on my behalf what we are looking to implement are racing karts capable of over 40mph, together with racing motorbikes and trikes.

The DOL in Washington DC, classify 799 SIC code - Go-Carts as the type of things you see at Disney World or the family fun center. They are for amusement purposes and pointed out that what I am talking about are racing karts. In 1974 when the SIC codes were first implemented this was all that was available

to you. This explains why the other headings that are covered under the 799 code are not gas powered or connected to serious motor racing.

I am therefore looking for your confirmation that everything I am looking to incorporate within my business is within the current zone classification of I-H. I will then submit my business license application and sign the lease on the building.

If you have any questions regarding this letter, please contact me on 352-235-6750. I am eager to move this matter forward and grow the business here in Medford.

Sincerely

Bill Conway.  
Manager  
Coffman Racing LLC.



City of Medford

# Planning Department

*Working with the community to shape a vibrant and exceptional city*

**RECEIVED**

NOV 15 2016

PLANNING DEPT.

October 28, 2016

Mr. Bill Conway  
4902 McLoughlin Drive  
Central Point OR 97502

RE: 2065 Lars Way  
372W23A Tax Lot 2400

Dear Mr. Conway:

This correspondence is sent in response to your letter dated October 20, 2016, requesting a determination of whether a motorsport workshop, café and race track are permitted uses at the above referenced location. The subject site is zoned I-H (Heavy Industrial).

Your letter lists three uses and associated Standard Industrial Classification (SIC) codes as follows:

Use	SIC	Classification Title	Permitted?
The Café	5815	Eating and Drinking Places (without entertainment)	Yes, up to 6,000 sq ft including outdoor seating area
The Motorsport Workshop	753	Automotive Repair Shop	Yes
	754	Automotive Services, Except Repair	Yes
The Race Track	794	Commercial Sports	Yes, subject to approval of a Conditional Use Permit

I do not disagree with the SIC codes you have assigned above. Each of the uses is permitted in the I-H zone district with the limitations as noted in the table.

For your information, a Conditional Use Permit requires an application and public hearing before the Planning Commission. The fee is \$950 and processing time takes about four months. Applications are available in the office or on the City's website.

Mr. Bill Conway  
RE: 2065 Lars Way  
372W23A Tax Lot 2400  
October 28, 2016

---

I hope this information is helpful to you. If you have any additional questions, please feel free to contact me via e-mail at [kelly.akin@cityofmedford.org](mailto:kelly.akin@cityofmedford.org) or 541-774-2380.

Sincerely,



Kelly Akin  
Interim Planning Director

:ka



# City of Medford Planning Department

Vicinity  
Map

File Number:  
**CUP-16-145**



Project Name:

**Motorsport Workshop**

Map/Taxlot:

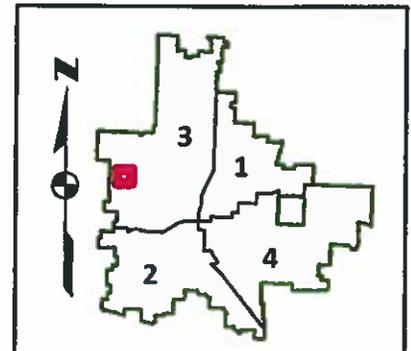
**372W23A TL 2400**



11/17/2016

### Legend

-  Subject Area
-  Medford Zoning
-  Tax Lots
-  Streets
-  PUD



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

IN THE MATTER OF TENTATIVE PLAT APPROVAL FOR JORDAN VILLAGE )  
 )  
 ) **ORDER**  
\_\_\_\_\_ [LDS-16-131] )

ORDER granting approval of a request for tentative plat for *Jordan Village* described as follows:

The proposed tentative plat is for *Jordan Village* a, 4-lot residential duplex subdivision on 0.9 acres, located on the east side of Columbus Ave approximately 150 feet south of Garfield St. within a SFR-10 (Single Family Residential – 10 dwelling units per gross acre) zoning district. (372W36CD TL 400)

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 *Jordan Village* as described above, with the public hearing a matter of record of the Planning Commission on January 12, 2016.
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 for the tentative plat for *Jordan Village* as described above and approved the final order with all conditions and findings set forth for the granting of the tentative plat approval.

THEREFORE LET IT BE HEREBY ORDERED that the tentative plat for *Jordan Village* as described above stands approved per the Staff Report dated January 5, 2017, 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 January 5, 2017.

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 12th day of January, 2017.

CITY OF MEDFORD PLANNING COMMISSION

\_\_\_\_\_  
Planning Commission Chair

ATTEST:

\_\_\_\_\_  
Planning Department Representative



West

Zoning: SFR-6

Use: South Medford High School

Related Projects

ZC-01-484 Zone Change

Applicable Criteria

**Medford Land Development Code §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 is composed of one lot totaling 1.08 gross acres located within the SFR-10 zoning district. The applicant is proposing a tentative plat consisting of a single phase development with four lots (Exhibit C).

### Code Compliance

#### *Density*

The standard density calculation for the SFR-10 zone is between six and ten dwelling units per gross acre. The net parcel size is 0.90 acres and the gross parcel size including the fronting half-street is 1.08 acres. Based on the gross acreage, a minimum of six dwelling units is required and the maximum number of units permitted is eleven. The applicant is proposing four parcels and four duplex dwelling units for a total of eight units. Therefore, the tentative plat meets density standards.

#### *Street Circulation*

The subject property fronts South Columbus Avenue and is within the Southwest Circulation Plan. The tentative plat proposes the creation of a new residential lane and cul-de-sac. The subject property has existing development on all adjacent parcels which prevents any connectivity.

#### *Street Dedications & Improvements*

South Columbus Avenue is classified as a major arterial street and Section 10.428(1) requires a total right-of-way width of 100 feet, which includes a 70-foot wide paved section. The South Medford High School project completed partial improvements of the west half plus 16-feet east of the centerline. Per the Public Works Report (Exhibit E) the applicant shall dedicate for public right-of-way sufficient width of land along the frontage of the proposed tentative plat and shall comply with the half width of right-of-way which is 50-feet as well as improve the remaining east half to provide a 35-foot half street width.

Kenzie Lane is proposed as a public residential lane with a cul-de-sac, Section 10.430 requires a 33-foot right-of-way to be dedicated. Sidewalks shall be provided on the parking side of the street. The applicant proposes to provide a curb tight sidewalk on both sides of the lane (Exhibit D). The applicant shall provide a pedestrian access easement across all private property. The proposed cul-de-sac shall comply with Section 10.450 design standards.

The subject property has existing development on all adjacent parcels which prevents any connectivity to existing streets or allows for an accessway pursuant to Section 10.464 (1) (b).

*Lot Standards*

All of the proposed parcels meet the lot design standards found in Article V, Site Development Standards, of the Medford Land Development Code.

*Storm Drainage*

The applicant shall provide stormwater detention according to Section 10.486. A condition of approval has been included requiring the applicant to comply with the Public Works Staff Report (Exhibit E).

*Sanitary Sewer*

The subject property is within the Rogue Valley Sewer Services service area. A condition of approval has been included requiring the applicant to comply with the Rogue Valley Sewer Services Report (Exhibit H).

*Water Facilities*

The subject property is within the Medford Water Commission service area. A condition of approval has been included requiring the applicant to comply with the Medford Water Commission Report (Exhibit F).

*Street Names*

Per the Staff Memo from the Address Technician, Kenzie Lane is too similar to an existing street. The applicant is required to select a different name (Exhibit J).

No other issues were identified by staff.

**FINDINGS AND CONCLUSIONS**

Staff has reviewed the subdivision plat and finds it consistent the Comprehensive Plan and all applicable design standards set forth in Article IV and V. Staff recommends the Commission adopt the findings as presented (Exhibit B).

**RECOMMENDED ACTION**

Adopt the findings as recommended by staff and adopt the Final Order for approval of LDS-16-131 per the staff report dated January 5, 2016, including Exhibits A through J.

**EXHIBITS**

- A Conditions of Approval, dated January 5, 2016
- B Tentative Plat
- C Conceptual Grading and Drainage Plan
- D Applicants findings and conclusions
- E Public Works Department Staff Report received November 30, 2016
- F Medford Water Commission Memo received November 30, 2016

- G Medford Fire Department Land Development Report received November 30/2016
- H Rogue Valley Sewer Services Report received November 18, 2016
- I Medford Building Department Memo received November 30, 2016
- J Address Technician Memo received November 29, 2016
- K Density Calculation
- L Jackson County Roads comments received November 28, 2016
- M Oregon Department of Aviation comments received December 9, 2016
- N Adopted Southwest Medford Circulation Plan
- O Jackson County Assessor's Page  
Vicinity map

**PLANNING COMMISSION AGENDA:**

**JANUARY 12, 2017**

Exhibit A  
Jordan Village  
LDP-16-131  
Conditions of Approval  
January 5, 2016

**DISCRETIONARY REQUIREMENTS**

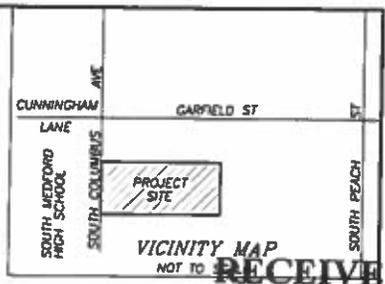
1. Accept the applicant's proposal to provide a public pedestrian access easement across the applicable lots where the sidewalk will be installed outside the public right-of-way and along Kenzie Lane. This easement shall be shown on the final plat.

**CODE REQUIREMENTS**

2. Comply with the Public Works Department Staff Report dated November 30, 2016 (Exhibit E);
3. Comply with the Medford Water Commission Staff Memo dated November 30, 2016 (Exhibit F);
4. Comply with the Medford Fire Department Land Development Report dated November 29, 2016 (Exhibit G).
5. Comply with the Rogue Valley Sewer Services Report dated November 18, 2016 (Exhibit H);
6. Comply with the Address Technician Memo, dated November 29, 2016 (Exhibit J)
7. Comply with the Jackson County Roads Report dated November 28, 2016 (Exhibit L)

# JORDAN VILLAGE A SUBDIVISION

In the S.W. 1/4 of Sec. 36, T.37S, R.2W, W.M. &  
In the City of Medford Jackson County, Oregon



RECEIVED

OCT 21 2016

PLANNING DEPT.

- LEGEND:**
- + - FENCE
  - SD - STORM DRAIN
  - SS - SANITARY SEWER
  - W - WATER
  - G - GAS
  - E - ELECTRIC
  - LCP - UNDERGROUND POWER
  - DHP - OVERHEAD POWER
  - TP - TELEPHONE PEDESTAL
  - CP - CABLE PEDESTAL
  - GM - GAS METER
  - WM - WATER METER
  - WV - WATER VALVE
  - IRV - IRRIGATION VALVE
  - GV - GAS VALVE
  - CFF - CONCRETE FENCE - TYPE & DIAMETER AS NOTED
  - MDF - METAL FENCE - TYPE & DIAMETER AS NOTED
- 200'-SANITARY SEWER MANHOLE  
R=80 ELEV. 4'-INVERT ELEV.
  - 200'-STORM DRAIN MANHOLE  
R=80 ELEV. 4'-INVERT ELEV.
  - 300'-STORM DRAIN CURB INLET  
R=150 ELEV. 4'-INVERT ELEV.
  - 300'-STORM DRAIN CATCH BASIN  
R=150 ELEV. 4'-INVERT ELEV.
  - POWER POLE
  - UTILITY POLE

**NOTES:**

SEWER MAIN IN SOUTH COLUMBUS AVE.  
SCHOOL DISTRICT: MEDFORD 549C  
IRRIGATION DISTRICT: M.I.D. (CURRENTLY BEING ASSESSED)  
GROSS ACREAGE: 1.073 ACRES  
RIGHT OF WAY RETURNS ARE 15' RADIUS.  
PUE = PROPOSED PUBLIC UTILITY EASEMENT.  
PROPERTY IS CURRENTLY VACANT.  
CONTOUR INTERVAL: 1'.  
ELEVATION DATUM NGVD29 (UNADJUSTED) BASED ON CITY OF MEDFORD BM/C-168.  
PSDE = PROPOSED PRIVATE STORM DRAINAGE EASEMENT  
SUBJECT PROPERTY LIES IN ZONE "X" PER FIRM #41029C1977F DATED MAY 3, 2011.  
SE = PROPOSED 1' PUBLIC SLOPE EASEMENT.

**COURSE DATA TABLE**

NUM	CO. I.A.	ARC	RADIUS	CHORD
C1	298°50'49"	233.00	45.00	N02°37'05"E 47.23
C2	58°24'58"	45.87	45.00	S80°55'24"W 43.91
C3	88°50'28"	70.83	45.00	N44°54'36"W 63.80
C4	80°04'32"	70.75	45.00	N45°05'21"E 63.68
C5	346°13'23"	45.75	45.00	S60°04'42"E 43.81
C6	80°04'32"	23.36	15.00	S44°34'38"E 21.23
C7	88°50'28"	23.54	15.00	S45°05'21"W 21.20
C8	54°19'54"	15.27	15.00	N60°23'08"E 14.62
C9	54°19'54"	15.27	15.00	N60°48'58"W 14.62

"A"

FILE NO. \_\_\_\_\_ DATE \_\_\_\_\_

ASSESSOR'S PARCEL ID: 372W36CA 7L400

SCHOOL DISTRICT: 549C-19

MIN. LOT SIZE: 3000 SF MAX. LOT SIZE: 8125 SF

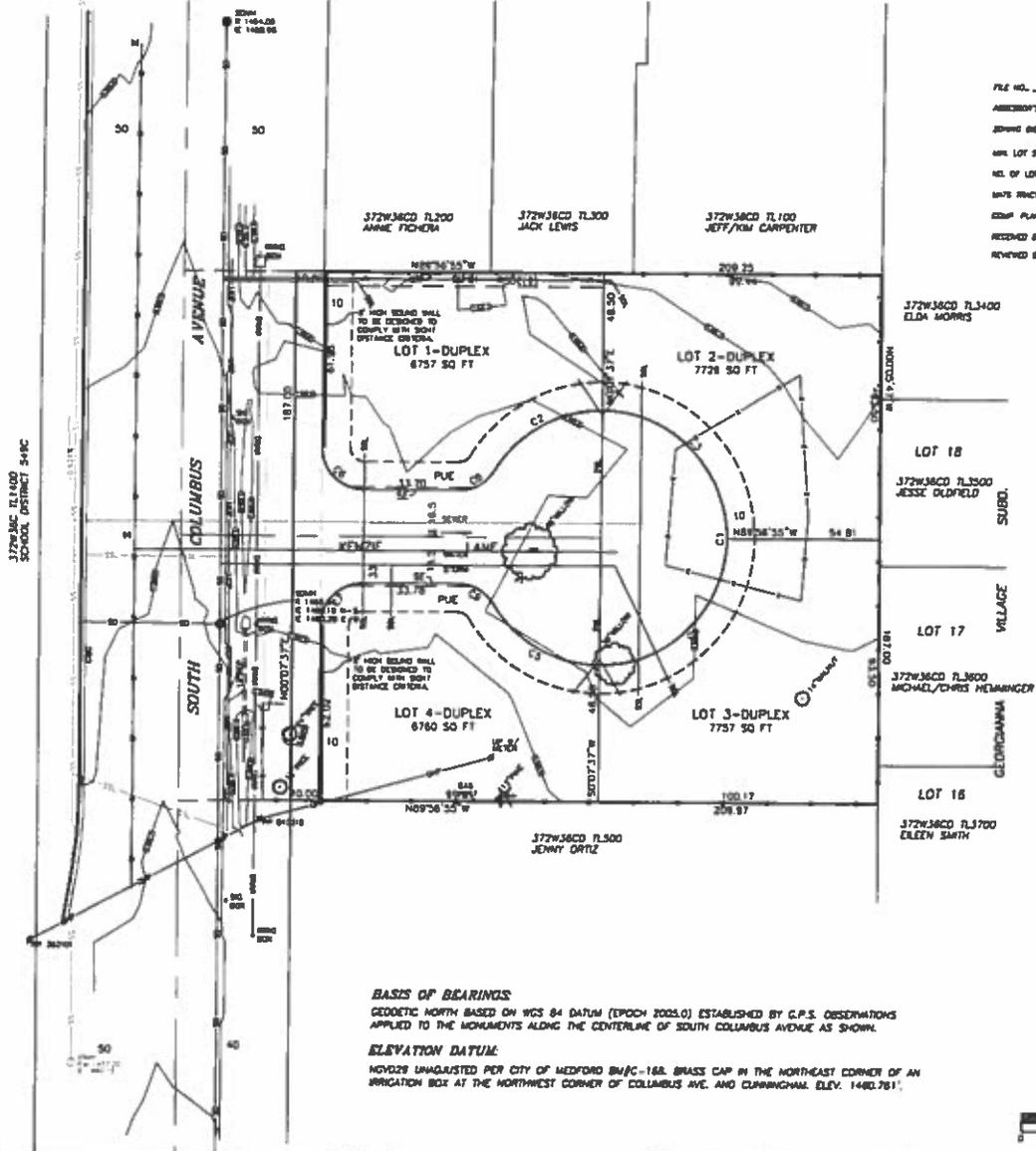
NO. OF LOTS: 4 DUPLEX

DATE PREP: \_\_\_\_\_

DESIGN PLAN DESIGNATION: URBAN RESIDENTIAL

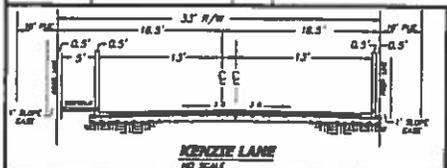
PREPARED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

REVIEWED BY: \_\_\_\_\_ DATE: \_\_\_\_\_



**BASIS OF BEARINGS:**  
GEODETTIC NORTH BASED ON NGS 84 DATUM (EPOCH 2002.0) ESTABLISHED BY C.P.S. OBSERVATIONS APPLIED TO THE MONUMENTS ALONG THE CENTERLINE OF SOUTH COLUMBUS AVENUE AS SHOWN.

**ELEVATION DATUM:**  
NGVD29 UNADJUSTED PER CITY OF MEDFORD BM/C-168 BRASS CAP IN THE NORTHEAST CORNER OF AN IRRIGATION BOX AT THE NORTHWEST CORNER OF COLUMBUS AVE. AND CUNNINGHAM. ELEV. 1480.781'.

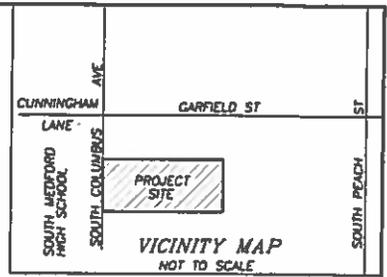


<p>REGISTERED PROFESSIONAL LAND SURVEYOR</p> <p><i>James E. Hill</i></p> <p>DIRECTOR</p> <p>JULY 17, 1988</p> <p>JAMES E. HILL</p> <p>2734</p> <p>RENEWAL DATE 8-30-17</p>	<p>TENTATIVE SUBDIVISION PLAT</p> <p>PROJECT'S MAP # 372W36CA 7L400</p> <p>OWNER: RAIN PROPERTIES, LLC</p> <p>ADDRESS: 2840 BARNETT RD. SE-341</p> <p>MEDFORD, OR 97504</p>	<p>DATE: 21 OCT 2016</p> <p>SCALE: 1 inch = 30 feet</p> <p>DRAWN BY: JKH</p> <p>CHECK BY: JKH</p> <p>PROJECT: JORDAN VILLAGE</p> <p>DATE: 10/17/16</p> <p>SHEET: 1 of 1</p>
	<p><b>CITY OF MEDFORD</b></p> <p>EXHIBIT # <b>B</b></p>	

# JORDAN VILLAGE

## A SUBDIVISION

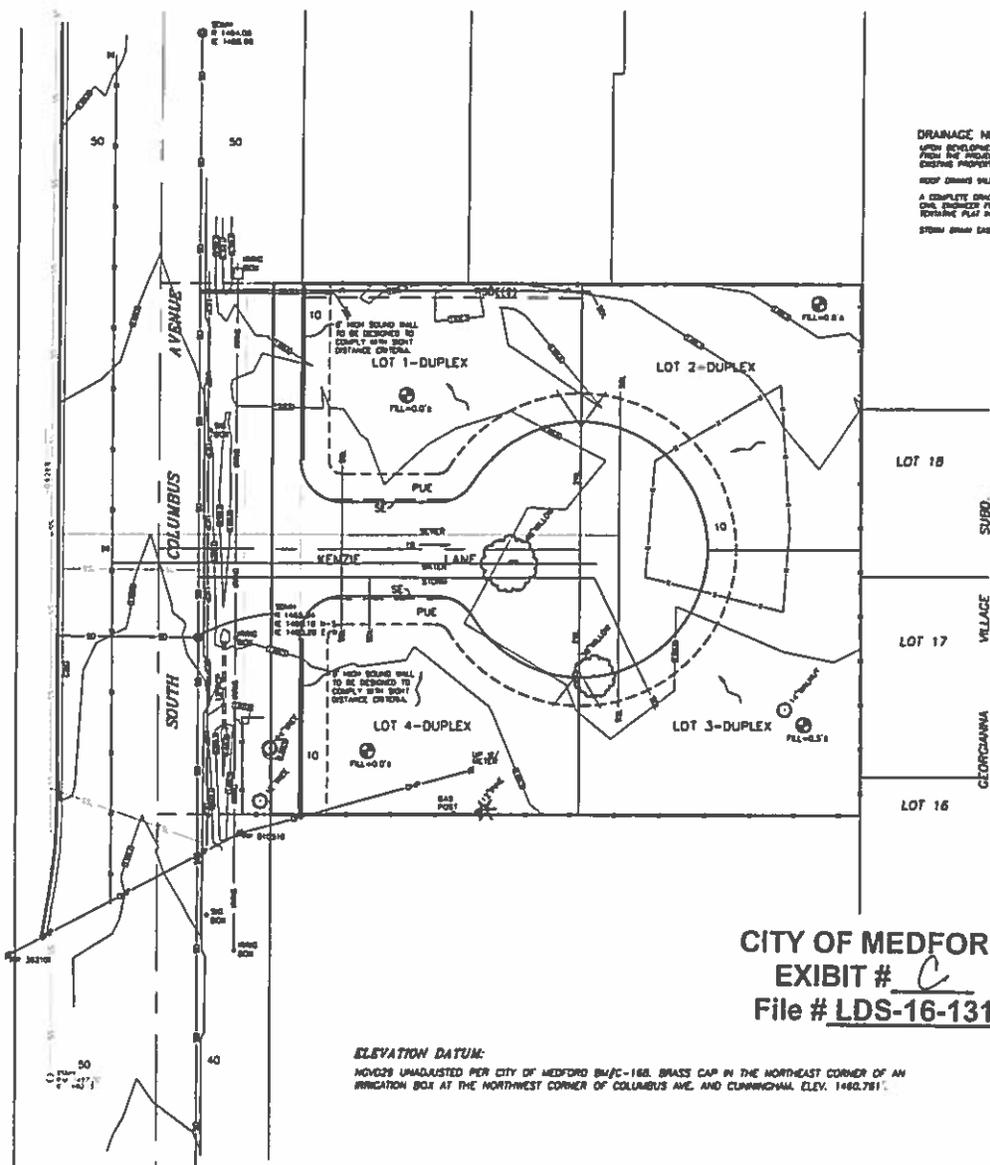
In the S.W. 1/4 of Sec. 36, T.37S, R.2W, W.M. &  
in the City of Medford Jackson County, Oregon



- LEGEND:**
- 1-1- FENCE
  - S-S- STORM DRAIN
  - S-S- SANITARY SEWER
  - W- WATER
  - G- GAS
  - E-E- ELECTRIC
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  - O-O- OVERHEAD POWER
  - T-T- TELEPHONE PEDESTAL
  - C-C- CABLE PEDESTAL
  - M-M- GAS METER
  - W-W- WATER METER
  - V-V- WATER VALVE
  - I-I- IRRIGATION VALVE
  - G-G- GAS VALVE
  - C-C- CONIFER TREE - TYPE & DIAMETER AS NOTED
  - D-D- DECIDUOUS TREE - TYPE & DIAMETER AS NOTED
- 200- SANITARY SEWER MANHOLE  
R-18" ELEV.  
E-10'0" ELEV.
  - 200- STORM DRAIN MANHOLE  
R-18" ELEV.  
E-10'0" ELEV.
  - 200- STORM DRAIN CURB INLET  
R-18" ELEV.  
E-10'0" ELEV.
  - 200- STORM DRAIN CATCH BASIN  
R-18" ELEV.  
E-10'0" ELEV.
  - ⊕ - POWER POLE
  - ⊕ - UTILITY POLE

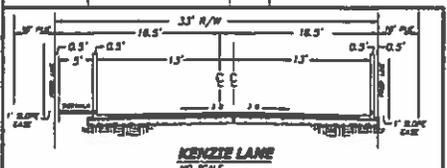
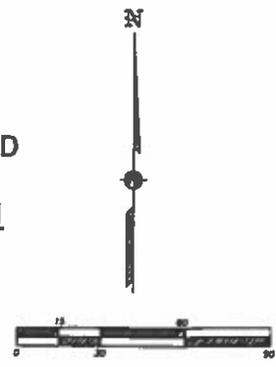
**NOTES:**  
SEWER MAIN IN SOUTH COLUMBUS AVE.  
SCHOOL DISTRICT: MEDFORD 549C  
IRRIGATION DISTRICT: M.I.D. (CURRENTLY BEING ASSESSED)  
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PSDE = PROPOSED PRIVATE STORM DRAINAGE EASEMENT.  
SUBJECT PROPERTY LIES IN ZONE "X" PER FIRN #41029C1977F DATED MAY 3, 2011.  
SE = PROPOSED 1' PUBLIC SLOPE EASEMENT.

**DRAINAGE NOTES:**  
UPON DEVELOPMENT, EXCESS SPILLAGE WILL BE REMOVED BY THE CONTRACTOR FROM THE PROJECT SITE, IF PRACTICABLE, TO PREVENT DAMAGE TO ADJACENT PROPERTIES.  
ROOF DRAINAGE WILL BE DIRECTED INTO STORM DRAIN LINES.  
A COMPLETE GRADING AND DRAINAGE PLAN WILL BE PROVIDED BY A LICENSED CIVIL ENGINEER FOR REVIEW BY CITY PUBLIC WORKS UPON APPROVAL OF THE TENTATIVE PLAN INCLUDING RETENTION STRUCTURES AS REQUIRED.  
STORM DRAIN EASEMENTS WILL BE PROVIDED AS NEEDED ON THE FINAL PLAN.



**CITY OF MEDFORD**  
**EXHIBIT # C**  
**File # LDS-16-131**

**ELEVATION DATUM:**  
NGVD29 UNADJUSTED PER CITY OF MEDFORD BM/C-168. BRASS CAP IN THE NORTHEAST CORNER OF AN IRRIGATION BOX AT THE NORTHWEST CORNER OF COLUMBUS AVE. AND CUNNINGHAM. ELEV. 1480.781'.



<p style="text-align: center;"><b>REGISTERED PROFESSIONAL LAND SURVEYOR</b></p> <p style="text-align: center;"><i>James E. Hills</i></p> <p style="text-align: center;">JULY 17, 1988 JAMES E. HILLS 7234</p> <p style="text-align: center;">RENEWAL DATE 6-30-17</p>	<p style="text-align: center;"><b>CONCEPTUAL GRADING &amp; DRAINAGE PLAN</b></p> <p style="text-align: center;">PROJECT MAP # 372WJ6CA TL400</p> <p style="text-align: center;">OWNER: RHN PROPERTIES, LLC 2640 BARNETT RD. #E-341 MEDFORD, OR 97504</p> <p style="text-align: center;"><b>L.J. FRIAR &amp; ASSOCIATES P.C.</b> CONSULTING LAND SURVEYORS PO BOX 1042, MEDFORD, OR 97501-1042</p>	<p>DATE: 21 OCT 2014</p> <p>SCALE: 1 inch = 30 feet</p> <p>DRAWN BY: JEH</p> <p>CHEK BY: JEH</p> <p>ORIGIN:</p> <p>APPROVED BY: JEH</p> <p>DATE: 10/16/14</p> <p>Sheet 1 of 1.</p>
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FINDINGS OF FACT

RECEIVED

OCT 21 2016

PLANNING DEPT.

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

IN THE MATTER OF AN APPLICATION FOR	)	
LAND DIVISION OF PROPERTY IDENTIFIED AS	)	FINDINGS OF FACT
T37-R2W-36CD-TL 400	)	AND
APPLICANT RNN PROPERTIES	)	CONCLUSIONS
<u>SCOTT SINNER CONSULTING, INC. AGENT</u>	)	OF LAW

I. BACKGROUND INFORMATION

Applicant:

RNN Properties LLC  
2640 E Barnett Rd 431  
Medford, OR 97504

Agent:

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

Property 1 :

372W36CD TL 400  
RNN Properties, L.L.C  
1705 Columbus Avenue South  
Medford, OR 97501  
.90 Acres net  
SFR 10 City of Medford Zoning (ZC-11-039)

Summary:

This application is submitted to comply with the Land Division Criteria contained within the City of Medford Land Development Code (MLDC). The subject totals .90 acres within the SFR-10 zoning district.

The approval of this application would permit the development of a public residential lane and create 4 lots suitable for duplexes to be developed later. The gross acreage is 1.072 acres and the minimum density requires is 6 dwelling units and the maximum is 10 dwelling units. This application would allow 8 dwelling units.

## FINDINGS OF FACT

### Relevant Approval Criteria

The approval criteria for a land division are contained in the MLDC section 10.270 as stated 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;*
- (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

### Findings of Fact

*(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;*

The Tentative Plat submitted with this application has been designed to be consistent with the Comprehensive Plan, the General Land Use Plan Map (GLUP), Transportation System Plan (TSP), and all applicable design standards for the proposed public improvements as well as the lot design standards of the Medford Land Development Code (MLDC).

The lots established with this plat conform to the standards of the MLDC for length, width, square footage, lot frontage, and access.

The site is within the area covered by the Southwest Circulation Plan. The proposed public is consistent with the Southwest Circulation Plan.

All lots proposed are suitable and intended to be developed with the standards for the SFR-10 zoning district.

### Conclusions of Law

The Planning Commission can conclude the proposed tentative plat 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;*

The Tentative Plat submitted with this application proposes development for the entire area of the subject property. All adjoining properties are currently developed to urban densities and the approval of this application will not prevent adjoining properties from development.

### Conclusions of Law

The Planning Commission can conclude the proposed tentative plat proposed development on the entire parcel at urban densities and the approval of this plat will not prevent development or access on adjoining properties.

## FINDINGS OF FACT

*(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 subject subdivision is submitted as Jordan Village. At the time of submitting this application, the Applicant's Surveyor has submitted a request for reserving the subdivision name to the County Surveyor for review and approval.

### Conclusions of Law

The Planning Commission can conclude the proposed subdivision bears a unique name.

*(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.*

### Findings of Fact

The site is within the area covered by the Southwest Circulation Plan. The proposed public street is consistent with the Southwest Circulation Plan. Kenzie Lane is proposed as a residential lane. Lower order streets are not typically indicated on the Circulation Plans.

The site is infill development with existing development on all adjacent parcels preventing any connectivity opportunities. Kenzie Lane is proposed as a Cul-de-sac and the findings for a Cul-de-sac, as required by MLDC 10.450, are included below in these findings.

Kenzie Lane is proposed as a residential lane which serves a maximum of 8 dwelling units, has a 33 foot right of way and a curb tight sidewalk on one side. The applicant has proposed a Cul-de-sac bulb is consistent with the code standard.

The applicant stipulates to provide a curb tight sidewalk on both sides of the lane to promote and enhance pedestrian circulation and connectivity. The applicant will provide any easements necessary for the sidewalk on private property.

## FINDINGS OF FACT

### Conclusions of Law

The Planning Commission can conclude the street pattern proposed with this subdivision is consistent with approved plats and prior development in the area.

*(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;*

### Findings of Fact

Kenzie Lane is proposed as a public residential lane. All lots will utilize Kenzie Lane for direct access and no lots will take direct access from Columbus Avenue, which is classified as a major Arterial Street in the Medford TSP.

This plat does not propose any private streets.

### Conclusions of Law

The Planning Commission can conclude this application for a land division provides the compliant documentation for streets on the proposed plat.

*(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

A review of the City of Medford Official Zoning map indicates there are no lands within the EFU zoning district and there are no special considerations necessary to protect agricultural lands.

### Conclusions of Law

The Planning Commission can conclude that subject property is not adjoining any agricultural lands within the EFU zoning district.

### Additional Applicable Criteria

The City of Medford land division application requires a complete application must demonstrate compliance with the Hillside Ordinance contained in section 10.929 to 10.933 and the Block Length Ordinance in sections contained within section 10.426, and consistency with adopted neighborhood circulation plans per 10.454.

The application also proposes a Cul-de-sac and 10.450 is applicable.

## FINDINGS OF FACT

### Cul-de-sac10.450

#### *10.450 Cul-de-sacs, Minimum Access Easements and Flag Lots*

*(1) Cul-de-sacs, minimum access easements and flag lots shall only be permitted when the approving authority finds that any of the following conditions exist:*

*(a) One or more of the following conditions prevent a street connection: excess slope (15%) or more, presence of a wetland or other body of water which cannot be bridged or crossed, existing development on adjacent property, presence of a freeway or railroad.*

*(b) It is not possible to create a street pattern which meets the design requirements for streets.*

*(c) An accessway is provided consistent with the standards for accessways in Section 10.464 through Section 10.466.*

*(2) If a cul-de-sac is necessary, then the following standards shall apply: (a) Cul-de-sac streets shall be as short as possible and shall not exceed 450 feet in length. (b) Cul-de-sac streets shall have a vehicle turnaround area with a minimum right-of-way radius of forty-five (45) feet and a minimum paved section radius of thirty-seven (37) feet.*

### Findings of Fact

The proposed tentative plat proposes a Cul-de-sac. The plats creating the land use pattern on Louise Avenue in the early 1990s eliminated the opportunity for direct street connections to the east side of Columbus Avenue.

Subsequent development on the approved plats eliminated any potential circulation patterns for the subject property to any other public street that would meet all of the current MLDC requirements for street spacing, circulation, connectivity and through lots.

This application can be found to be consistent with 10.450 (1) (b), It is not possible to create a street pattern which meets the design requirements for streets.

## FINDINGS OF FACT

The proposed Cul-de-sac is not over 450 feet in length. 10.450 (2) is not applicable to this application and an accessway is not required for this application and none is provided.

### Conclusions of Law

The Planning Commission can conclude the proposed plat which includes a public Cul-de-sac is consistent with MLDC 10.450 (1) (b), it is not possible to create a street pattern which meets the design requirements for streets consistent with the standards in the MLDC and the proposed Cul-de-sac is not over 450 feet long and there is no requirement for a accessway.

### 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 Columbus Avenue. 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 side 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 City of Medford has amended the MLDC to include the following Block Length sections to assure the City provides circulation and connectivity in land division applications.

## FINDINGS OF FACT

### *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:*

- 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.*

## FINDINGS OF FACT

### 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.

<b>MAXIMUM BLOCK LENGTH AND PERIMETER LENGTH</b>		
<i>Table 10.426-1</i>		
<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,

## FINDINGS OF FACT

- 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.*
  - 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**

The subject property has street frontage access on South Columbus Avenue, classified as a major arterial street. The subject property is adjacent to fully developed properties and there are no opportunities for development other than providing an access from a Cul-de-sac.

The block length created with the subdivision approvals in the early 1990's is approximately 3,375 feet and the maximum allowed for a residential zone is 2,100 feet.

## FINDINGS OF FACT

As stated above in the findings of fact demonstrating compliance with MLDC 10.450 for Cul-de-sacs, the approval of previous subdivisions in the 1990s, which predated the current block length ordinance, and the subsequent development on those lots precludes any opportunities for connectivity and compliance with the block length ordinance, with this plat.

The applicant conferred with both Planning and Public Works Staff to review access and the potential for connectivity in this plat. It was concluded by staff this application is bounded by existing urban development which results in a significant unbuildable area or barrier to either starting or completing any connectivity that would meet the requirements the requirements of the Block Length Ordinance.

*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:*

*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,*

### Conclusions of Law

The Planning Commission can conclude the application meets the exclusion criteria for compliance with the block length ordinance due to the existing development at urban densities that preclude new street connections.

### 10.454 Neighborhood Circulation Plan, Adoption

*Neighborhood circulation plans developed for areas of the City and urbanizable area shall be adopted as amendments to the Medford Comprehensive Plan and Medford Street Functional Classification Plan Map. Such neighborhood circulation plans shall identify the functional classification and location of existing and planned streets and alleys and applicable objectives and policies, if any, as well as planned circulation for pedestrians, bicyclists, and transit users. Transportation system design standards shall be applied as per this code, unless alternative standards are provided by the adopted neighborhood circulation plan.*

### Findings of Fact

The proposed tentative plat will create a residential lane serving 4 duplex dwellings for a total of 8 dwelling units. The approval of this application is consistent with the adopted Southwest Circulation Plan.

## FINDINGS OF FACT

### Conclusions of Law

The Planning Commission can conclude the application is consistent with the Adopted Southwest Circulation Plan, consistent with MLDC section 10.454.

### 10.797 Arterial Frontage

#### *10.797 Street Frontage Landscaping Requirements*

*A. This section establishes the minimum landscaping requirements along all street frontages outside of the public right-of-way. Plans submitted to comply with this section shall be approved by the approving authority.*

*(1) For land divisions with houses that do not face an arterial street, an arterial street frontage landscape plan shall be submitted showing a vertical separation feature that is a minimum of eight (8) feet in height. The separation feature shall create a solid visual screen. A fence or wall shall be engineered to stand straight. The separation feature shall be reduced in height where otherwise required in a front or side yard or clear vision triangle. The Planning Commission may allow adjustments to the above requirement in response to topography.*

The Tentative Plat submitted with this application indicates the location of an 8' engineered wall located at the Columbus Avenue frontage to comply with the standards in this section.

The applicant is still considering options for the buildings on the frontage lots and the requirement for the 8' wall is dependent on the final designs. The construction of the wall is dependent on the design of the building and is not required to be constructed to obtain final plat.

The applicant fully intends to comply with Code requirements at the time plans are submitted for the buildings. In the event a wall is required with the specific plans, a wall, with appropriate sight vision clearance will be reviewed by Staff prior to the issuance of building permits for vertical construction.

### Application Summary and Conclusions

This application for a land division on the subject property demonstrates compliance with all relevant sections contained within the Medford Land Development Code. The proposed street circulation pattern is consistent with established street circulation patterns and the Transportation System Plan.

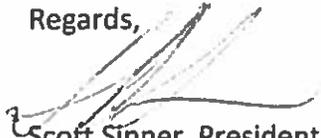
## FINDINGS OF FACT

The proposed development fully develops the applicant's property and does not prevent the development of any adjoining properties.

The lot dimensions and design standards are consistent with the requirements of the SFR-10 zoning district, and the application has demonstrated compliance with the standards for urban development contained in the Medford Land Development Ordinance.

On behalf of the applicant, I respectfully request the approval of the application for Tentative Plat approval of Jordan View Subdivision.

Regards,



Scott Sinner, President  
Scott Sinner Consulting, Inc.



Continuous Improvement Customer Service

## CITY OF MEDFORD

LD Date: 11/30/2016  
File Number: LDS-16-131

### PUBLIC WORKS DEPARTMENT STAFF REPORT Jordan Village Subdivision

**Project:** Proposed tentative plat for Jordan Village a, 4-lot residential duplex subdivision on 0.9 acres.

**Location:** Located on the east side of Columbus Ave approximately 150 feet south of Garfield St. within a SFR-10 (Single Family Residential – 10 dwelling units per gross acre) zoning district (372W36CD TL 400).

**Applicant:** Scott Sinner Consulting LLC, Applicant. Liz Conner, Planner.

The following items shall be completed and accepted prior to the respective events under which they are listed:

- Approval of Final Plat:  
Right-of-way, construction and/or assurance of the public improvements in accordance with Medford Land Development Code (MLDC), Section 10.666 & 10.667 (Items A, B & C)
- Issuance of first building permit for residential construction:  
Construction of public improvements (Items A through E)
- Issuance of Certificates of Occupancy for individual units:  
Sidewalks (Items A2)

#### A. STREETS

##### 1. Dedications

S Columbus Ave is classified as a Major Arterial street within the Medford Land Development Code (MLDC), Section 10.428(1). The developer shall dedicate for public right-of-way, sufficient width of land along the frontage of this proposed subdivision to comply with the half width of right-of-way, which is 50-feet. **The Developer's surveyor shall verify the amount of additional right-of-way required.**

The developer will receive SSDC (Street System Development Charge) credits for the public

right-of-way dedication on S Columbus Ave, per the methodology established by the MLDC 3.815. Should the developer elect to have the value of the land be determined by an appraisal, a letter to that effect must be submitted to the City Engineer within sixty (60) calendar days of the date of the Final Order of the Planning Commission. The City will then select an appraiser, and a cash deposit will be required as stated in Section 3.815.

**Kenzie Lane** is proposed as a Residential Lane with a right-of-way width of 33-feet, consistent with the standard prescribed by MLDC 10.430. The proposed cul-de-sac at the east terminus shall be dedicated per MLDC 10.450, and have a minimum 45-foot radius. **The Developer shall dedicate the full width of right-of-way.**

**Corner radii** shall be provided at the right-of-way lines of all intersecting streets per MLDC 10.445.

**Public Utility Easements**, 10-feet in width, shall be dedicated along the street frontage of all the Lots within this development (MLDC 10.471).

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

## **2. Public Improvements**

### **a. Public Streets**

**S Columbus Ave** shall be improved to Major Arterial street standards, which includes a 70-foot wide paved section, complete with curbs, gutters, 10-foot wide park strips, 5-foot wide sidewalks, 6-foot wide bike lanes in accordance with MLDC 10.428(1). However, the South Medford High School project (P1728D) completed partial improvements to the west half plus 16-feet east of centerline to S Columbus Ave. Therefore, along this partially improved portion, the Developer shall improve the remaining east half to provide a 35-foot half street width. This shall include saw cutting the existing east edge of pavement back a minimum of 1-foot to ensure structural integrity and to provide cross slopes that meet current standards as required.

The developer shall receive SSDC credits for the public improvements on S Columbus Ave per the value established by the Medford Municipal Code, Section 3.815.

**Kenzie Lane** shall be constructed to Residential Lane standards in accordance with MLDC 10.430. The proposed cul-de-sac shall be constructed in accordance with MLDC 10.450.

### **b. Street Lights and Signing**

The developer shall provide and install in compliance with Section 10.495 of the Medford

Municipal Code (MMC). Based on the preliminary plan submitted, the following number of street lights and signage will be required:

Street Lighting – Developer Provided & Installed:

A. 1 – R-100

- a. Note: There might be a conflict with NB advance loop JB/conduit at the signal of Columbus Ave at Garfield St. Most likely the conduit would have to be lowered going across Kenzie Lane when the roadway gets developed.

Traffic Signs and Devices – City Installed, paid by the Developer:

A. 1 – Stop Sign

B. 1 – Street Name Sign

C. 1 – Dead-End Sign

Numbers are subject to change if changes are made to the plans. All street lights shall be installed per City standards and be shown on the public improvement plans. Public Works will provide preliminary street light locations upon request. All street lights shall be operating and turned on at the time of the final “walk through” inspection by the Public Works Department.

The Developer shall pay for City installed signage required by the development. City installed signs include, but are not limited to, street name signs, stop signs, speed signs, school signs, dead end signs, and dead end barricades. Sign design and placement shall be per the Manual on Uniform Traffic Control Devices (MUTCD). All signs shall be shown on the public improvement plans and labeled as City installed.

The Developer shall be responsible for the preservation and re-installation of all signs removed during demolition and site preparation work. The Developer’s contractor shall coordinate with the City of Medford Public Works, Maintenance and Operations Division to remove any existing signs and place new signs provided the Developer.

**c. Pavement Moratoriums**

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

The developer shall be responsible for notifying by certified letter all utility companies, as well as all current property owners of parcels which are adjacent to any Public Street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City's street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer at least 6 months before a street is resurfaced or rebuilt per Medford Municipal Code (MMC), Section 3.070. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

**d. Soils Report**

The Developer’s engineer shall obtain a soils report to determine if there is shrink-swell potential

in the underlying soils in this development. If they are present, they shall be accounted for in the roadway and sidewalk design within this Development. The soils report shall be completed by a licensed Geotechnical Engineer in the state of Oregon.

**e. Access to Public Street System**

S Columbus Ave is classified at a Major Arterial street. Therefore, access to the proposed development shall be restricted to the proposed Residential Lane and cul-de-sac for all Lots, and no access shall be taken directly from S Columbus Ave. In addition, the Final Plat shall state that no lots shall have direct access to S Columbus Ave.

Driveway access to and through the proposed development shall comply with MLDC 10.550 and 10.426.

**3. Section 10.668 Analysis**

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

**10.668 Limitation of Exactions**

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

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

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

**1. Nexus to a legitimate government purpose**

The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. Further, these rights-of-way are used to provide essential services such as sanitary sewer, domestic water and storm drains to serve the developed parcels. It can be found that the listed improvements have a nexus to these purposes and policies.

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

No mathematical formula is required to support the rough proportionality analysis. Furthermore,

benefits to the development resulting from the dedication and improvements when determining “rough proportionality” have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

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

**S Columbus Ave** is classified as a Major Arterial street per the adopted Circulation Plan. It is the primary connector between Stewart Ave and Diamond Street. As a Major Arterial, S Columbus Ave will have one travel lane in each direction, a center-turn median, bike lanes in each direction, and sidewalks. It will provide safe travel for vehicles, bicycles, and pedestrians. As a higher order street, it is eligible for street SDC credits for both the right-of-way and roadway improvements, per MMC, Section 3.815 (5). Street SDC credits offset costs to the developer and is the mechanism provided by the City of Medford to fairly compensate the applicant for the excess burden of dedicating for and constructing higher order streets and are therefore roughly proportional.

#### **Kenzie Lane and Cul-de-sac:**

In determining rough proportionality, the City averaged the lineal footage of roadway per dwelling unit for road improvements and averaged square foot of right-of-way per dwelling unit for dedications to a Residential Lane. The proposed development has 8 dwelling units and will improve approximately 144 lineal feet of roadway which equates to 18 lineal feet per dwelling unit. Also the development will dedicate approximately 8,177 square feet of right-of-way which equates to approximately 1,022 square feet per dwelling unit.

To determine proportionality a neighborhood with similar characteristics was used. The development used was Spring Meadows Subdivision Phase 1-5 located between Griffin Creek Road and Orchard Home Drive, and Sunset Drive and South Stage Road, and consisting of 66 dwelling units. The previous development improved approximately 3,048 lineal feet of roadway and dedicated approximately 151,756 square feet of right-of-way (GIS data used to calculate, approximations only). This equates to approximately 46 lineal feet of road per dwelling unit and approximately 2,299 square feet of right-of-way per dwelling unit.

- a. Dedication will ensure that new development and density intensification provides the current level of urban services. This development will create an additional 8 dwelling units on 4 Lots within the City of Medford and increase vehicular traffic by approximately 76 average daily trips. The proposed street improvements will provide a safe environment of all modes of travel (vehicular, bicycles, & pedestrians) to and from this development.
- b. Dedication will provide access and transportation connections at urban level of service standards for this development. Each Lot in this development will have direct access to a public street with facilities that will allow for safe travel for vehicles, bicycles and pedestrians. There is also sufficient space for on-street parking.

- c. Dedication of PUE will benefit development by providing public utility services, which are out of the roadway and more readily available to each Lot being served.

The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated and improved for this development is necessary and roughly proportional to that required in previous developments in the vicinity to provide a transportation system that meets the needs for urban level services.

## **B. SANITARY SEWERS**

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**

### **1. Hydrology**

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

### **2. Stormwater Detention and Water Quality Treatment**

This development shall provide stormwater detention in accordance with MLDC, Section 10.486, and water quality treatment in accordance with the Rogue Valley Stormwater Quality Manual per MLDC, Section 10.481. For developments over five acres, Section 10.486 requires that the development set a minimum of 2% of the gross area as open space to be developed as open ponds for stormwater detention and treatment.

Upon completion of the project, the developer's design engineer shall provide written certification to the Engineering Division that the construction of the controlled storm water release drainage system was constructed per plan. This letter shall be received by the City of Medford Public Works Engineering Department prior to certificate of occupancy of the new building.

The City is responsible for operational maintenance of the public detention facility and irrigation. Maintenance of landscape components shall be the responsibility of the developer or a Home Owners Association (HOA). The developers engineer shall provide an operations and maintenance manual for the facility that addresses responsibility for landscape maintenance prior to subdivision acceptance. Regarding water quality maintenance, the Rogue Valley Stormwater Quality Design Manual states: "Vegetation shall be irrigated and mulched as needed to maintain

healthy plants with a density that prevents soil erosion.”

### **3. Grading**

A comprehensive grading plan showing the relationship between adjacent property and the proposed subdivision will be submitted with the public improvement plans for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

### **4. Mains and Laterals**

The Developer shall show all existing and proposed Storm Drain mains, channels, culverts, outfalls and easements on the Conceptual Grading and Drainage Plan and the final Construction Plans.

In the event the lot drainage should drain to the back of the lot, the developer shall be responsible for constructing a private drain line, including a tee at the low point of each lot to provide a storm drain connection. All roof drains and foundation drains shall be connected directly to a storm drain system.

A storm drain lateral shall be constructed to each tax lot prior to approval of the Final Plat. Easements shall be shown on the Final Plat for storm drain laterals crossing lots other than the one being served by the lateral.

All public storm drain mains shall be located in paved public streets or within easements. All manholes shall be accessible by paved, all-weather roads. All easements shall be shown on the Final Plat and the public improvement plans.

### **5. Erosion Control**

Subdivisions of one acre and greater require a run-off and erosion control permit from DEQ. The approved permit must be submitted to the Engineering Division prior to public improvement plan approval. The erosion prevention and sediment control plan shall be included as part of the plan set. All disturbed areas shall have vegetation cover prior to final inspection/"walk-through" for this subdivision.

## **D. SURVEY MONUMENTATION**

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

## **E. GENERAL CONDITIONS**

### **1. Design Requirements and Construction Drawings**

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

## **2. Construction Plans**

Construction drawings for any public improvements for this project shall be prepared by a professional engineer currently licensed in the State of Oregon, and submitted to the Engineering Division of Medford Public Works Department for approval. Construction drawings for public improvements shall be submitted only for the improvements to be constructed with each phase. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings (3 copies) shall be accepted for review, including plans and profiles for all streets, minimum access drives, sanitary sewers, storm drains, and street lights as required by the governing commission's Final Order, together with all pertinent details and calculations. A checklist for public improvement plan submittal can be found on the City of Medford, Public Works web site (<http://www.ci.medford.or.us/Page.asp?NavID=3103>). The Developer shall pay a deposit for plan review and construction inspection prior to final plan approval. Public Works will keep track of all costs associated with the project and, upon our acceptance of the completed project, will reconcile the accounting and either reimburse the Developer any excess deposit or bill the Developer for any additional amount not covered by the deposit. The Developer shall pay Public Works within 60 days of the billing date or will be automatically turned over for collections.

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

## **3. Phasing**

The proposed plans do not show any phasing.

## **4. Draft of Final Plat**

The developer shall submit 2 copies of the preliminary draft of the final plat at the same time the public improvement plans (3 copies) are submitted. Neither lot number nor lot line changes shall be allowed on the plat after that time, unless approved by the City and all utility companies.

## **5. Permits**

Building Permit applications for vertical construction shall not be accepted by the Building Department until the Final Plat has been recorded, and a "walk through" inspection has been conducted and approval of all public improvements as required by the Planning Commission has been obtained for this development.

Concrete or block walls built within a PUE, or within sanitary sewer or storm drain easements

require review and approval from the Engineering Division of Public Works. Walls shall require a separate permit from the Building Department and may also require certification by a professional engineer.

#### **6. System Development Charges (SDC)**

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

This development is also subject to storm drain system development charges, the Developer is eligible for storm drain system development charge credits for the installation of storm drain pipe which is 24-inches in diameter or larger and is not used for storm drain detention in accordance with Medford Municipal Code (MMC), Section 3.891. The storm drain system development charge shall be collected at the time of the approval of the final plat

#### **7. Construction and Inspection**

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

For City of Medford facilities, the Public Works Maintenance Division requires that public sanitary sewer and storm drain mains be inspected by video camera prior to acceptance of these systems by the City.

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

Prepared by: Jodi K Cope

# SUMMARY CONDITIONS OF APPROVAL

Jordan Village Subdivision

LDS-16-131

## A. Streets

### 1. Street Dedications to the Public:

- Dedicate additional right-of-way on **S Columbus Ave.**
- Dedicate full width right-of-way for **Kenzie Lane** and cul-de-sac.
- Dedicate 10-foot Public Utility Easements (PUE).

### 2. Improvements:

#### Public Streets

- Improve **S Columbus Ave** to Major Arterial street standards.
- Construct **Kenzie Lane** to Residential Lane and cul-de-sac street standards.

#### Lighting and Signing

- Developer supplies and installs all street lights at own expense.
- City installs traffic signs and devices at Developer's expense.

#### Other

- Provide pavement moratorium letters.
- Provide soils report.
- Ensure access and circulation is in accordance with MLDC 10.550 and 10.426.

## B. Sanitary Sewer:

- The site is situated within the RVSS area. Provide private laterals to each lot.

## C. Storm Drainage:

- Provide an investigative drainage report.
- Provide a drainage and hydrology study.
- Provide water quality and detention facilities.
- Provide a comprehensive grading plan.
- Provide storm drain laterals to each tax lot.

## D. Survey Monumentation

- Provide all survey monumentation.

## E. General Conditions

- Provide public improvement plans and drafts of the final plat.

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



BOARD OF WATER COMMISSIONERS

**Staff Memo**

**TO:** Planning Department, City of Medford

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

**SUBJECT:** LDS-16-131

**PARCEL ID:** 372W36CD TL 400

**PROJECT:** Proposed tentative plat for Jordan Village a, 4-lot residential duplex subdivision on 0.9 acres, located on the east side of Columbus Ave approximately 150 feet south of Garfield St. within a SFR-10 (Single Family Residential – 10 dwelling units per gross acre) zoning district. (372W36CD TL 400); Scott Sinner Consulting LLC, Applicant. Liz Conner, Planner.

**DATE:** November 30, 2016

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. Installation of a 4-inch water line is required in Kenzie Lane. Applicant's civil engineer shall coordinate with MWC Engineering staff for water facility layout.
4. Installation of an Oregon Health Authority approved backflow device is required for all commercial, industrial, municipal, and multi-family developments. New backflow devices shall be tested by an Oregon certified backflow assembly tester. See MWC website for list of certified testers at the following web link <http://www.medfordwater.org/Page.asp?NavID=35>.
5. If a well is located on this parcel it will be required to be abandoned per state regulations.

**COMMENTS**

1. Off-site water line installation is not required.
2. On-site water facility construction is required. (See Condition 3 above)
3. MWC-metered water service does not exist to this property.
4. Static water pressure is expected to be 50 psi.
5. Access to MWC water lines is available. A 24-inch water line is located in S. Columbus Avenue.





# Medford Fire Department

200 S. Ivy Street, Room #180  
Medford, OR 97501  
Phone: 774-2300; Fax: 541-774-2514;  
www.medfordfirerescue.org

## LAND DEVELOPMENT REPORT - PLANNING

To: City of Medford Public Works

LD Meeting Date: 11/30/2016

From: Greg Kleinberg

Report Prepared: 11/29/2016

Applicant: ); Scott Sinner Consulting LLC, Applicant. Liz Conner, Planner

File #: LDS - 16 - 131

### Site Name/Description:

Proposed tentative plat for Jordan Village a, 4-lot residential duplex subdivision on 0.9 acres, located on the east side of Columbus Ave approximately 150 feet south of Garfield St. within a SFR-10 (Single Family Residential - 10 dwelling units per gross acre) zoning district. (372W36CD TL 400); Scott Sinner Consulting LLC, Applicant. Liz Conner, Planner.

DESCRIPTION OF CORRECTIONS	REFERENCE
----------------------------	-----------

<b>Requirement "NO PARKING" SIGNS REQUIRED</b>	<b>OFC 503.3</b>
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Parking shall be posted as prohibited on one side of the 26' wide portion of Kenzie Lane.

Where parking is prohibited on public roads for fire department vehicle access purposes, NO PARKING signs shall be spaced at minimum 50' intervals along the fire lane (minimum 75' intervals in 1 & 2 family residential areas) and at fire department designated turn-around areas. The signs shall have red letters on a white background stating "NO PARKING".

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

Fire apparatus access roads 20-26' wide shall be posted on both sides as a fire lane. Fire apparatus access roads more than 26' to 32' wide shall be posted on one side as a fire lane (OFC D103.6.1).

This restriction shall be recorded on the property deed as a requirement for future construction.

Contact Public Works Transportation Manager Karl MacNair 541-774-2115 for further information.

**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 97502-0005  
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

November 18, 2016

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

**Re: Jordan Village, LDS-16-131 (Map 372W36CD, Tax Lots 400)**

ATTN: Liz,

There is an existing 8" sewer main on South Columbus Avenue and a 4" service to the existing house on TL 400. Sewer service to the subdivision will require main line extension from the sewer on South Columbus.

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

1. This sewer main must be designed and constructed in accordance with RVSS standards.
2. The existing sewer service to TL 400 must be capped at the main.
3. The sanitary sewer system must be accepted as a public system by RVSS prior to the issuance of any building permits.

Feel free to call if you have any questions regarding this project.

Sincerely,

*Nicholas R. Bakke*

Nicholas R. Bakke, PE  
District Engineer



# Memo

**To:** Liz Connor, Planning Department  
**From:** Mary Montague, Building Department  
**CC:** Scott Sinner; RNN Properties LLC  
**Date:** November 30, 2016  
**Re:** LDS-16-131; Jordan Village

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## **Building Department:**

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

1. Applicable Building Codes are 2014 ORSC with additional Oregon amendments to the 2011 ORSC; 2014 OPSC; and 2014 OMSC. For list of applicable Building Codes, please visit the City of Medford website: [www.ci.medford.or.us](http://www.ci.medford.or.us) Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.
2. All plans are to be submitted electronically. Information on the website: [www.ci.medford.or.us](http://www.ci.medford.or.us) Go to "City Departments" at top of screen; click on "Building"; click on "ELECTRONIC PLAN REVIEW (ePlans)" for information.
3. A Site Excavation permit is required to develop, install utilities.
4. Demo Permit is required for any buildings being demolished.
5. A separate permit is required for the sound wall.



*Continuous Improvement Customer Service*

## CITY OF MEDFORD

### STAFF MEMO

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**To:** Liz Conner  
**From:** Jennifer Ingram, Address Technician  
**Date:** November 29, 2016  
**Subject:** LDS-16-131, Jordan Village

1. The proposed name, Kenzie Lane, is too similar to an existing street, McKenzie Drive. Please select another name.

## DENSITY CALCULATION FORM

For all residential LDP, LDS, PUD, and AC Application Files

File No.	LDS-16-131
Planner	Liz Conner
Date	November 11, 2016

GROSS ACREAGE	
Tax Lot Numbers	
372W36CD400	0.90 AC
	AC
	AC
	AC
	AC
Existing ROW to Centerline	0.18 AC
Gross Acres	1.08 AC
Effective Acres (Gross - Subtracted)	1.08

SUBTRACTED ACREAGE	
Large Lots for Existing Development	AC
Reserved Acreage	- AC
Other <sup>1</sup>	- AC
	AC
	AC
	AC
Subtracted Acres	- AC

DENSITY RANGE	
Zoning District	SFR-10
Density Range	
Minimum	6.00
Maximum	10.00
No. DU Proposed	
No. DU Permitted	
Minimum	6.49
Maximum	10.82
Percentage of Maximum	0.00%

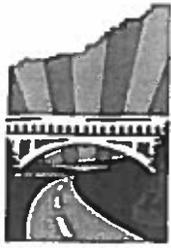
### EXISTING R-O-W CALCULATION

	LF	Width	SF	Acreage
Columbus Ave	187.00	42.50	7,947.50	0.18
(Street Name)	-	-	-	-
(Street Name)	-	-	-	-
			7,947.50	0.18

Page 185

CITY OF MEDFORD  
 EXHIBIT #  
 File # LDS-16-131

<sup>1</sup> Such as future ROW dedication, resource protection areas, common open space, other dedication areas, etc.



# JACKSON COUNTY

## Roads

Roads  
Engineering

Kevin Christiansen  
Construction Manager

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

www.jacksoncounty.org

November 28, 2016

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

RE: Subdivision off Columbus Ave – county maintained road  
Planning File: LDS-16-131

Dear Liz:

Thank you for the opportunity to comment on the request for consideration of a tentative plat for Jordan Village, a 4 lot residential duplex subdivision on 0.9 acres located on the east side of Columbus Ave approximately 150 feet south of Garfield Street within the SFR-10 (Single Family Residential – ten dwelling units per gross acre) zoning districts, (37-2W-36CD Tax lot 400). Jackson County Roads has the following comments:

1. If frontage improvements are required off Columbus Ave, they shall be permitted and inspected by the City of Medford.
2. Any new or improved road approaches off Columbus Ave shall be permitted and inspected by the City of Medford.
3. The applicant shall submit construction plans to Jackson County Roads, so we may determine if county permits will be required.
4. Columbus Ave is a County Minor Arterial and is county-maintained. The Average Daily Traffic Count was 2,966 on July 29, 2014, 75 feet north of Stage Road South.
5. 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 improvements to Columbus Ave. Jackson County Roads recommends that the city request jurisdiction of this road.
6. Storm water should meet City of Medford requirements that also include water quality.
7. 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

**Liz A. Conner**

---

**From:** CAINES Jeff <Jeff.CAINES@aviation.state.or.us>  
**Sent:** Friday, December 09, 2016 10:28 AM  
**To:** Liz A. Conner  
**Subject:** LDA-16-131 - ODA Comments

Liz:

Thank you for the opportunity for ODA to comment on the proposed 4 lot subdivision located on Columbus Ave (LDS-16-131).

After reviewing the proposed development ODA has the following comments:

The site is approximately 4.25 miles from the Rouge Valley Int'l Airport. Due to the distance and existing development between the proposed development and the airport ODA finds that the development will not be considered a Hazard to Air Navigation.

Sorry for the delay in comment.

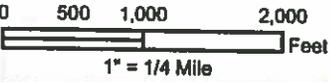
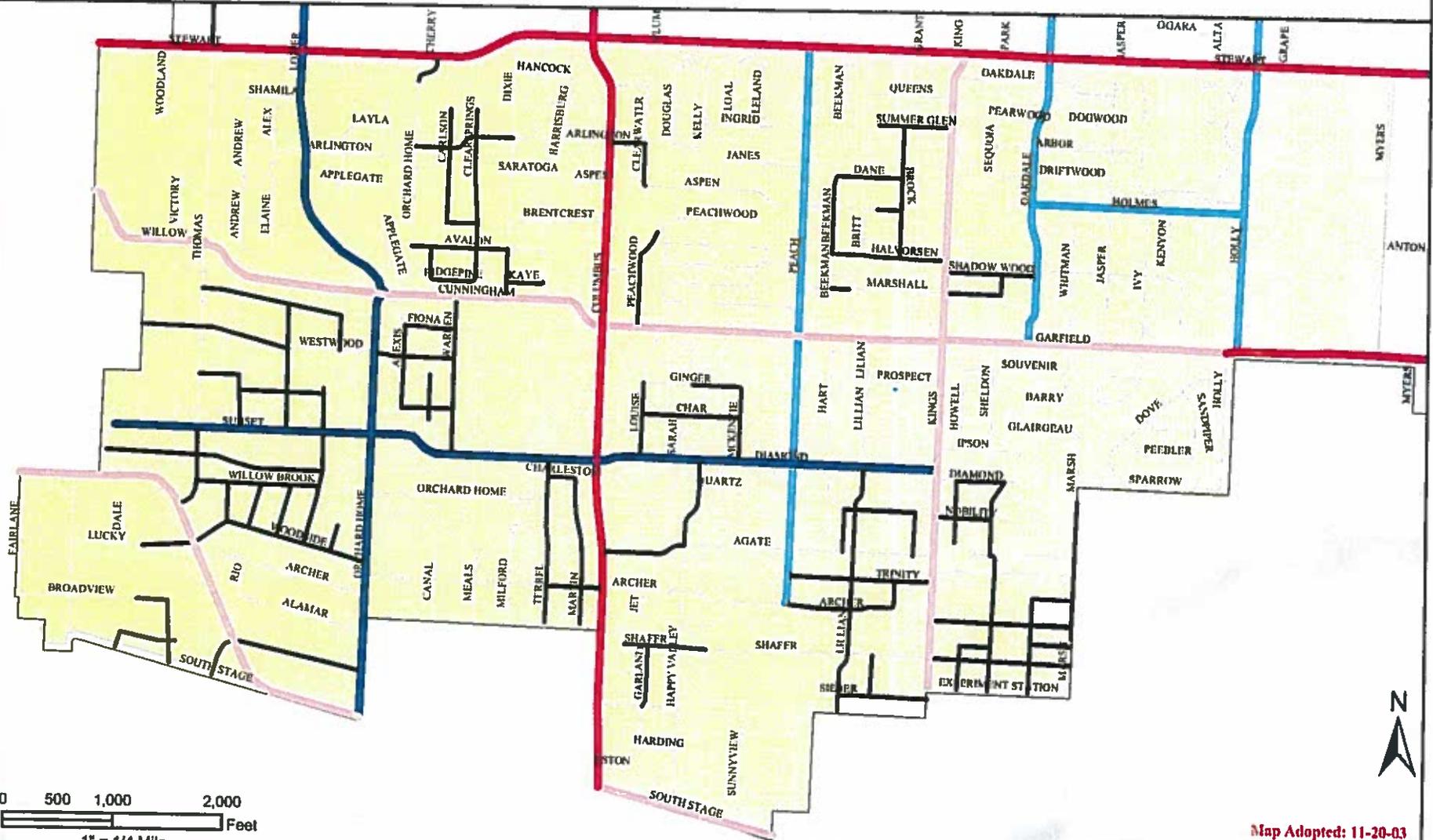
Jeff

**Jeff Caines, AICP**  
**Oregon Department of Aviation**  
Aviation Planner / SCIP Coordinator  
3040 25th St. SE | Salem, OR 97302  
Office: [503.378.2529](tel:503.378.2529)  
Cell / Text: [503.507.6965](tel:503.507.6965)  
Email: [Jeff.Caines@aviation.state.or.us](mailto:Jeff.Caines@aviation.state.or.us)

\*\*\*\*\*CONFIDENTIALITY NOTICE\*\*\*\*\*

This e-mail may contain information that is privileged, confidential, or otherwise exempt from disclosure under applicable law. If you are not the addressee or it appears from the context or otherwise that you have received this e-mail in error, please advise me immediately by reply e-mail, keep the contents confidential, and immediately delete the message and any attachments from your system.

# Adopted Southwest Medford Circulation Plan



## Street Classifications

- Major Arterial
- Major Collector
- Residential
- Minor Arterial
- Minor Collector
- - - Other Streets

- UGB
- Adopted Circulation Plan Area



The Geographic Information System (GIS) data used on this map was provided and maintained by the City of Medford and Jackson County. GIS data is not the official representation of any of the information included. This map and data are made available to the public solely for informational purposes.

THERE MAY BE ERRORS IN THE MAPS OR DATA. THE MAPS OR DATA MAY BE OUTDATED, INACCURATE, AND MAY OMIT IMPORTANT INFORMATION. THE MAPS OR DATA MAY NOT BE SUITABLE FOR YOUR PARTICULAR USE. THIS INFORMATION IS BEING PROVIDED "AS IS" OR "WITH ALL FAULTS". THE BUYER AND IF INFORMATION IS DEFECTIVE, THE BUYER ASSUMES THE ENTIRE COST OF ANY NECESSARY CORRECTIONS OR SERVICES.

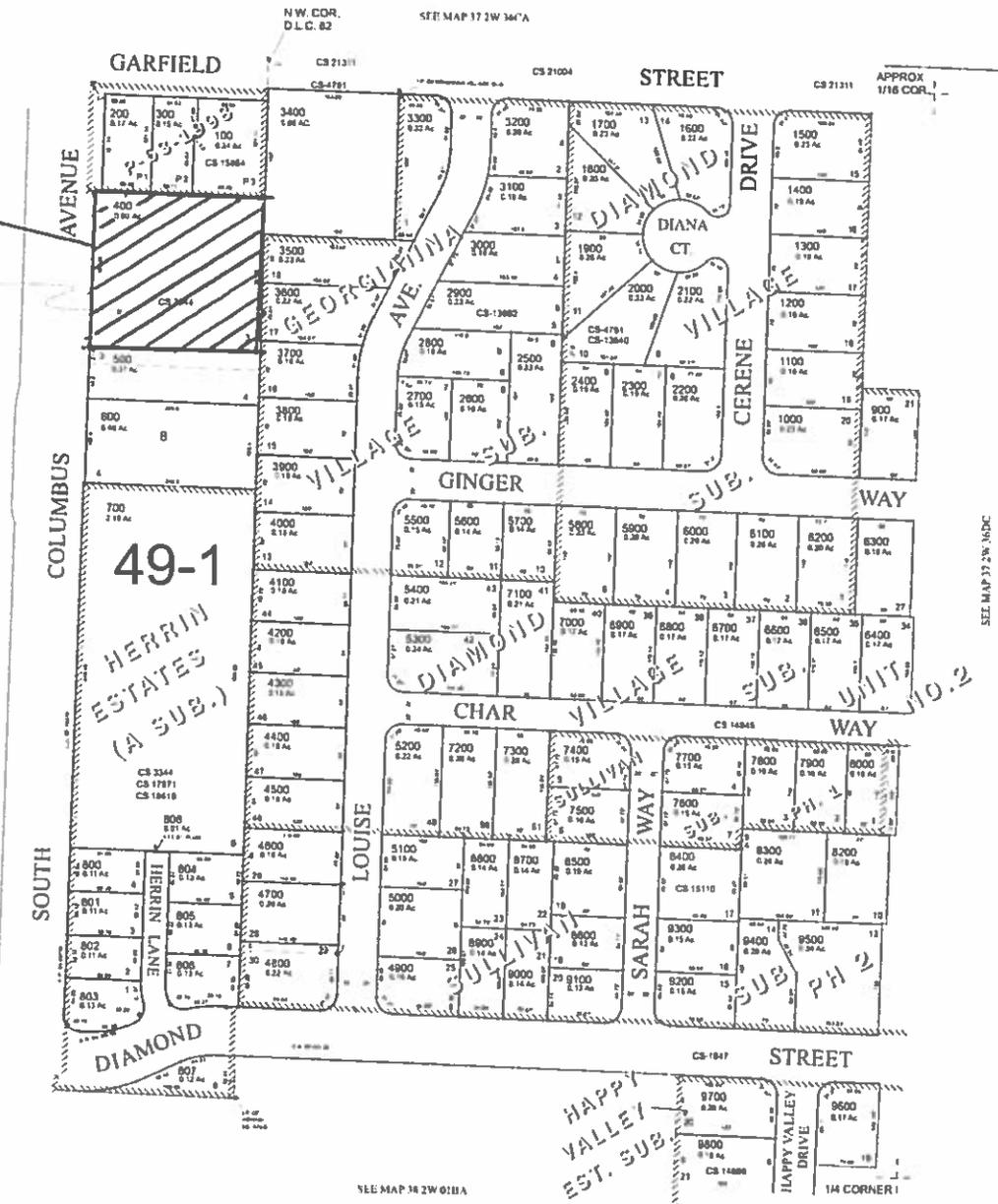
Map Adopted: 11-20-03  
Ord. # 2003-299  
Map Printed: 1-29-04



FOR ASSESSMENT AND TAXATION ONLY

S.E.1/4, S.W.1/4, SEC.36, T.37S., R.2W., W.M.  
JACKSON COUNTY  
1" = 100'

37 2W 36CD  
MEDFORD



*Survey Discrepancy*  
ORCHARD HOME ASSOCIATION TRACTS

CANCELLED TAX LOT NUMBERS  
\$100 ADDED TO NEXT

SEE MAP 37 2W 36C11

RECEIVED  
OCT 21 2008  
PLANNING DEPT  
37 2W 36CD  
MEDFORD  
NEW MAP MARCH 27, 2008  
REV MAY 26, 2008



# City of Medford Planning Department

Vicinity  
Map

File Number:  
**LDS-16-131**



Project Name:  
**Jordan Village**

Map/Taxlot:  
**372W36CD TL 400**



10/26/2016

### Legend

-  Subject Area
-  Medford Zoning
-  Tax Lots
-  Streets

