



Oregon

Theodore R. Kubongski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

03/09/2009

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Medford Plan Amendment
DLCD File Number 030-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office. This amendment was submitted without a signed ordinance.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Wednesday, March 25, 2009

This amendment was submitted to DLCD for review prior to adoption. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Carly Meske, City of Medford
Gloria Gardiner, DLCD Urban Planning Specialist
John Renz, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner

<paa> YA/

FORM 2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

☐ In person ☐ electronic ☐ mailed

DEPT OF

MAR 06 2009

**LAND CONSERVATION
AND DEVELOPMENT**

DATE STAMP

For DLCD Use Only

Jurisdiction: **CITY OF MEDFORD**

Local file number: **ZC-08-144**

Date of Adoption: **2/26/2009**

Date Mailed: **2/27/2009**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 11/13/2008

☐ Comprehensive Plan Text Amendment

☐ Comprehensive Plan Map Amendment

☐ Land Use Regulation Amendment

☒ Zoning Map Amendment

☐ New Land Use Regulation

☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Change of zone from County Suburban Residential, 2.5 acre minimum lot size, to City Community Commercial. Subject site is 7.34 acres, and is located on the southeast corner of N. Ross Lane and W. McAndrews Rd

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from:

to:

Zone Map Changed from: **SR-2.5**

to: **C-C**

Location: **SE corner of N. Ross Ln & W. McAndrews Rd.**

Acres Involved: **7**

Specify Density: Previous: **1 du/2.5 acres**

New: **none**

Applicable statewide planning goals:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19
☒ ☒ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☒ ☒ ☐ ☐ ☐ ☐ ☐ ☐ ☐

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

DLCD # 030-08 (17259)

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

City of Medford Public Works Department, Planning Department, Fire Department, Medford Water Commission, and the Oregon Department of Transportation.

Local Contact: **CARLY MESKE**

Phone: **(541) 774-2380** Extension:

Address: **200 S. IVY STREET, RM 249**

Fax Number: **541-774-2564**

City: **MEDFORD** Zip: **97501-**
CARLY.MESKE@CITYOFMEDFORD.ORG

E-mail Address:

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. **Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:**

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540
2. **Electronic Submittals:** At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. **Please Note:** Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - **ATTENTION: PLAN AMENDMENT SPECIALIST**.



CITY OF MEDFORD

PLANNING DEPARTMENT

COMMISSION REPORT

Date: February 18, 2009

Subject: Plata Station, LLC et al Zone Change (ZC-08-144)
Plata Station, LLC, Verde Station, LLC, Rock On 2008, LLC, CDTROSS,
LLC, and Ideal Equity, LLC Applicants (CSA Planning, Ltd. Agent)

Background

Proposal

Consideration of a request for a change of zone from County SR-2.5 (Suburban Residential – 2.5 acre minimum) to City C-C (Community Commercial) on a 7.34 acre parcel located on the southeast corner of N. Ross Lane and W. McAndrews Road. (372W 26AD TL2400)

Subject Site Zoning, GLUP Designation and Existing Uses

<i>Zoning District:</i>	County SR-2.5
<i>GLUP Map Designation:</i>	CM (Commercial)
<i>Current Use:</i>	Rogue Valley Children's Discovery Museum (<i>Kid's Imagination Discovery Center</i>)

On January 15, 2009, the City Council approved ZC-08-089, and adopted Ordinance Number 2009-14. This Class "A" major amendment to the City of Medford Zoning Map changed the zoning district of approximately 500 tax lots within the City of Medford. The zoning designations were changed from County zoning designations to the equivalent City zoning designation (or holding zone – thereby not creating an increase in traffic generation). No properties within the West Main Transit-Oriented District (TOD) were rezoned: these properties will receive equivalent City zoning, or a holding zone, upon adoption of the West Main TOD plan. As this subject property lies within the boundaries of the West Main TOD, it retains its County zoning district of SR-2.5.

Surrounding Property Zoning and Uses

<i>North:</i>	<i>Zone</i>	County General Commercial (GC) and County SR-2.5
	<i>Use</i>	<i>Mercury Air and Metal and Irongate Ornamental Iron</i>
<i>South:</i>	<i>Zone</i>	County GC
	<i>Use</i>	Single Family Residential and <i>Batzer Construction, Inc.</i>

East: Zone County GC and County SR-2.5
Use Rogue Pacific Lumber Company and single family residential

West: Zone SR-2.5
Use Single family dwellings

Related Projects

Annexation (A-99-149) adopted by the Medford City Council

Applicable Criteria

Section 10.227 of the *Land Development Code* (Exhibit B)

Issues/Analysis

Staff reviewed the zone change request and found that it meets the approval criteria listed in *Medford Land Development Code* §10.227, subject to those conditions included in Exhibit A. The subject site meets the locational criteria in that the project site is over three acres and fronts upon an arterial and collector street.

Traffic, Trip Caps and a Building Square Footage Cap

The 7.37 acre site has the potential to generate 11,055 average daily trips (ADTs); therefore, as per §10.461, a traffic impact analysis (TIA) is required. The applicant submitted a TIA, herein referenced as Exhibit N. As per the TIA (Exhibit N), mitigation is required at various intersections.

The Oregon Department of Transportation (ODOT), and the City of Medford Public Works Department have reviewed the applicant's TIA (Exhibit N) and concur with the applicant's conclusions.

ODOT, the Public Works Department, and the applicant all support a trip cap of and building cap. The trip cap is defined in the Public Works Department Memorandum (Exhibit O). The building cap shall be 69,370 square feet of Community Commercial (C-C) uses.

Staff provides the following analysis regarding the applicant's TIA (Exhibit N), ODOT's recommendations (Exhibit T), and the Public Works Department's memorandum (Exhibit O).

Applicant's Traffic Impact Analysis

The applicant's findings contain a stipulation limiting development to a maximum lot coverage of 25% of the 6.37 developable acres of the project site, which equals 69,370 square feet. Those areas deemed to contain *wetlands* have been

removed from gross acreage such that the developable area of the site is 6.37 acres. Additional stipulations are identified below.

Oregon Department of Transportation

The Oregon Department of Transportation (ODOT) Memorandum (Exhibit S-1) includes recommendations that a building square footage cap of 69,371 square feet, and trip cap be placed on this application. The request for a building cap of 69,370 square feet is equivalent to the trip cap condition contained in the Public Works Department Memorandum (Exhibit O). A condition is included requiring the applicant comply with the ODOT Memorandum received February 11, 2009, Exhibit S-1.

Note: The Oregon Department of Transportation submitted a revised memorandum, received February 11, 2009. This memorandum supersedes the previous email received December 11, 2008, and becomes Exhibit S-1. A condition was added requiring the applicant comply with Exhibit S-1.

Public Works Department

The Public Works Department has reviewed the applicant's TIA (Exhibit N), and provides conditions in Exhibit O, including but not limited to: a trip cap; installation of a traffic signal at the intersection of Ross Lane and McAndrews Road; and the construction of turn lanes. Prior to issuance of the first building permit on this property, the applicant shall comply with the Public Works Department Memorandum received February 2, 2009, Exhibit O.

Applicant Stipulations

The applicant includes stipulations in on pages 21 and 22 of Exhibit C including, but not limited to: a building cap of 69,370 square feet of commercial space; the funding of additional improvements as recommended in the TIA (Exhibit N); and on-site storm drainage. Staff recommends the Planning Commission include these stipulations as conditions of approval. Such a condition is included.

No other issues were identified by staff.

ACTION TAKEN

Directed staff to prepare a Final Order for approval of ZC-08-144 per the Commission Report dated February 18, 2009, including Exhibits A through U.

EXHIBITS

- A-1 Revised Conditions of Approval dated February 18, 2009;
- B Approval Criteria dated February 2, 2009;
- C Applicant's Findings of Fact and Conclusions of Law received November 13, 2008;
- D Wetland Assessment received November 13, 2008;

- E Proposed Zoning Map received November 13, 2008;
- F General Land Use Plan Map received November 13, 2008;
- G Assessor's Map received November 13, 2008;
- H Zoning Map on Aerial Map received November 13, 2008;
- I Streams, Wetlands, & Floodplain Map received November 13, 2008;
- J RVSS Sanitary Sewer Lines Map received November 13, 2008;
- K TSP Figure 4-1 Map received November 13, 2008;
- L Intersection Signal Plan received November 13, 2008;
- M Property Photos received November 13, 2008;
- N Traffic Impact Analysis received November 13, 2008 and January 28, 2009;
- O Memorandums from the Medford Engineering Division February 2, 2009;
- P Memorandum from the Medford Water Commission received December 24, 2008;
- Q Memorandum from Medford Fire/Rescue received December 24, 2008;
- R Letter from Rogue Valley Sewer Services received December 23, 2008;
- S-1 Email from Oregon Department of Transportation received February 11, 2009;
- T Email from Rogue Valley Transportation District received December 19, 2008;
- U Zoning Map and GLUP Map with site indicated;
 Vicinity Map

MEDFORD PLANNING COMMISSION

David McFadden, Chair

**PLANNING COMMISSION AGENDA: JANUARY 22, 2009
 FEBRUARY 12, 2009
 FEBRUARY 26, 2009**



CITY OF MEDFORD

PLANNING DEPARTMENT

EXHIBIT A-1

REVISED CONDITIONS OF APPROVAL

ZC-08-144

February 18, 2009

1. Prior to issuance of the first building permit for vertical construction, the applicant shall comply with the:
 - a. Memorandums from the Medford Engineering Division received February 2, 2009 (Exhibit O);
 - b. Those stipulations included on pages 21 and 22 of the applicant's Findings of Fact received November 13, 2008 (Exhibit C); and
 - c. Oregon Department of Transportation Memorandum received February 11, 2009 (Exhibit S-1).



CITY OF MEDFORD

PLANNING DEPARTMENT

EXHIBIT B

APPROVAL CRITERIA

ZC-08-144

February 2, 2009

The zone change criteria that are not relevant to this particular application are hereby omitted from the following citation. Section 10.227 (A) of the Land Development Code states the following:

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

- (1) *The proposed zone is consistent with the Oregon Transportation Planning Rule (OAR 660) and the General Land Use Plan Map designation. (When the City of Medford's Transportation System Plan (TSP) is adopted, a demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.) Where applicable, the proposed zone shall also be consistent with the additional locational standards of the below sections (1)(a), and (1)(b), (1)(c), or (1)(d). Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria below.*

- c) *For zone changes to any commercial zoning district, the following criteria shall be met for the applicable zoning sought:*

- (ii) *The overall area of the C-C zoning district shall be over three (3) acres in size and shall front upon a collector or arterial street or state highway. In determining the overall area, all abutting property(s) zoned C-C shall be included in the size of the district.*

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

- (a) *Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.*
- (b) *Adequate streets and street capacity must be provided in one of the following ways:*
 - (i) *Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity;*

- (c) *In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request.*

BEFORE THE PLANNING COMMISSION

FOR THE CITY OF MEDFORD

JACKSON COUNTY, OREGON

IN THE MATTER OF AN APPLICATION)
FOR A ZONE CHANGE FROM COUNTY)
SUBURBAN RESIDENTIAL 2.5 UNITS)
PER ACRE (SR-2.5) TO CITY)
COMMUNITY COMMERCIAL (C-C) FOR)
7.37 ACRES ON THE SOUTHEAST)
CORNER OF NORTH ROSS LAND AND)
WEST MCANDREWS ROAD 37-2W-)
26AD, TAX LOT 2400, WITHIN THE)
CORPORATE LIMITS OF THE CITY OF)
MEDFORD, JACKSON COUNTY,)
OREGON)

Owners and Applicants: Plata Station)
LLC et al)

FINDINGS OF FACT AND
CONCLUSIONS F LAW

Applicants' Exhibit 2

I

NATURE AND SCOPE OF APPLICATION; BACKGROUND

Applicants Plata Station LLC and others holding an undivided interest in the property seek to rezone a 7.37-acre parcel located within the corporate limits of the City of Medford.¹ The subject property, identified as Tax Lot 2400 on Assessor's Map 37-2W-26-AD was annexed to the City of Medford in 2002 but was not rezoned. The property retained its County Suburban Residential, minimum 2.5 acre lot (SR-2.5) zoning. The applicants request that the subject property be rezoned to Community Commercial(C-C) to allow for commercial development of the property. Most of the other properties fronting on this section of North Ross Lane and W. McAndrews Road are currently zoned County General Commercial and this change will make the subject property commercial as well.

II

EVIDENCE SUBMITTED WITH APPLICATION

RECEIVED

NOV 13 2008

Planning Dept.

Applicant herewith submits the following evidence with its zone change application:

Exhibit 1. Signed and Completed Application Forms and powers of attorney

¹ A complete reporting of entities holding an undivided ownership interest in the property is set forth in the Findings of Fact (Section IV hereinbelow).



2008-144

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Findings of Fact and Conclusions of Law

Zone Change Application

Applicant: Plata Station LLC, et al

- Exhibit 2.** The proposed findings of fact and conclusions of law, demonstrating how zone change proposal complies with the applicable substantive criteria of the City of Medford and State of Oregon
- Exhibit 3.** Jackson County Assessor plat map 37-2W-26AD which contains and depicts the subject property
- Exhibit 4.** City of Medford General Land Use Plan (GLUP)
- Exhibit 5.** Figure 4-1: Medford Conceptual TOD Boundaries and Other Activity Centers from Medford's Transportation System Plan, 2003
- Exhibit 6.** Zoning Map on Aerial
- Exhibit 7.** Proposed Zoning Map
- Exhibit 8.** Photos of site and surrounding properties
- Exhibit 9.** Wetlands and Floodplain Map
- Exhibit 10.** Terra Science Wetland Assessment letter from September 28, 2007
- Exhibit 11.** North Ross Lane & McAndrews Road Zone Change Application Transportation Impact Analysis, Southern Oregon Transportation Engineering, LLC; September 4, 2008
- Exhibit 12.** Preliminary Ross Lane, north at McAndrews Road Signal Plan, Jackson County Roads
- Exhibit 13.** Water Line Map for area
- Exhibit 14.** Sanitary Sewer Line Map for area
- Exhibit 15.** Storm Drainage Memo, April 25, 2008
- Exhibit 16.** Current deeds of record for the subject property
- Exhibit 17.** Legal Description of Zone Change Area
- Exhibit 18.** Duly Executed Limited Powers of Attorney

III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The criteria under which a zone change application must be considered are in Section 10.227 of the Medford Land Development Code ("MLDC"). Additional approval standards and criteria are in the Oregon Transportation Planning Rule at OAR 660-012-0060. The relevant approval criteria are recited verbatim below:

MLDC 10.227 ZONE CHANGE CRITERIA (Inapplicable provisions omitted)

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

- (1) The proposed zone is consistent with the Oregon Transportation Planning Rule (OAR 660) and the General Land Use Plan Map designation. (When the City of Medford's Transportation System Plan



Findings of Fact and Conclusions of Law

Zone Change Application

Applicant: Plata Station LLC, et al

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

- (c) For zone changes to any commercial zoning district, the following criteria shall be met for the applicable zoning sought: (i) The overall area of the C-N zoning district shall be three (3) acres or less in size and within, or abutting on at least one boundary, residential zoning. In determining the overall area, all abutting property(s) zoned C-N shall be included in the size of the district. (ii) The overall area of the C-C zoning district shall be over three (3) acres in size and shall front upon a collector or arterial street or state highway. In determining the overall area, all abutting property(s) zoned C-C shall be included in the size of the district. (iii) The overall area of the C-R zoning district shall be over three (3) acres in size, shall front upon an arterial street or state highway, and shall be in a centralized location that does not otherwise constitute a neighborhood shopping center or portion thereof. In determining the overall area, all abutting property(s) zoned C-R shall be included in the size of the district. The C-R zone is ordinarily considered to be unsuitable if abutting any residential zones, unless the applicant can show it would be suitable pursuant to (1)(e) below. (iv) The C-H zone shall front upon an arterial street or state highway. The C-H zone may abut the General Industrial (I-G), Light Industrial (I-L), and/or any commercial zone. The C-H zone is ordinarily considered to be unsuitable if abutting any residential and I-H zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.
 - (e) For purposes of (1)(c) and (1)(d) above, a zone change may be found to be "suitable" where compliance is demonstrated with one or more of the following criteria: (i) The subject property has been sited on the General Land Use Plan Map with a GLUP Map designation that allows for only one zone; (ii) At least 50% of the subject property's boundaries abut zones that are expressly allowed under the criteria in (1)(c) or (1)(d) above; (iii) At least 50% of the subject property's boundaries abut properties that contain one or more existing uses which are permitted or conditional uses in the zone sought by the applicant, regardless of whether the abutting properties are actually zoned for such existing uses; or (iv) Notwithstanding the definition of "abutting" in MLDC 10.012 and for purposes of determining suitability under Section (1) (e), the subject property is separated from the "unsuitable" zone by a public right-of-way of at least 60 feet in width.
- (2) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in the MLDC and Goal 3, Policy 1 of the Comprehensive Plan "Public Facilities Element."
- (a) Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.
 - (b) Adequate streets and street capacity must be provided in one of the following ways: (i) Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or (ii) Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or (iii) If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make the street adequate are fully funded. A street project is deemed to be fully funded when one of the following occurs: (a) the project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or (b) when an applicant funds the improvements through a reimbursement district pursuant to the MLDC. The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated

Findings of Fact and Conclusions of Law

Zone Change Application

Applicant: Plata Station LLC, et al

cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits. (iv) When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.

- (c) In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction or covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following: (i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards, (ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule, (iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

OREGON TRANSPORTATION PLANNING RULE ***Oregon Administrative Rules Chapter 660, Division 12***

SECTION 660-012-0060

- (1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) As measured at the end of the planning period identified in the adopted transportation system plan:
 - (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
 - (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.
- (2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:
 - (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
 - (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
 - (c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

Findings of Fact and Conclusions of Law

Zone Change Application

Applicant: Plata Station LLC, et al

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- (d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
 - (e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.
- (4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
- (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.
 - (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:
 - (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
 - (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
 - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
 - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
 - (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.
 - (c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:
 - (A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or
 - (B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.
 - (d) As used in this section and section (3):
 - (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
 - (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
 - (C) Interstate interchange area means:



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- (i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or
 - (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
- (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).
- (6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below:
 - (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
 - (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);
 - (c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and
 - (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.
- (8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:
 - (a) Any one of the following:
 - (A) An existing central business district or downtown;
 - (B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;
 - (C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or



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- (D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.
- (b) An area other than those listed in (a) which includes or is planned to include the following characteristics:
 - (A) A concentration of a variety of land uses in a well-defined area, including the following:
 - (i) Medium to high density residential development (12 or more units per acre);
 - (ii) Offices or office buildings;
 - (iii) Retail stores and services;
 - (iv) Restaurants; and
 - (v) Public open space or private open space which is available for public use, such as a park or plaza.
 - (B) Generally include civic or cultural uses;
 - (C) A core commercial area where multi-story buildings are permitted;
 - (D) Buildings and building entrances oriented to streets;
 - (E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;
 - (F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;
 - (G) One or more transit stops (in urban areas with fixed route transit service); and
 - (H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

IV

FINDINGS OF FACT

The Planning Commission reaches the following findings of fact and finds them to be true with respect to this matter:

1. **Property Location:** The property is located at the southeast corner of the intersection of West McAndrews Road and North Ross Lane. The property is within the corporate limits of the City of Medford and its adopted and acknowledged urban growth boundary.
2. **Property Description and Acreage:** The property is identified in the records of the Jackson County Assessor as Tax Lot 2400 in Township 37 South Range 2 West in Section 26AD. The property consists of a single parcel that has approximately 7.37 acres, of which approximately 6.37 acres can be further developed. There is approximately one acre of wetlands.
3. **Subject Property Ownership:** The subject property is owned by five limited liability companies, each of which holds an undivided 20 percent interest in the property and all of which have consented in writing to this zone change application. See Exhibit 18 which consists of powers of attorney from the five owner LLCs: Plata Station, LLC, Verde Station, LLC, Rock On 2008, LLC, CDTROSS, LLC, and Ideal Equity, LLC.



4. **Comprehensive Plan Map Designation:** The property is designated Commercial on the Medford Comprehensive Plan Map.² See, Exhibit 4.
5. **Zoning Map Designation:** The property is zoned County Suburban Residential- 2.5 acre minimum lot size (SR-2.5). See, Exhibit 6. The proposed zoning— Community Commercial (C-C) is shown on Exhibit 7.
6. **Existing Land Use:** The property contains a 16,137 square foot building, off-street parking and appurtenances that was originally constructed as a Moose Lodge. The property was sold to the Rogue Valley Children's Discovery Museum, now known as the Kid's Imagination Discovery Center, which continues to operate from this building. Portions of the property not occupied by the existing building and parking are vacant.
7. **Intended Land Use:** Applicants herewith testify that they intend the property to ultimately be planned and developed as a phased retail/commercial development.
8. **Topography:** The property is relatively flat and does not contain significant topographic relief. Topography does not represent a significant constraint for urban utilization of the property.
9. **Wetlands; Floodplain:** According to Medford and Jackson County Geographical Information System (GIS) data bases taken from the U.S. National Wetland Inventory, the subject property contains no jurisdictional wetlands. However, the owners engaged qualified wetland experts Terra Science, Inc. to do an on-site wetland investigation which revealed an approximate one-acre wetland located along the eastern border of the property. The identified is an isolated occurrence that lacks surface water connectivity. See, Exhibit 10. The subject property is not within any 100-year floodplain of any according to Jackson County GIS records. See, Exhibit 9.
10. **Surrounding Land Uses:** The GLUP map (Exhibit 4) and Zoning Map which is overlaid on an aerial photo (Exhibit 6) accurately depict the pattern of land partitioning and development in the surrounding area. Exhibit 8 includes photos of the site and surrounding properties which further depict the land uses that surround the subject property and which are further described as follows:
 - A. **Surrounding Area Characteristics:** The property is surrounded by general commercial, light industrial, and single-family residential uses. 179.5 acres, including the subject property, was annexed to the City of Medford in 2002. Many of the properties kept their then prevailing SR-2.5 zoning despite the fact that this and several other properties had pre-existing commercial uses.³ The intersection

² Medford often refers to its comprehensive plan map as the Generalized Land Use Plan or GLUP map.

³ Since the time of annexation, Jackson County has eliminated its SR-2.5 zoning district, although that zone still applies to the subject property until it is changed by action of the city.

immediately south of the property is a major commercial intersection with the Thunderbird and Jackson Creek shopping centers on the northwest and southwest corners. On the northeast corner of that intersection, a Walgreen's drug store was recently approved but is yet unbuilt. The southeast corner has convenience and fast food stores.

- B. East:** Most of the property abuts the Rogue Pacific Lumber Company, a supplier of lumber and roofing materials for the Rogue Valley. This property is zoned County General Commercial (GC). The southeast corner the property abuts two residential properties that are accessed from a cul-de-sac that originates on West Main Street. The residential properties are zoned County SR-2.5. The next two properties immediately to the south of those residences are owned by Batzer Construction, Inc. The yards of the Batzer-owned adjacent parcels are used for storage.
- C. South:** To the south, one small residential property exists abutting the southwest corner of the property. The rest of the property abuts Batzer Construction, Inc., a large construction company. The Batzer property houses several concrete and wood buildings for material storage, shops, and offices. There is also a materials storage and vehicle yard onsite. Beyond the Batzer properties are several commercial properties, including the approved based upon yet unbuilt Walgreen's at the corner of West Main and North Ross Lane. These properties are zoned County General Commercial (GC).
- D. West:** West, across North Ross Lane, are several large properties zoned SR-2.5. Several are occupied by dwellings. Two of the properties have been converted to house a commercial cabinet shop. The properties to the southwest are zoned residential and are currently vacant. Beyond those is the Jackson Creek Shopping Center at the northwest corner of West Main and North Ross Lane which is zoned County General Commercial (GC).
- E. North:** Across West McAndrews Road, on the northeast corner with North Ross Lane, is a vacant lot zoned SFR-4. The remaining properties across W. McAndrews Road are zoned County General Commercial (GC) and uses which include Mercury Air and Metal and Irongate Ornamental Iron, as well as several largely vacant properties that despite their General Commercial zoning are occupied by residences.

11. Essential (Category "A") Public Facilities: The comprehensive plan defines Category "A" public facilities as follows: (1) Sanitary sewage collection and treatment; (2) Storm Drainage; (3) Water Service; (4) Transportation Facilities. The Planning Commission finds the following facts with respect to each of the Category "A" public facilities:

- A. Sanitary Sewer Service (Collection):** The property is in the Rogue Valley Sewer Services (RVSS) district. An existing 30-inch sanitary sewer line is located in North Ross Lane. Another 8-inch line runs along the northwestern border of the subject property within the McAndrews Road right-of-way. These facilities are available to serve the property.

B. Sanitary Sewer Service (Treatment): According to Jim Hill of the Medford Engineering Department, sewage wastewater collected and transported by the Bear Creek Interceptor is treated at the Medford Regional Water Reclamation Plant. Mr. Hill serves as the principal staff person in charge of operations at the regional plant, which is located near Bybee Bridge where Table Rock Road crosses the Rogue River. A portion of the service charges levied on customers is allocated to treatment costs. The Regional Rate Committee as established in the September 23, 1985 Regional Sewer Agreement is authorized to set treatment charges and rates for the regional system. The Regional Rate Committee reviews the charges and rate structures annually, and rate adjustments are made as necessary. Systems development charges are allocated to plant expansion. Monthly service charges levied on customers are allocated to treatment costs, equipment repair and replacement, and plant upgrades to meet changing regulations.

The regional treatment plant was constructed in 1969-1970. The present average dry weather plant capacity is 20.0 million gallons per day (MGD). The peak hydraulic capacity is 60 MGD. Plant capacity was doubled between years 1980-1990 through several incremental expansions. A treatment plant facilities plan, developed in 1992, established a capital improvement program to meet growth need to Year 2010.

Average dry weather flow into the treatment plant was 13.2 MGD in 1988, increasing to 14.1 MGD in 1994. Flows in 1997 were estimated to be approximately 18.0 MGD. The population receiving sewer service in 1988 was 77,475. Sewer connections since 1988 have increased the residential population served by sewers to approximately 94,000. The regional plant has a capacity for a population equivalent of approximately 115,000, including commercial and industrial flows. The population forecasts by consulting engineers Brown and Caldwell, including analysis of rural as well as urban population densities, estimate the ultimate population that the plant would serve at 190,800.

C. Water Distribution Lines: Water is available to the property via a 6-inch water line loop running through the property and connecting to 4 and 6-inch lines located in North Ross Lane and McAndrews Road. In November 2008 construction is scheduled to install 12-inch mains in North Ross Lane from West Main Street to McAndrews Road, and in West McAndrews Road from North Ross Lane east 400 feet, which will allow for connection of the 6-inch loop within the subject property.

D. Water Supply: According to the Medford Water Commission Manager, the Medford water system presently serves a population of $\pm 80,000$. The present maximum daily use is 45 million gallons per day, (MGD). The present source and distribution system has an existing capacity of 56.5 MGD. There is an additional water source capability of 35 MGD available. The Water Commissioner expects present facilities will be adequate to accommodate growth until around the Year 2050. According to a Medford Water Commission Representative, water pressure in this area ranges from a low in the summer of approximately 70 psi to an average of 80 to 85 psi.

E. Storm Drainage: The general subject property area is located in the Elk Creek Drainage Basin. Jackson County has an open ditch storm drainage system that borders the north and west subject property boundaries. Current County design plans integrate the construction of a new storm drainage pipe and detention pond system with the planned road improvements. The existing onsite parking lot drains connect to a ditch collection system on the north side of McAndrews Road. Applicant inquired with Medford Public Works as to the adequacy of the storm drainage system for this area. The representative confirmed that there is adequate capacity for future development on the site to connect to the existing drainage ditch system. Applicant offers to stipulate to the on-site detention condition of approval typically applied by Public Works for zone changes which is intended to assure that ultimate development of the site will have no net impact on off-site storm drainage systems. *See Exhibit 15.*

F. Streets and Traffic: The following facts pertain to streets and traffic as proposed in this project:

- **Street Functional Classification and Standards:** North Ross Lane on the property's west side is classified as a major collector in the Medford Transportation System Plan while West McAndrews Road on the property's north boundary is classified as a major arterial.
- **Street Improvements:** Improvements by Jackson County have been funded for the signalization of the intersection of North Ross Lane and West McAndrews Road and are scheduled for construction in 2010. Private funds have been set aside as a condition of an earlier development approval for the signalization of the intersection of Oregon Highway 238 and North Ross Lane and the same is expected to be constructed prior to vertical construction of the subject project.
- **Access:** Two access points to the parcel are existing, one from North Ross Lane and one off of McAndrews Road. The Transportation Impact Analysis recommends that a northbound right turn deceleration lane to the North Ross Lane driveway be installed as part of the project. *See Transportation Impact Analysis, Exhibit 11.*
- **Vehicular Traffic:** Pursuant to MLDC 10.461(3) a Transportation Impact Analysis is required:

"If a proposed application has the potential of generating more than 250 net average daily trips (ADT) or the Public Works Department has concerns due to operations or accident history, a TIA will be required to evaluate development impacts to the transportation system. The Public Works Department may waive a TIA if it is concluded that the impacts are not substantial."

A Transportation Impact Analysis has been prepared by Applicant's registered professional traffic engineer, Kim Parducci of Southern Oregon Transportation Engineering, LLC. *See, Exhibit 11.* Chapter II of the Exhibit 11 analysis identifies the following issues:

The site is estimated to generate 1500 average daily trips per acre under the City of Medford's Community Commercial trip generation for undeveloped property which results in 11,055 ADT with 1,106 trips occurring during the P.M peak hour. The distribution of 1,106

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P.M. peak hour project trips to the surrounding transportation system creates impacts at several study area intersections that would require mitigation. The nearest study area intersection impacted is the intersection of Sage Road & Hwy 238, which operates at a volume-to-capacity ratio of 0.85 under year 2010 no build conditions and increases to a failing v/c of 1.05 under year 2010 build conditions with the full development or 1,106 P.M. peak hour trips evaluated.

Based on this, a stipulation is proposed as part of the zone change application to reduce project trips from the site to 25% lot coverage of the 6.37 estimated usable acres for purposes of a commercial Shopping Center. Twenty-five percent lot coverage of 6.37 acres results in 69,370 SF of shopping center use. A 69,370 SF Shopping Center is estimated to generate 492 P.M. peak hour trips according to the Institute of Transportation Engineers (ITE) Trip Generation.

The following excerpt from the Exhibit 11 Traffic Impact Analysis summarizes its conclusions:

The findings of the traffic impact analysis conclude that the proposed stipulated zone change application for a 69,370 SF Shopping Center development can be accommodated on the existing transportation system without creating adverse impacts.

Intersection operations, 95th percentile queue lengths, turn lanes, and crash histories were evaluated to address project impacts. Results of the analysis show the following:

- All study area intersections with the exception of two are shown to operate acceptably under adjusted year 2008 conditions. The two intersections that exceed performance standards under existing conditions include the unsignalized intersections of Ross Lane & Hwy 238 and Ross Lane & McAndrews Road. Both intersections have planned improvements for signalization and are funded or will be constructed prior to the project build year 2010.
- All study area intersections are shown to operate acceptably under year 2010 no build and build conditions with planned improvements in place.
- All study area intersections are shown to operate no worse than no build conditions under future year 2023 and 2030 build conditions.
- Criterion for a northbound right turn lane at the project access on Ross Lane is shown to be met under project build year 2010 and future year 2023 build conditions.
- Criterion for an eastbound right turn lane at the project access on McAndrews Road is not shown to be met under project build year 2010 or future year 2023 build conditions.
- A southbound left turn lane exists at the project access on Ross Lane. Criterion for a westbound left turn lane at the project access on McAndrews Road is shown to be met under project build year 2010 and future year 2023 build conditions.
- 95th percentile queue lengths from the signalized intersection of Ross Lane & McAndrews Road are not shown to exceed storage lengths nor block either project access point on Ross Lane or McAndrews Road under the project build year 2010 conditions. Under future year 2023 build conditions the westbound left 95th percentile queue length from the signalized intersection of Ross Lane & McAndrews Road is shown to exceed its 200' storage length and spill into the adjacent westbound through lane but neither the westbound left nor the westbound through lane is shown to exceed the link distance to the project access.

Recommended improvements include the installation of a northbound right turn deceleration lane on Ross Lane at the project access and installation of a westbound left turn pocket at the project access on McAndrews Road.

It is concluded that the proposed stipulated zone change application to City C-C for a 69,370 SF Shopping Center development can be accommodated on the existing transportation system to City of Medford, ODOT, and Jackson County standards without creating adverse impacts under year 2010 and future years 2023 and 2030 build conditions with planned improvements and the recommended mitigations in place.

G. Police and Fire Protection: The property is served by the Medford Fire Department from its Fire Station 2, located at the intersection of West Eighth Street and Lincoln Street a short distance from the subject property. Emergency fire response is estimated to be two minutes. Police protection is from the City of Medford Police Department.

V

CONCLUSIONS OF LAW

The Planning Commission reaches the following conclusions of law for each of the relevant substantive criteria with respect to this matter:

City of Medford Approval Criteria Medford Land Development Code (MLDC) 10.227

MLDC 10.227 ZONE CHANGE CRITERIA

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

Criterion 1

- (1) The proposed zone is consistent with the Oregon Transportation Planning Rule (OAR 660) and the General Land Use Plan Map designation. (When the City of Medford's Transportation System Plan (TSP) is adopted, a demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.) Where applicable, the proposed zone shall also be consistent with the additional locational standards of the below sections (1)(a), (1)(b), (1)(c), or (1)(d). Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria below.

Conclusions of Law (Criterion 1): Criterion 1 is threefold: consistency with the Oregon Transportation Planning Rule (TPR), consistency with the General Land Use Plan Map and consistency with the locational standards in MLDC 10.227 (1) (a) through (d).

Regarding TPR, the Planning Commission concludes that the applicable provisions are in OAR 660-012-0060 and the same have been addressed herein below as Criterion 5. The Planning Commission herewith incorporates and adopts its findings of fact and conclusions of law herein below with respect to OAR 660-012-0060 and concludes that this zone change is consistent with all applicable provisions of the Oregon Transportation Planning Rule.

Regarding consistency with the General Land Use Plan (GLUP) Map, the Planning Commission concludes from Exhibit 4 (which shows the GLUP map designations which apply to the subject property and surrounding area) that the property is designated

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Commercial on the GLUP Map; the proposed Community Commercial (C-C) zone is consistent in all respects with the subject property's Commercial GLUP Map designation.

Regarding consistency with the relevant locational standards in MLDC 10.227 (1) (a) through (d), the same is addressed herein below as Criterion 3, the findings of fact and conclusions of law for which are herewith incorporated and adopted.

Based upon the foregoing findings of fact and conclusions of law, the Planning Commission concludes that the application is consistent with the requirements of Criterion 1.

* * * * *

Criterion 2

10.227 Zone Change Criteria

- (1)(c) For zone changes to any commercial zoning district, the following criteria shall be met for the applicable zoning sought: (i) The overall area of the C-N zoning district shall be three (3) acres or less in size and within, or abutting on at least one boundary, residential zoning. In determining the overall area, all abutting property(s) zoned C-N shall be included in the size of the district. (ii) The overall area of the C-C zoning district shall be over three (3) acres in size and shall front upon a collector or arterial street or state highway. In determining the overall area, all abutting property(s) zoned C-C shall be included in the size of the district. (iii) The overall area of the C-R zoning district shall be over three (3) acres in size, shall front upon an arterial street or state highway, and shall be in a centralized location that does not otherwise constitute a neighborhood shopping center or portion thereof. In determining the overall area, all abutting property(s) zoned C-R shall be included in the size of the district. The C-R zone is ordinarily considered to be unsuitable if abutting any residential zones, unless the applicant can show it would be suitable pursuant to (1)(e) below. (iv) The C-H zone shall front upon an arterial street or state highway. The C-H zone may abut the General Industrial (I-G), Light Industrial (I-L), and/or any commercial zone. The C-H zone is ordinarily considered to be unsuitable if abutting any residential and I-H zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.

Conclusions of Law (Criterion 2): Based the evidence in Section II and the Findings of Fact in Section IV, the overall area of this proposed zone change to C-C is 7.37. Based upon the findings of fact in Section IV, the subject property also fronts upon both an arterial and major collector streets.

Criterion 2 contains alternative tests, consistency with any one of which is sufficient to demonstrate compliance with Criterion 2. By virtue of the zone change having more than 3 acres and fronting upon an arterial street, this zone change is concluded to be consistent with MLDC 10.227(1)(c)(iii) (one of the *alternative tests* in Criterion 2). Therefore, the Planning Commission concludes that this zone change is consistent with Criterion 2. Because compliance with Criterion 2 under the alternative test in MLDC 10.227(1)(c)(iii) is clear and undisputable, the Commission declines to further consider other alternatives therein.

* * * * *

Criterion 3

- (1)(e) For purposes of (1)(c) and (1)(d) above, a zone change may be found to be "suitable" where compliance is demonstrated with one or more of the following criteria: (i) The subject property has been sited on the General Land Use Plan Map with a GLUP Map designation that allows for only one zone;



- (ii) At least 50% of the subject property's boundaries abut zones that are expressly allowed under the criteria in (1)(c) or (1)(d) above; (iii) At least 50% of the subject property's boundaries abut properties that contain one or more existing uses which are permitted or conditional uses in the zone sought by the applicant, regardless of whether the abutting properties are actually zoned for such existing uses; or (iv) Notwithstanding the definition of "abutting" in MLDC 10.012 and for purposes of determining suitability under Section (1) (e), the subject property is separated from the "unsuitable" zone by a public right-of-way of at least 60 feet in width.

Conclusions of Law: Criterion 3 operates as an alternative to establishing compliance with, in this instance, MLDC 10.227 (1) (c). However, this application clearly and indisputably complies with MLDC 10.227 (1) (c). Therefore, the Planning Commission concludes that it is unnecessary to comply with or to even further address MLDC 10.227 (1) (e) — Criterion 3 — and the Planning Commission concludes that it is irrelevant.

* * * * *

Criterion 4

- (2) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in the MLDC and Goal 3, Policy 1 of the Comprehensive Plan "Public Facilities Element."
 - (a) Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.

Discussion; Conclusions of Law: The Planning Commission concludes that Goal 3, Policy 1 of the comprehensive plan Public Facilities Element were removed by action of the City Council and no longer in exist or have any force or effect. The zone change criteria for determining the adequacy of Category A public facilities, consistent with the Public Facilities Element, now reside solely in MLDC 10.227(2). The Planning Commission reaches the following conclusions of law with respect to each of the Category "A" infrastructure components:

Wastewater Collection and Treatment: Based upon the findings of fact in Section IV, the Planning Commission concludes that wastewater collection and treatment facilities are sufficient to serve potential development consistent with the proposed Community Commercial zoning district to accommodate projected peak flows for that specific gravity flow service area as determined by the city engineer, and that these facilities are available to adequately serve the property.

Storm Drainage System: Based upon the findings of fact in Section IV, the Planning Commission concludes storm drainage facilities are available for connection to the subject property. The anticipated development of the subject property will cause no more than nominal impacts to projected peak flows for that specific service area as determined by the *Comprehensive Medford Area Drainage Master Plan* (1996), and that these facilities will not be negatively impacted by the proposed development.

Water System: Based upon the findings of fact in Section IV, the Planning Commission concludes that the water system is sufficient to provide the subject property with a permanent water supply having adequate water pressure and volume for projected commercial fire control needs consistent with the GLUP designation as determined by the water utility manager, and that these facilities are available to adequately serve the property under the proposed Community Commercial zone.

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

- (i) Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or
- (ii) Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or
- (iii) If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make the street adequate are fully funded. A street project is deemed to be fully funded when one of the following occurs:
 - (a) the project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or
 - (b) when an applicant funds the improvement through a reimbursement district pursuant to the MLDC. The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits.
- (iv) When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.

Discussion and Conclusions of Law Continued: The Planning Commission continues its discussion and conclusions of law of law herein below:

Streets and Transportation: The Commission concludes that the evidence in Section II and the Findings of Fact in Section IV include all appropriate and relevant facts needed to properly consider this zone change with respect to traffic pursuant to Zone Change Criterion 2. The Commission also concludes that it has properly addressed the Oregon Transportation Planning Rule under Criterion 5 herein below, the findings of fact and conclusions of law for which is herewith incorporated and adopted.

The Commission next addresses the portion of Criterion 2(b) that deals with streets, which provides alternative paths to compliance. In this regard, the Planning Commission adopts as its overriding conclusion of law, that the City's standard potential trip generation of 1,500 p.m. peak hour trip generation for commercial lands would exceed the capacity of the transportation system in the area; and on this basis, Applicant has requested the imposition of special development conditions limiting trip generation to that projected to be generated by a

69,370 square foot shopping center (or such other development pattern that has an equivalent or less trip generation). Consistent with the imposition of this special development condition pursuant to MLDC 10.227(2)(c) and its overriding conclusion of law in this regard, the evidence supports the Commission's conclusion that the zone change complies with this criterion, as follows:

1. With respect to 2(b)(i), the Planning Commission concludes Applicants TIA substantiates that all transportation facilities in the area which serve the subject property as defined in MLDC 10.461(2), are adequate in condition and capacity to serve the subject property with the exception of the intersections of North Ross Lane and Highway 238 and North Ross Lane and McAndrews Road; the Planning Commission herewith incorporates and adopts its conclusions of law pursuant to MLDC 10.227(2)(b)(ii-iv) below addressing the adequacy of these two intersections.
 2. With respect to MLDC 10.227 2(b)(ii-iv) to address the intersections of North Ross Lane and Highway 238 and North Ross Lane and McAndrews Road, the Planning Commission concludes that improvements to these intersections have been identified in the near term within the relevant Transportation System Plans of the city and county and that the Applicant's TIA establishes that with these planned improvements both intersections will operate within acceptable standards. Thus, the Planning Commission concludes that the ultimate assurance of system improvements for each intersection prior to the issuance of permits for vertical construction can feasibly and will be assured based upon the following:
 - a. With respect to North Ross Lane and McAndrews Road, the signalization of this intersection is approved is included in the County's adopted capital improvement program and is being fully funded by Jackson County and therefore can be considered fully funded, pursuant to MLDC 10.227(2)(b)(iii).
 - b. With respect to North Ross Lane and Highway 238, this project has been partially funded by the *Northgate Centre* development project. While a State Highway intersection, this project is being managed by Jackson County and is also in the County's adopted capital improvement program. If building permits for vertical construction are sought prior to initial construction of this signal project but the project remains on the County's capital improvement project list, then Applicant must pay its pro-rata share based upon trips impacting the intersection for this signal project. In the event this signal project has been defunded or is otherwise removed from the County's capital improvement budget, then Applicant will be required to initiate signal installation prior to vertical construction.
- (2)(c) In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction of covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following:
- (i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future

Findings of Fact and Conclusions of Law

Zone Change Application

Applicant: Plata Station LLC, et al

development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards.

- (ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule,
- (iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

Discussion and Conclusions of Law Continued: The Planning Commission's conclusions of law for Criterion 4 are continued herein below:

Special Development Conditions: Based upon the Evidence in Section II and the Findings of Fact in Section IV, the Planning Commission concludes that limiting the size of future development on site to 69,370 square feet of Shopping Center development will appropriately mitigate and limit the impact of the future site development on surrounding transportation facilities.

Based upon the foregoing findings of fact and conclusions of law, the Planning Commission concludes that the application is consistent with the requirements of Zone Change Criterion 4.

* * * * *

State of Oregon Approval Criteria Oregon Transportation Planning Rule OAR Chapter 660, Division 012

The following provisions of the Oregon Transportation Planning Rule (OAR 660-012-0060) operate as approval criteria for zone changes:

Criterion 5

660-012-0060 Plan and Land Use Regulation Amendments

SECTION 660-012-0060 (1)

- (1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) As measured at the end of the planning period identified in the adopted transportation system plan:
 - (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or 2 comprehensive plan; or

- (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Discussion; Conclusions of Law: The Planning Commission reaches the following conclusions of law: based the Findings of Fact in Section IV and the Exhibit 11 Transportation Impact Study:

- A. The proposed zone change will not change the functional classification of any roads in the study area.
 - B. The proposed zone change will not change standards for implementing the functional classification system
 - C. The proposed zone change:
 - 1. Does not allow land uses or development that would be inconsistent with the functional classification of any transportation facility in the study area.
 - 2. For those facilities not otherwise projected to fail (Ross Lane & OR 238, Ross Lane and McAndrews Road, and Stewart Avenue and Lozier Lane), the zone change has the potential to reduce the performance of a transportation facility below the minimum adopted performance standard without the development conditions imposed that restrict development to a maximum of 69,371 square feet of shopping center development (or development pattern with equivalent or less trip generation) under subsection (2) of this rule below. With this development condition so imposed, the proposed zone change will not reduce the performance of any transportation facility below the acceptable performance standard that is not otherwise projected to fail.
 - 3. The intersections of Sage Road and OR 238 and Ross Lane and Main Street are both projected to perform below the adopted standard. The zone change has the potential to worsen the performance of these transportation facilities without the development conditions imposed that restrict development to a maximum of 69,371 square feet of shopping center development (or development pattern with equivalent of less trip generation) under subsection (2) of this rule below. With this development condition so imposed, the zone change will not worsen the performance of the existing and planned transportation facilities within the scoped project impact area.
- (2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:
- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
 - (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an

Findings of Fact and Conclusions of Law

Zone Change Application

Applicant: Plata Station LLC, et al

- amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
- (c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.
 - (d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
 - (e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

Discussion; Conclusions of Law: The Planning Commission concludes that without imposition of any development conditions and if development were to occur that would generate the 1,106 PM peak hour trips associated with the City's 1,500 average daily trips per acre rate applied to commercial land, the subject application would significantly affect the intersection of Sage Road and Highway 238 under Section (1) above. The Planning Commission further concludes that OAR 660-012-0060(2)(e) provides for conditions of development which may be applied to assure compliance with Section (1). The Commission further concludes that Applicant has agreed to stipulate to a development condition which will restrict development of the subject property to a 69,370 square foot shopping center (or such other use as would generate an equivalent number of pm peak hour trips); it is this agreed to stipulation that is applied in Section (1) above to establish compliance and which permits an ultimate conclusion that the subject amendment will not significantly affect a transportation facility.

- (4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
 - (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.
 - (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:
 - (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
 - (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
 - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
 - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

Findings of Fact and Conclusions of Law

Zone Change Application

Applicant: Plata Station LLC, et al

- (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.
- (c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:
 - (A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or
 - (B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.
- (d) As used in this section and section (3):
 - (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
 - (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
 - (C) Interstate interchange area means:
 - (i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or
 - (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
- (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

Discussion; Conclusions of Law: In reaching the foregoing conclusions of law addressing OAR 660-012-0060(1) and (2), the Planning Commission concludes the project is outside any interchange area and the proposed zone change has relied upon only existing facilities and planned projects that are included in the MPO's financially constrained project list consistent with the rule.

VI

AGREED TO STIPULATIONS

Applicant herewith agrees to stipulate to the following to which it agrees to comply if the same is made a condition attached to the approval of this land use application:

1. Applicant will restrict development to 69,370 square feet of Shopping Center development (or such other development that would result in an equivalent of less trip generation) for the purpose of limiting the number of trips generated by this site.
2. Applicant will fund the additional improvements recommended by Applicant's



Findings of Fact and Conclusions of Law

Zone Change Application

Applicant: Plata Station LLC, et al

Transportation Impact Study in Exhibit 11, including installation of a northbound right turn deceleration lane on Ross Lane at the project access and installation of a westbound left turn pocket at the project access on McAndrews Road prior to significant vertical construction at the site.

3. Applicant will provide on-site storm drainage detention consistent with the standard requirements of the City of Medford Public Works Department at the time of new on-site development.

VII

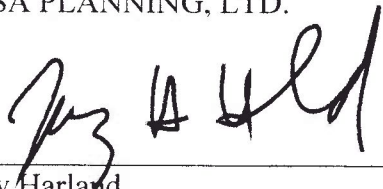
ULTIMATE CONCLUSIONS

Based upon the preceding findings of fact and conclusions of law, the Planning Commission ultimately concludes that, the case for a zone change from existing County Suburban Residential (SR-2.5) to City Community Commercial (C-C) is consistent with all of the relevant criteria in MLDC 10.227 because: 1) the proposed change is consistent with relevant goals and policies of the comprehensive plan, 2) that proposed change is consistent with the comprehensive plan (GLUP) map, 3) that Category "A" urban services and facilities are available to adequately serve the property, and 4) the zone change has been found to be compliant with the Oregon Transportation Planning Rule (OAR 660-12-060).

Dated: November 10, 2008

Respectfully submitted on behalf of applicant:

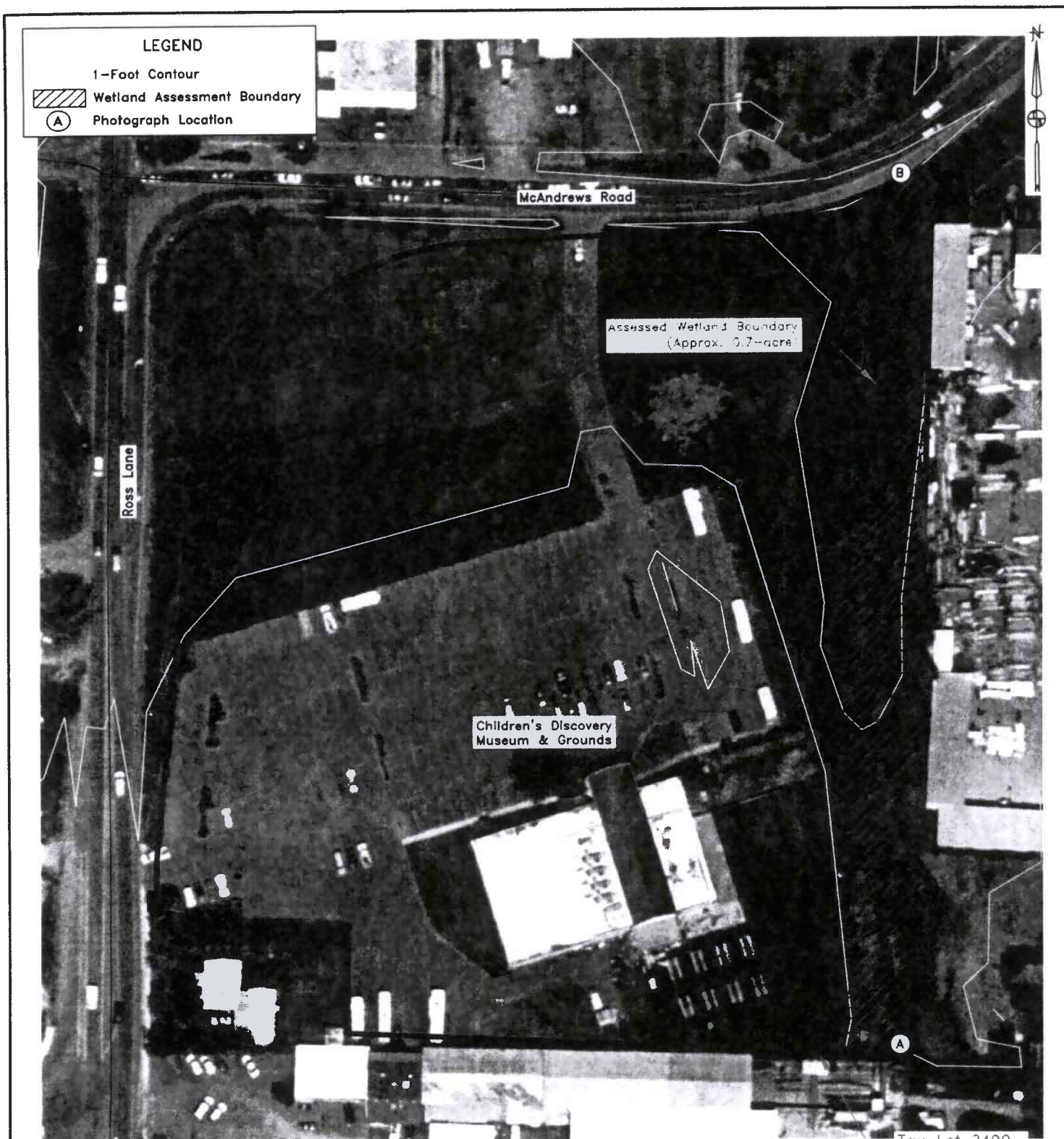
CSA PLANNING, LTD.



Jay Harland

Consulting Planner





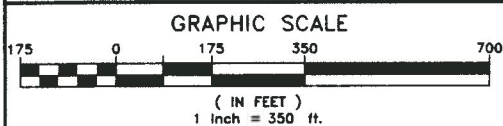
Source: Jackson County SmartMap & TSI GPS survey.

Terra Science, Inc.
Soil, Water, & Wetland Consultants

**WETLAND ASSESSMENT FOR
JACKSON COUNTY TAX LOT 2400
T. 37S, R. 02W, SEC. 26
Medford, Jackson County, Oregon**

**EXISTING
CONDITIONS**

ATTACH. 1

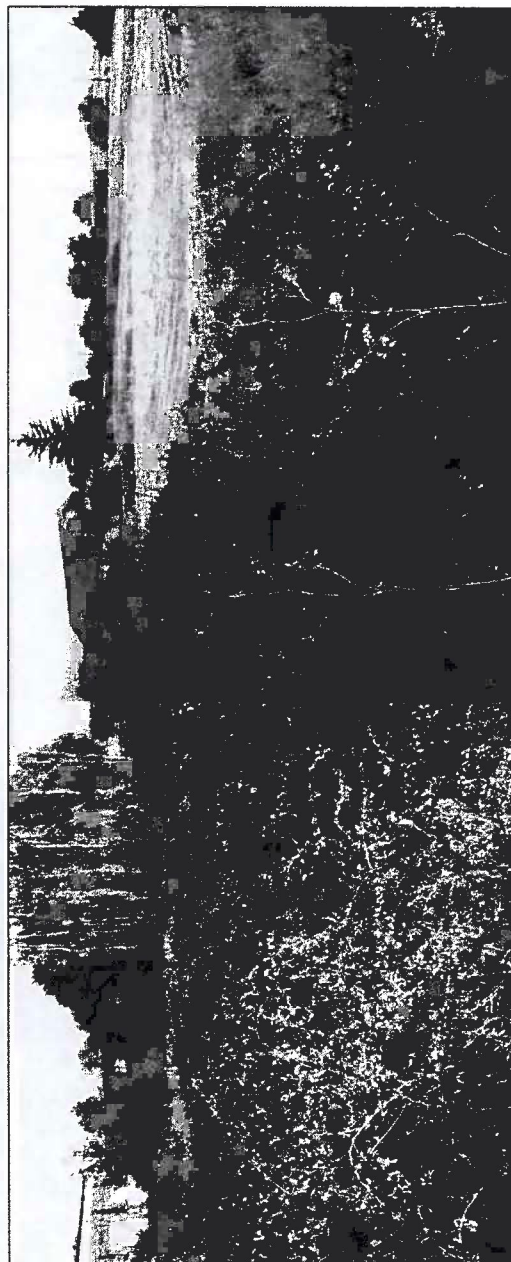


September 2007

Photo A: View looking west to north from developed fill terrace to identified drainage feature.



Photo B: View looking south at identified drainage west to developed fill terrace.

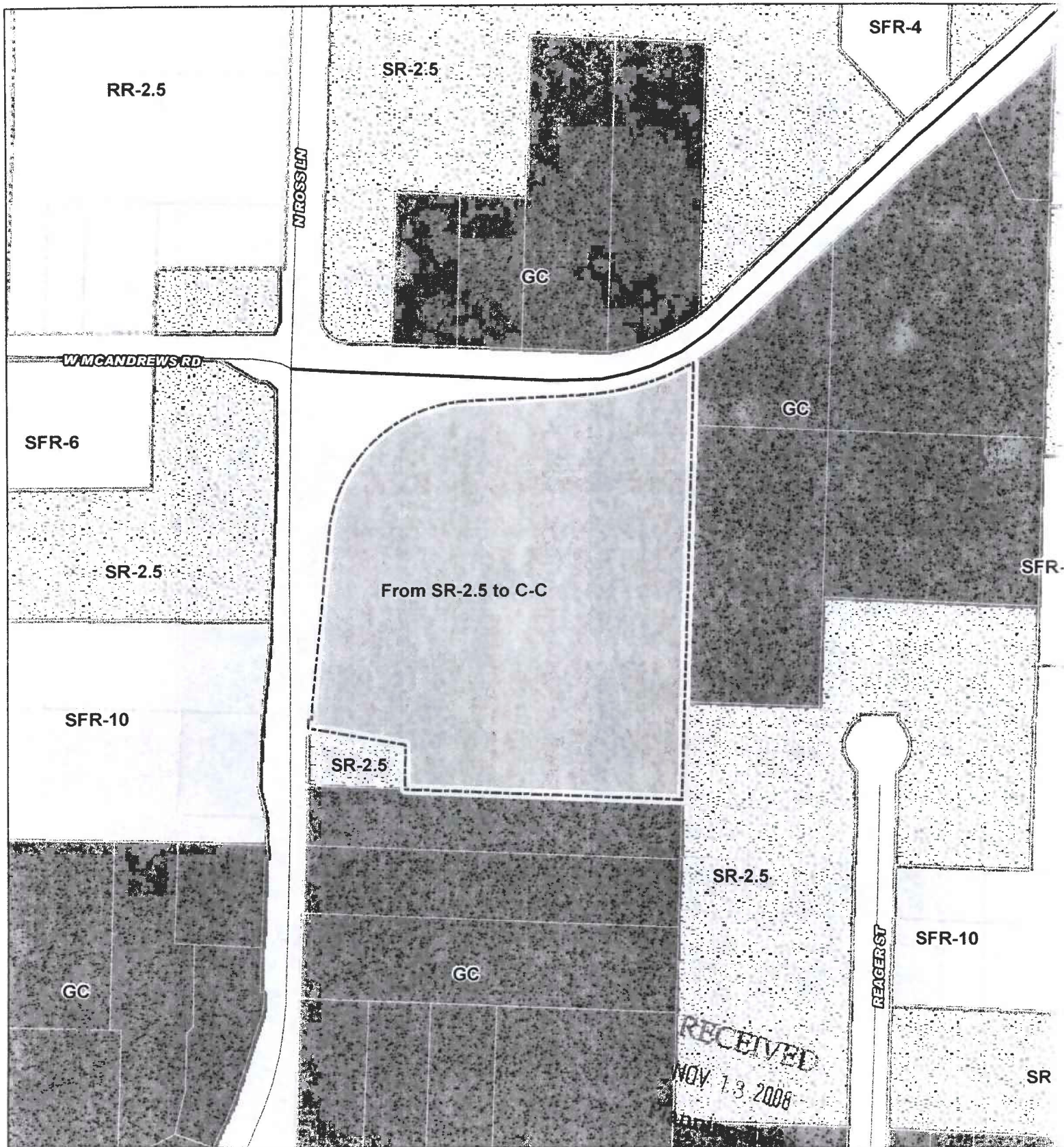


ATTACH. 2

WETLAND ASSESSMENT FOR
JACKSON COUNTY TAX LOT 2400
T. 37S, R. 02W, SEC. 26
Medford, Jackson County, Oregon

Terra Science, Inc.
Soil, Water, & Wetland Consultants

Photos Taken On
September 12, 2007



Legend

- | | |
|--------|-----------------------|
| SR-2.5 | City Limits |
| SFR-4 | Subject Property* |
| SFR-6 | Tax Lots |
| SFR-10 | Urban Growth Boundary |
| GC | Zoning Outline |
| CC | RR-2.5 |

* Area of Proposed Zone Change
From SR-2.5 To C-C

Proposed Zoning

Change of Zoning Designation
226 North Ross Lane

200 100 0 200 Feet

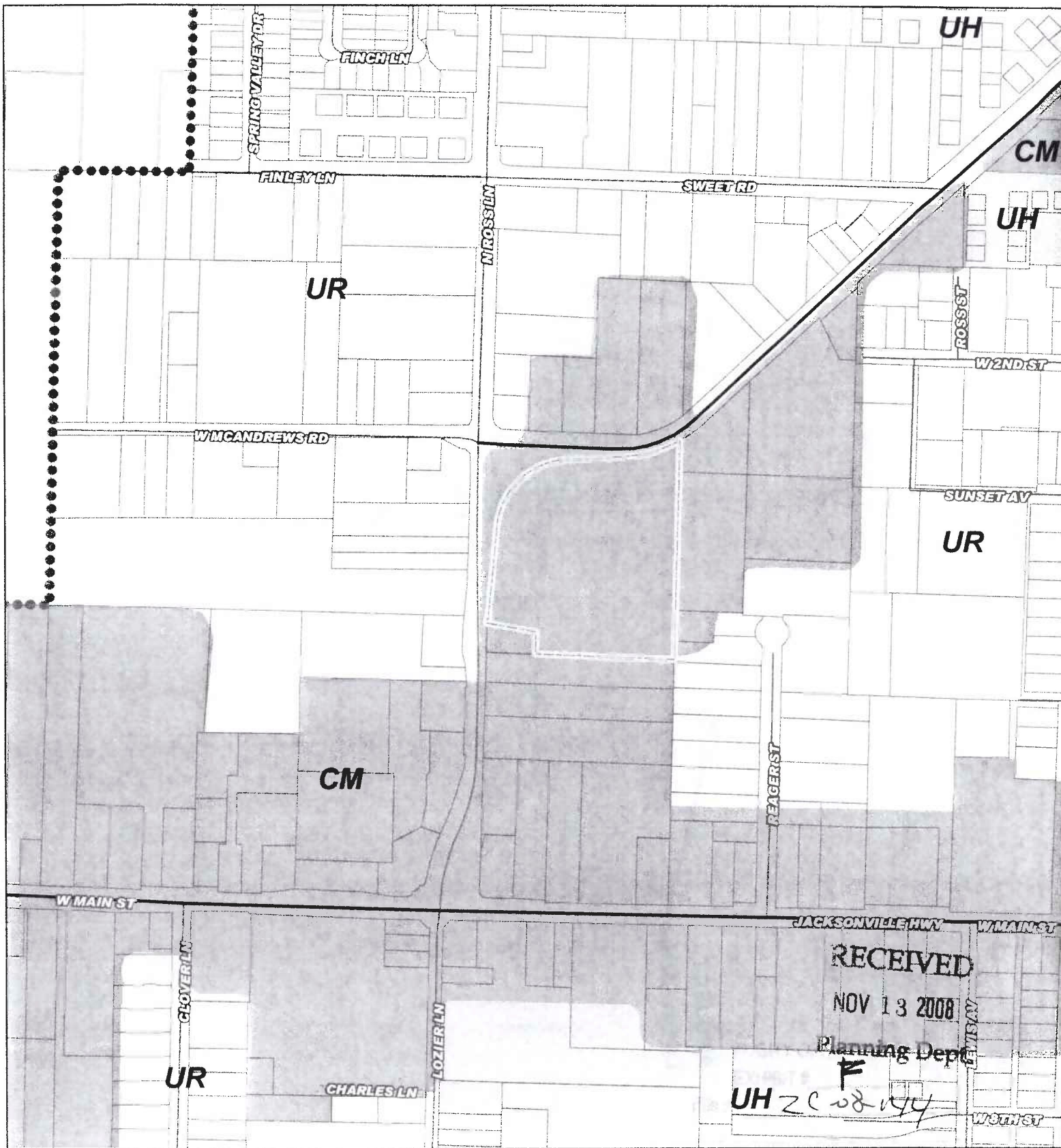


Exhibit 7



CSA Planning, Ltd.

Date: October 21, 2008 Source: Jackson County GIS, City of Medford



Legend

- Subject Property
- Tax Lots
- Urban Growth Boundary
- Medford GLUP
- CM-COMMERCIAL
- SC-SERVICE COMMERCIAL
- PS-PARKS & SCHOOLS
- UR-URBAN RESIDENTIAL
- UH-URBAN HIGH DENSITY RESIDENTIAL

General Land Use Plan (GLUP)

Exhibit 4

Change of Zoning Designation
226 North Ross Lane

400 200 0 400 Feet



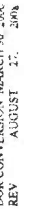
CSA Planning, Ltd.

Date: October 21, 2008 Source: Jackson County GIS; City of Medford



S.E.1/4, N.E.1/4, SEC.26, T.37S., R.2W., W.M.
JACKSON COUNTY
1" = 100'

FOR ASSESSMENT AND
TAXATION ONLY





Legend

- City Limits
- Subject Property
- Tax Lots
- Urban Growth Boundary
- Zoning Outline

Zoning Map On Aerial

Change of Zoning Designation
226 North Ross Lane

200 100 0 200 Feet



CSA Planning, Ltd.

Planning Dept

Date: October 21, 2008 Source: Jackson County GIS; City of Medford

Exhibit 6



4
ZC-08-144
NOV 13 2008



Legend

- | | | | |
|--|---------------------|--|-----------------------------|
| | Subject Property | | Rivers and Major Streams |
| | City Limits | | Named Streams |
| | Tax Lots | | Minor Streams |
| | Wetland | | Intermittent Streams |
| | Wetlands | | Underground Streams |
| | 100-Year Floodplain | | Ditches |
| | | | Ditches - Tunnels / Siphons |

Streams, Wetlands & Floodplain

Change of Zoning Designation
226 North Ross Lane

Exhibit 9

CSA Planning, Ltd.

200 100 0 200 Feet



Date: October 21, 2008 Source: Jackson County GIS, City of Medford



Legend

- Subject Property
- Tax Lots
- Urban Growth Boundary
- Building Footprints
- RVSS Sewer Line By Size**
- 30" Pipe
- 8" Pipe

RVSS Sanitary Sewer Lines J

Exhibit 14

Change of Zoning Designation
226 North Ross Lane

2C-08-144

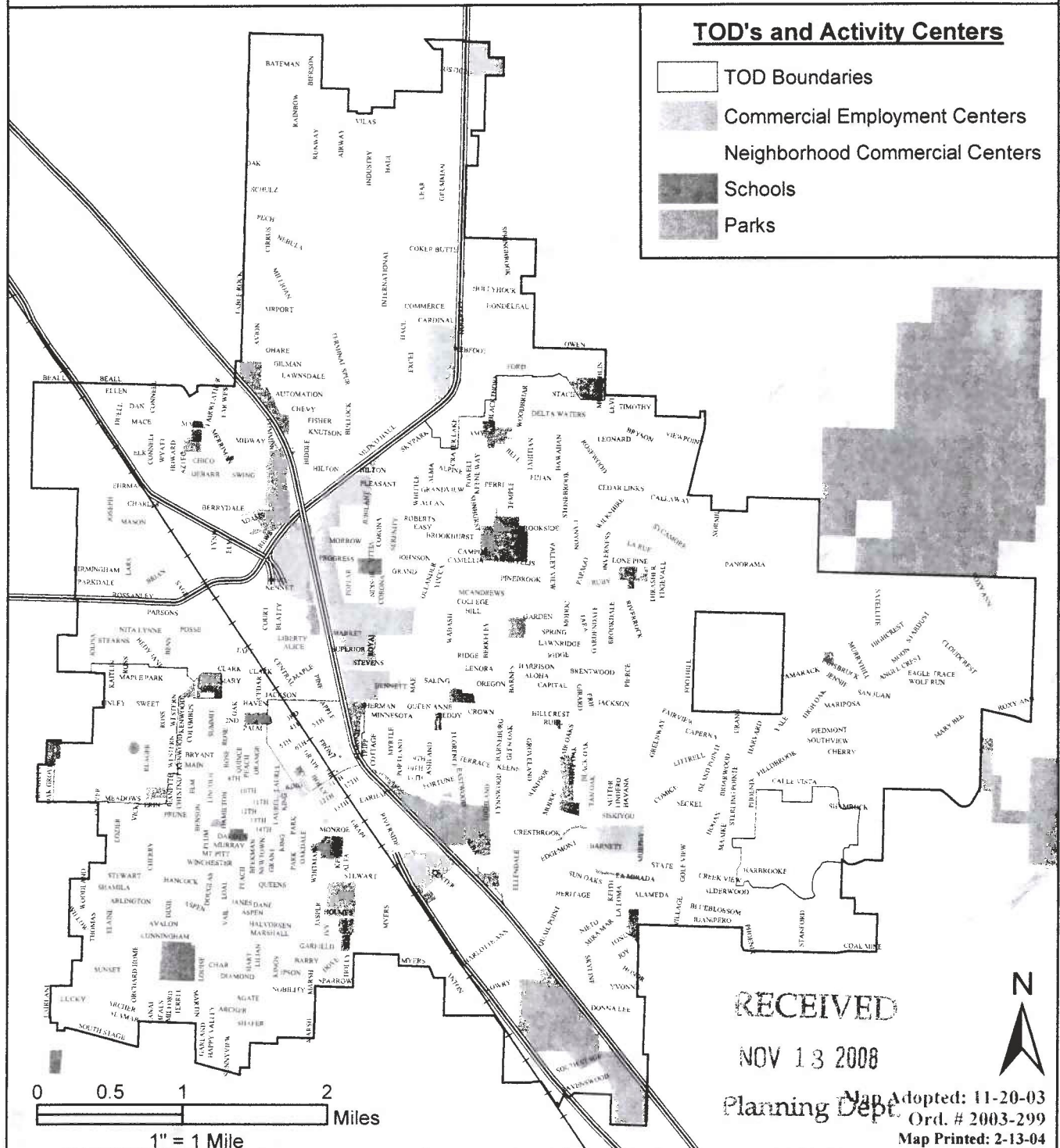
200 100 0 200 Feet



CSA Planning, Ltd.

Date: October 21, 2008 Source: Jackson County GIS, City of Medford

Figure 4-1: Medford Conceptual TOD Boundaries and Other Activity Centers



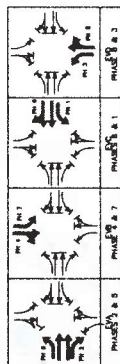
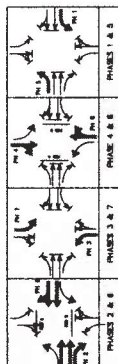
The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Medford and Jackson County. GIS data is not the official representation of any of the information included. The maps and data are made available to the public solely for informational 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 ENTIRE RISK AS TO THE QUALITY OR PERFORMANCE IS WITH THE BUYER AND IF INFORMATION IS DEFECTIVE, THE BUYER ASSUMES THE ENTIRE COST OF ANY NECESSARY CORRECTIONS OR SERVICING.

20-08-944

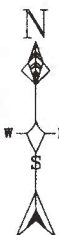
Ross Ln. N. at McAndrews Rd.
Signal Plan

Scale: 1"=10'



Signal Plan Notes

(1)	DETERMINE POWER POLE TO SUPPLY POWER. LOCATION TO BE ESTIMATED.
(2)	INSTALL FRAME. 170 CONTROLLER IN MODEL 337 CABINET WITH RISER FRAME. ORIENT CONTROL (COVERED) DOOR AS SHOWN.
(3)	INSTALL STANDARDS WITH CONTROLLER AS SHOWN AND TO SENSUAL STANDARDS WITH CONTROLLER AT CENTER.
(4)	INSTALL BASE MOUNTED CABINET.
(5)	INSTALL PHASE (PH) VEHICLE SIGNAL.
(6)	INSTALL (CH) CHANNEL (N) BARREL FIRE PRE-EXTINCTION DETECTOR UNIT.
(7)	INSTALL TYPE (T) MAST WITH LUMINAIRE POLE (S) MOUNT (H) HORIZONTAL EXTENSION.
(8)	INSTALL TYPE (T) STANDARD MAST AND POLE.
(9)	INSTALL (L) FOOT TRAFFIC SIGNAL MAST ARM.
(10)	INSTALL 15 FOOT LUMINAIRE ARM.
(11)	INSTALL 400 WATT HIGH PRESSURE SODIUM LUMINAIRE.
(12)	INSTALL PHOTO ELECTRIC RELAY ON NORTH SIDE OF POLE.
(13)	INSTALL TERMINAL CABINET.
(14)	INSTALL PHASE (PH) PROCESSIONAL SIGNAL PUSHBUTTON AND INSTALL 220V AC X 12in. X 12in (MINIMUM DIMENSION) PRECAST CONCRETE JUNCTION BOX.
(15)	INSTALL 30in X 17in X 12in (MINIMUM DIMENSION) PRECAST CONCRETE JUNCTION BOX FOR SIGNAL AND POLY LINE AS REQUIRED BY POWER COMPANY.
(16)	DETECTOR CONDUIT (SEE DETECTOR PLAN).
(17)	INSTALL SPARE 2' CONDUIT WITH POLY PULL LINE.
(18)	INSTALL (S) 3/4 INCH ELECTRICAL CONDUIT.
(19)	INSTALL (NO. 8 THINN) SIGNAL SYSTEM COMMON.
(20)	INSTALL (NO. 10 G) TYPE THINN WIRES.
(21)	INCLUDES 3 PHASE WIRES FOR PHASE (PH).

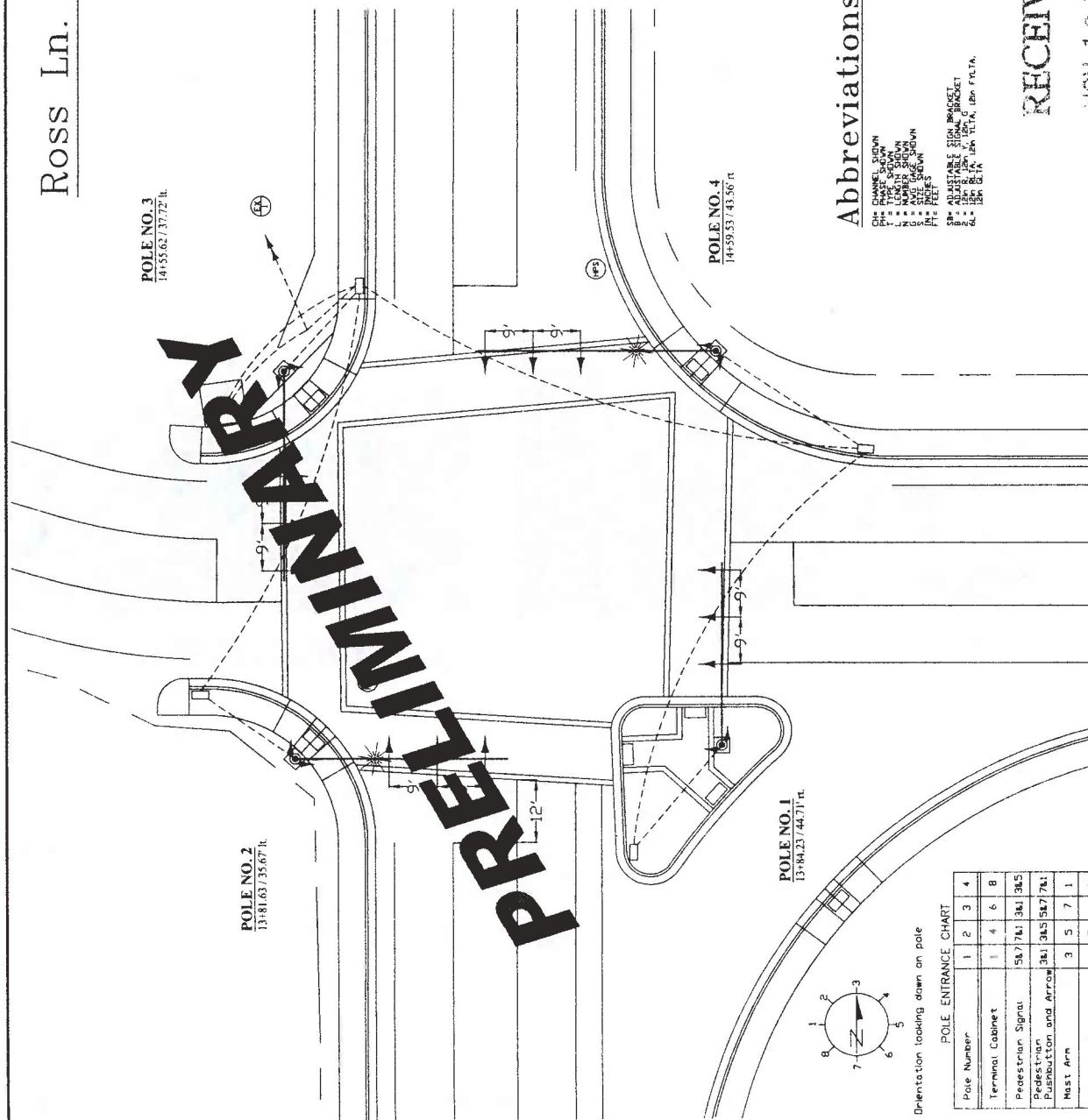


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2C-58-144



Abbreviations

CH=	CHANNEL SHOWN	SS=	ADJUSTABLE SIGN BRACKET
PH=	PHASE SHOWN	AD=	ADJUSTABLE SIGNAL BRACKET
LT=	TYPE SHOWN	Y=	YELLOW
LN=	LENGTH SHOWN	15M	15m V.L.T.A.
N=	NUMBER SHOWN	20M	20m V.L.T.A.
SI=	SIZE SHOWN	25M	25m V.L.T.A.
IN=	INCHES	30M	30m V.L.T.A.
FT=	FEET		

POLE ENTRANCE CHART					
Pole Number	1	2	3	4	
Terminal Cabinet	1	4	6	8	
Pedestrian Signal	5	7	7	3	3
Pedestrian Pushbutton and Arrow	3	3	5	7	7
Mass Arm	3	5	7	1	
Luminare Arm	-	5		1	



①

Property viewed from
W. McAndrews Road



②

Corner of W. McAndrews
and N. Ross Lane



③

Property viewed from N. Ross
Lane looking southeast



④

View of parking area from
N. Ross Lane.

Legend

②

Photo ID
Number

Property Photos

226 NORTH ROSS LANE

October 20, 2008

CSA Planning, Ltd.

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EXHIBIT 8

M
ZC-08-144

14



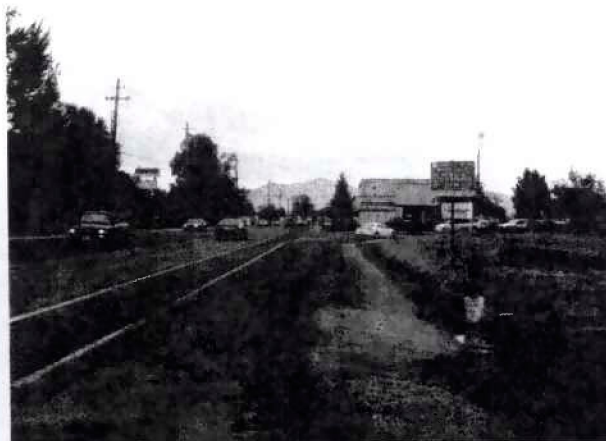
⑤ Rogue Pacific Lumber
on McAndrews on east
boundary



⑥ Residential and Industrial
buildings on north side of
W. McAndrews Road



⑦ Properties on east side
of N. Ross Lane near
W. Main



⑧ Properties on west side of
N. Ross Lane near W. Main

Legend

②

Photo ID
Number

Property Photos

226 NORTH ROSS LANE

October 20, 2008

CSA Planning, Ltd.

EXHIBIT 8



9 Intersection W. Main
and N. Ross Lane
looking north



10 Looking northeast on W. Main
toward intersection



11 Looking north from Thun-
derbird Shopping Center
toward intersection



12 Mini-mall southeast corner of inter-
section of W. Main and Ross Lane

Legend

2 Photo ID
Number

Property Photos

226 NORTH ROSS LANE

October 20, 2008

CSA Planning, Ltd.

EXHIBIT 8

Ross Lane & McAndrews Road Zone Change Application

Traffic Impact Analysis

September 4, 2008

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NOV 13 2008

PLANNING DEPT.

Prepared By:

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

N 1042

20-08-144

I. EXECUTIVE SUMMARY

Summary

Southern Oregon Transportation Engineering prepared a traffic impact analysis for a proposed zone change from County SR-2.5 to City C-C (Community Commercial) on Township 37S Range 2W Section 26AB, tax lot 2400 in Medford, Oregon. The proposed site is located along the southwest corner of Ross Lane and McAndrews Road and occupies 7.37 acres.

The site is currently zoned SR-2.5 but has been occupied by The Kids Imagination Discovery Space for previous years. The Kids Imagination Discovery Space is an existing commercial development that was grandfathered in and allowed to remain in operation until such time that the site redeveloped. The zone change proposes to change the existing County SR-2.5 zoning to City C-C (Community Commercial) for construction of a neighborhood shopping center. The proposed development includes a 69,370 SF shopping center that will cover approximately 6.37 usable acres of the site. A stipulation is proposed as part of the zone change application to limit impacts to study area intersections that would otherwise be impacted by 25 or more peak hour trips and require mitigation under the City's 1500 average daily trip (ADT) per acre generation for commercial property. Refer to the project background discussion in Section II of the report for further information.

Access to the site is currently provided along Ross Lane and McAndrews Road. Both accesses are unrestricted.

The traffic analysis evaluated the impacts of a stipulated zone change from County SR-2.5 to City C-C for a 69,370 SF Shopping Center on the surrounding transportation system during the P.M. peak hour. Analysis years include an adjusted year 2008, a build year 2010, and future years 2023 and 2030 to meet TPR requirements for both the City and State.

Conclusions

The findings of the traffic impact analysis conclude that the proposed stipulated zone change application for a 69,370 SF Shopping Center development can be accommodated on the existing transportation system without creating adverse impacts.

Intersection operations, 95th percentile queue lengths, turn lanes, and crash histories were evaluated to address project impacts. Results of the analysis show the following:

- All study area intersections with the exception of two are shown to operate acceptably under adjusted year 2008 conditions. The two intersections that exceed performance standards under existing conditions include the unsignalized intersections of Ross Lane & Hwy 238 and Ross Lane & McAndrews Road. Both intersections have planned improvements for signalization and are funded or will be constructed prior to the project build year 2010.
- All study area intersections are shown to operate acceptably under year 2010 no build and build conditions with planned improvements in place.
- All study area intersections are shown to operate no worse than no build conditions under future year 2023 and 2030 build conditions.
- Criterion for a northbound right turn lane at the project access on Ross Lane is shown to be met under project build year 2010 and future year 2023 build conditions.
- Criterion for an eastbound right turn lane at the project access on McAndrews Road is not shown to be met under project build year 2010 or future year 2023 build conditions.
- A southbound left turn lane exists at the project access on Ross Lane. Criterion for a westbound left turn lane at the project access on McAndrews Road is shown to be met under project build year 2010 and future year 2023 build conditions.
- 95th percentile queue lengths from the signalized intersection of Ross Lane & McAndrews Road are not shown to exceed storage lengths nor block either project access point on Ross Lane or McAndrews Road under the project build year 2010 conditions. Under future year 2023 build conditions the westbound left 95th percentile queue length from the signalized intersection of Ross Lane & McAndrews Road is shown to exceed its 200' storage length and spill into the adjacent westbound through lane but neither the westbound left nor the westbound through lane is shown to exceed the link distance to the project access.

Recommended improvements include the installation of a northbound right turn deceleration lane on Ross Lane at the project access and installation of a westbound left turn pocket at the project access on McAndrews Road.

It is concluded that the proposed stipulated zone change application to City C-C for a 69,370 SF Shopping Center development can be accommodated on the existing transportation system to City of Medford, ODOT, and Jackson County standards without creating adverse impacts under year 2010 and future years 2023 and 2030 build conditions with planned improvements and the recommended mitigations in place.

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

112 Monterey Drive - Medford, Or. 97504 - Phone (541) 608-9923 - Email: Kwkp1@Q.com

January 28, 2009

David Jiao, Asst. to the Traffic Engineer
City of Medford Engineering
411 W. 8th Street
Medford, Oregon 97501

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JAN 28 2009

PLANNING DEPT

Dan Dorrell, P.E., District 8 Traffic Operations Engineer
William Fitzgerald, District 8 Traffic Analyst
Oregon Department of Transportation Region 3
100 Antelope Road
White City, OR 97503

Subject: Response to Ross Lane and McAndrews Road Zone Change Agency Comments

Southern Oregon Transportation Engineering, LLC received final comments from ODOT and the City of Medford (shown below in bold italics) pertaining to the Ross Lane and McAndrews Road Zone Change traffic impact analysis. The requested revisions or clarifications have been provided and are summarized below.

ODOT Comment 1: (December 15, 2008)

The OR 238 and North Ross Lane traffic count is not included in the appendix. The global peak was calculated using a City of Medford count taken at the intersection on 8/14/2007.

Consultant Reply:

The traffic count prepared by the City of Medford on 8/14/2007 at OR 238 & Ross Lane should have been included in the original study and was left out in error. It is provided as an attachment with this letter.

N 2 of 2
2008-144

CITY OF MEDFORD
INTER - OFFICE MEMORANDUM

TO: Planning Department

FROM: Engineering Division

SUBJECT: Zone Change Request, File No. ZC-08-144

DATE: February 2, 2009

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1. Sanitary Services:

A. Currently serviced by: This site lies within the Rogue Valley Sewer Service area. Contact Rogue Valley Sewer Service for sanitary sewer issues.

2. Streets:

A. Current condition of nearest streets:

McAndrews Road, a designated Major Arterial Street is paved but without curb and gutter along the frontage of this site.

Ross Lane North, a designated Major Collector Street is paved but without curb and gutter along the frontage of this site.

B: Who has maintenance responsibilities:

McAndrews Road and Ross Lane North are currently maintained by Jackson County.

C: Traffic analysis including potential impact of nearby and anticipated improvements required:

Land Development Code Section 10.461 governs traffic impact analyses (TIA) required to determine development impacts on the street system. The proposed zone change from County SR-2.5 (Suburban Residential - 2.5 acre minimum) to City C-C (Community Commercial), on 7.37 acres has the potential to generate 11055 average daily trips (ADT) or produce a net increase of 11026 ADT to the transportation system. Based on this and code sections 10.460 and 10.461, a traffic impact analysis (TIA) is required.

The traffic impact study for the aforementioned zone change was prepared by Southern Oregon Transportation Engineering and submitted to Public Works for review on Oct. 22, 2008. Our comments were sent to Southern Oregon Transportation Engineering on Nov.

13, 2008.

Based on the traffic study, Public Works Department recommends approval with the following conditions. Per municipal code 10.462, the developer needs to either mitigate the failed facilities or stipulate to trip caps. The developer shall coordinate improvements with the City's planned improvements, which may require the developer to post a bond for the improvements. The following stipulations shall be included in the conditions of approval:

1. The developer shall stipulate to a trip cap of 443 PM peak hour trips for the community commercial permitted land uses or 492 PM peak hour trips for mixed-use, pedestrian-friendly design with solely relied-on auto trips land uses prohibited (defined in OAR 660-012-0060) until improvements are made to mitigate the intersections affected by the additional site trips. A subsequent traffic impact study and indicated mitigations will be required to remove the trip cap.
2. Prior to occupancy of the site, a traffic signal shall be installed at the intersection of Ross Ln. & McAndrews Rd.
3. Prior to occupancy of the site a westbound left turn lane will be constructed on McAndrews Rd at the site access driveway.
4. Prior to occupancy of the site, a northbound right turn lane shall be constructed on Ross Ln. at the site access driveway.

3. Drainage:

This site lies within the Elk Creek Drainage Basin. The City's current Drainage Master Plan indicates improvements are required in the downstream storm drainage system to meet current design standards for this basin. As a zone change is not allowable without adequate storm drain facilities, the stormwater discharge from this site may not be increased above predeveloped conditions. To accomplish this, the following criteria must be met prior to issuance of a development permit or a building permit:

- a) An engineer registered in the State of Oregon shall prepare a report which includes testing, plans and calculations necessary to demonstrate a controlled storm water release of no more than 0.25 C.F.S. per acre of development for the 10-year storm. The report shall be submitted to the City of Medford Engineering Division for review and approval.

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FEB 02 2009

CITY OF MEDFORD
INTER - OFFICE MEMORANDUM

PLANNING DEPT.

TO: Planning Commission

FROM: Public Works Department

SUBJECT: Recommendation based on the revised Ross Ln & McAndrews Rd TIA for ZC 08-144

DATE: February 2, 2009

The updated Traffic Impact Analysis (TIA) for the proposed Ross Ln & McAndrews Rd ZC project was prepared by Southern Oregon Transportation Engineering, and submitted to Public Works for review. The 7.37 acre property (372W26AB2400) is located at the southeast corner of Ross Ln and McAndrews Rd. The site contains approximately 6.37 buildable acres due to environmental and ROW constraints.

Streets expected to be impacted by the proposed development were evaluated with Highway Capacity Manual (HCM) procedures. The study area was roughly bounded by Main Street, Hwy 238, Ross Ln, Sage Rd, and Columbus Avenue. The Public Works Department concurs with the following findings:

1. The study assumes that RTP tier 1 improvements will be complete prior to project build out.
2. The site if zoned as requested could generate 11,055 ADT (1,105 PM peak hour trips) which would significantly impact several intersections.
3. The site development has been scaled back to reduce the mitigation required for full development of the site.

Based on the traffic study, Public Works Department recommends approval with the following conditions. Per municipal code 10.462, the developer needs to either mitigate the failed facilities or stipulate to trip caps. The developer shall coordinate improvements with the City's planned improvements, which may require the developer to post a bond for the improvements. The following stipulations shall be included in the conditions of approval:

1. The developer shall stipulate to a trip cap of 443 PM peak hour trips for the community commercial permitted land uses or 492 PM peak hour trips for mixed-use, pedestrian-friendly design with solely relied-on auto trips land uses prohibited (defined in OAR 660-012-0060) until improvements are made to mitigate the intersections affected by the additional site trips. A subsequent traffic impact study and indicated mitigations will be required to remove the trip cap.
2. Prior to occupancy of the site, a traffic signal shall be installed at the intersection of Ross Ln & McAndrews Rd.
3. Prior to occupancy of the site a westbound left turn lane will be constructed on McAndrews Rd at the site access driveway.
4. Prior to occupancy of the site, a northbound right turn lane shall be constructed on Ross Ln at the site access driveway.

0 2 of 2
ZC-08-144



BOARD OF WATER COMMISSIONERS

Staff Memo

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DEC 24 2008

PLANNING DEPT.

TO: Planning Department, City of Medford
FROM: Rodney Grehn P.E., Water Commission Staff Engineer
SUBJECT: ZC-08-144

PROJECT: Consideration of a request for a change of zone from County SR-2.5 (Suburban Residential – 2.5 acre minimum) to City C-C (Community Commercial) on a 7.34 acre parcel located on the southeast corner of N. Ross Lane and W. McAndrews Road; Plata Station LLC et al, Applicant (CSA Planning, Ltd., Agent). Carly Meske, Planner

PARCEL ID: 372W26AD TL 2400

DATE: December 16, 2008

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

COMMENTS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. The MWC system does have adequate capacity to serve this property.
4. Off-site water facility construction may be required depending on future land development review.
5. On-site water facility construction may be required depending on future land development review.
6. MWC-metered water service does exist to this property. There is a 1 ½" water meter located near the northeast corner of the existing building. This building also 4" fire service connection for building sprinkler system.
7. Access to MWC water lines for connection is available. There are 6" water lines that run across this parcel which are located in 10' wide easements per OR 94-08194. One 6" water line runs from the southeast property corner along the existing east side of the current building and up to McAndrews Road through the existing parking lot and access driveway. The other 6" water line enters this parcel at the entrance off Ross Lane and extends easterly through the existing parking lot and intersects the other 6" water line described above. There are also new 12" water lines in both Ross Lane and McAndrews Road.

P
ZC-08-144



City of Medford Fire/Rescue

200 S. Ivy Street, Room #257
Medford, OR 97501
Phone: 774-2300; Fax: 541-774-2514;
E-mail www.fire@ci.medford.or.us

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DEC 24 2008

PLANNING DEPT

LAND DEVELOPMENT REPORT - PLANNING

To: Carly Meske

LD Meeting Date: 12/24/2008

From: Kleinberg, Greg

Report Prepared: 12/18/2008

File #: ZC - 08 - 144

Site Name/Description:

Consideration of a request for a change of zone from County SR-2.5 (Suburban Residential - 2.5 acre minimum) to City C-C (Community Commercial) on a 7.34 acre parcel located on the southeast corner of N. Ross Lane and W. McAndrews Road; Plata Station LLC et al, Applicant (CSA Planning, Ltd., Agent). Carly Meske, 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 and made servicable prior to the time of construction. Water supply for fire protection is required to be installed and made serviceable prior to the time of vertical combustibile construction.

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.

9
ZC-08-144

June 7, 2001

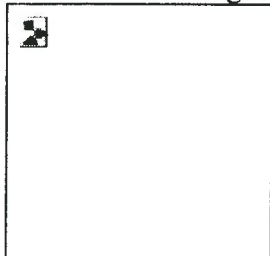
Page 1 of 1

From: Carl Tappert [ctappert@rvss.us]
Sent: Tuesday, December 23, 2008 4:02 PM
To: Carly A. Meske
Subject: A-08-144 Plata Station.doc

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am.
DEC 23 2008

PLANNING DEPT

Attachments: image001.jpg



ROGUE VALLEY SEWER SERVICE

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

December 11, 2008

City of Medford Planning Department
411 West 8th Street
Medford, Oregon 97501

Re: ZC-08-144, Plata Station Zone Change (372w26AD – 2400)

ATTN: Carly,

The subject property are currently served through a 6 inch connection to the 8 inch sewer main on McAndrews Road. The proposed zone change will not affect this service.

Sincerely,

Carl Tappert P.E.
District Engineer

R
ZC-08-144

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DEC 19 2008

PLANNING DEPT

ZC-08-144_RVTD Comments_121908_2.txt

From: Paige Townsend [p.townsend@rvtd.org]
Sent: Friday, December 19, 2008 12:42 PM
To: Carly A. Meske; Alex T. Georgevitch
Subject: RE: ZC-08-144- Ross/ McAndrews

Follow Up Flag: Follow up
Flag Status: Completed

I am not sure if we will need a bus pull out but at least a stop along Ross on the east side and possibly a stop along McAndrews on the south side. If I remember correctly, there are plans for a dedicated right hand turn lane that could affect where we place the stop. If we can wait until the AC to provide greater detail that would buy Alex and me some time to look at our options. At least we could give the applicant notice next wed.

Paige Townsend
RVTD Senior Planner
(541)608-2429
3200 Crater Lake Ave.
Medford, OR 97504-9075

-----Original message-----

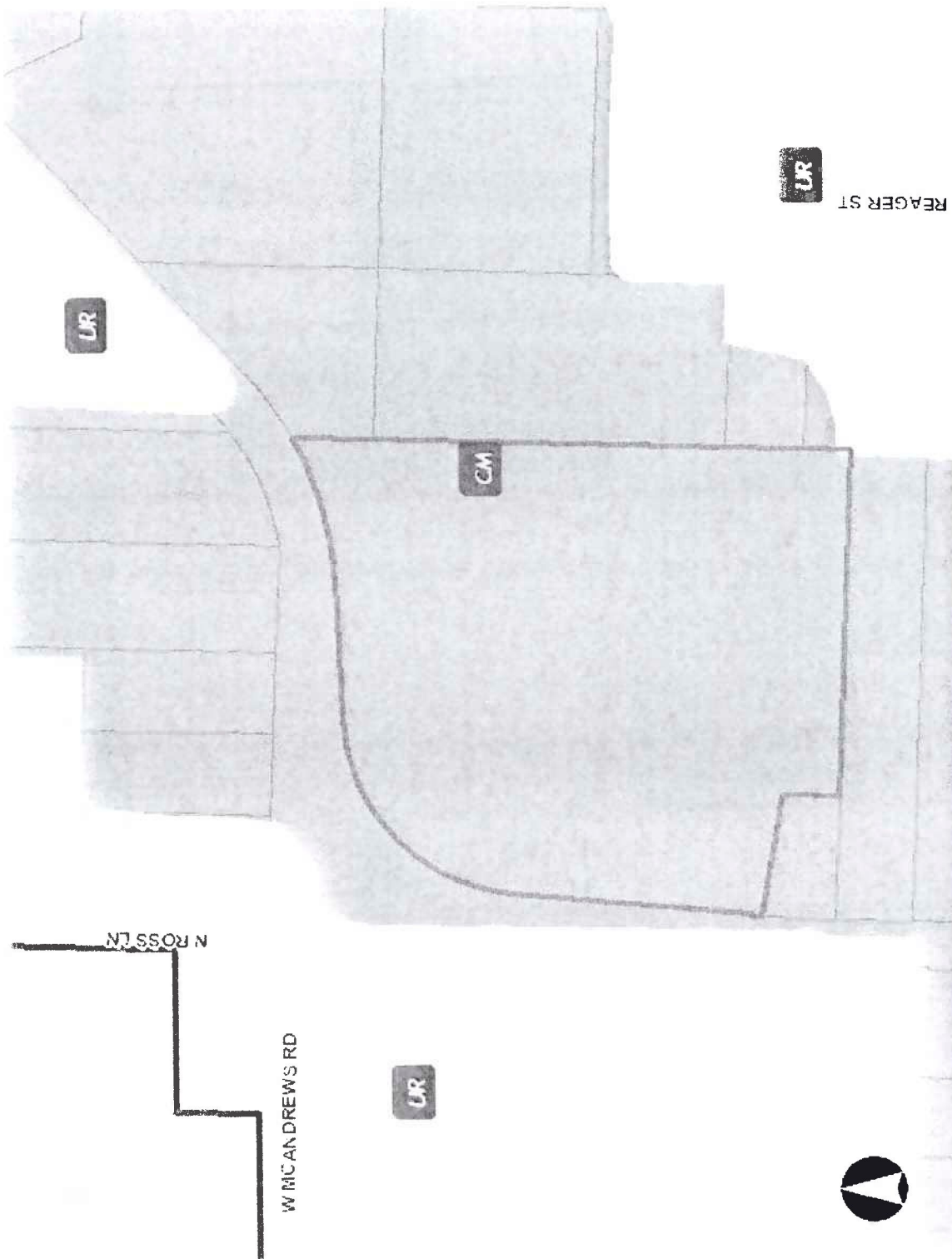
From: "Carly A. Meske" Carly.Meske@cityofmedford.org
Date: Fri, 19 Dec 2008 11:43:59 -0800
To: "Paige Townsend" p.townsend@rvtd.org, "Alex T. Georgevitch"
Alex.Georgevitch@cityofmedford.org
Subject: RE: ZC-08-144- Ross/ McAndrews

> As a reminder:
> Sections of the land development code require particular developments
> to include transit facilities. Therefore, future land development
> applications (such as an AC application) will provide RVTD the
> opportunity to require bus facilities.
>
> Section 10.807 (Transit Facilities for Major Industrial,
> Institutional, Commercial and Office Developments) reads,
>
> "Transit improvements, including provision of bus stops, pullouts,
> shelters, on-street parking restrictions, optimum road geometrics and
> similar facilities shall be provided at the time of development of
> major industrial, institutional, commercial and office developments
> when the building or group of buildings exceeds the following:
>
> Commercial
> 60,000 sq. ft.
>
> Industrial
> 120,000 sq. ft.
>
>
> The transit provider shall identify the type of transit facility
> required. This determination shall be made either through an adopted
> plan or on a case by case basis in response to a development proposal
> review. Applicants for major developments shall consult with the
> transit provider on necessary transit facility improvements."
>
> Carly Meske
> Land Use Planner
> City of Medford, Planning Department
> 200 S. Ivy Street
> Lausmann Annex, Room 240
> Medford, OR 97501

T
ZC-08-144

ZC-08-144_RVTD Comments_121908_2.txt

> 541-774-2380
> carly.meske@cityofmedford.org
>
> -----Original Message-----
> From: Paige Townsend [mailto:p.townsend@rvtd.org]
> Sent: Friday, December 19, 2008 10:23 AM
> To: Alex T. Georgevitch; Alex T. Georgevitch
> Cc: Carly A. Meske
> Subject: ZC-08-144- Ross/ McAndrews
>
> Hi Alex,
>
> There is an application for a zone change for Plata Station in the
> works. RVTD would like to place stop facilities at this development
> but we need more information about the future intersection design. Do
> you have time to meet on this prior to the LDC meeting next Wed.? My
> schedule is open Monday after 3pm and all day Tues.
>
>
> BTW- which email would like me to use?
>
> Paige Townsend
> RVTD Senior Planner
> (541)608-2429
> 3200 Crater Lake Ave.
> Medford, OR 97504-9075
>
>
>



City of Medford General Land Use Plan Map



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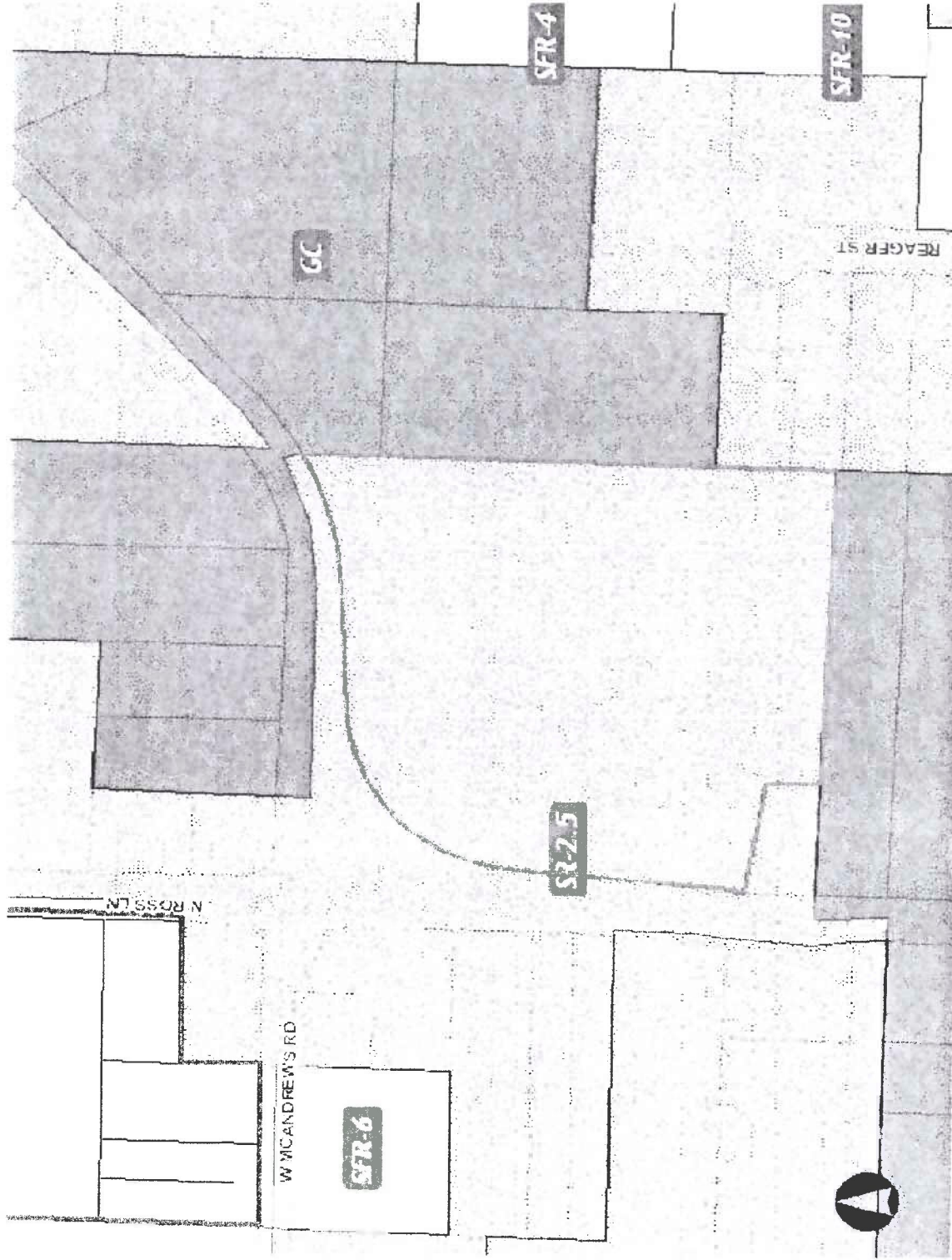
CM

LR

W McANDREWS RD

N ROSS LN

U 1042
20-08-144



City of Medford Zoning Map

U 2012
ZC-08-144

Vicinity Map

Zoning Boundary

UGB

City Limits

Taxlots

OVERLAY

Airport Approach

Airport Radar

Central Business

Freeway

Historic Outline

Limited Industrial

Limited Service

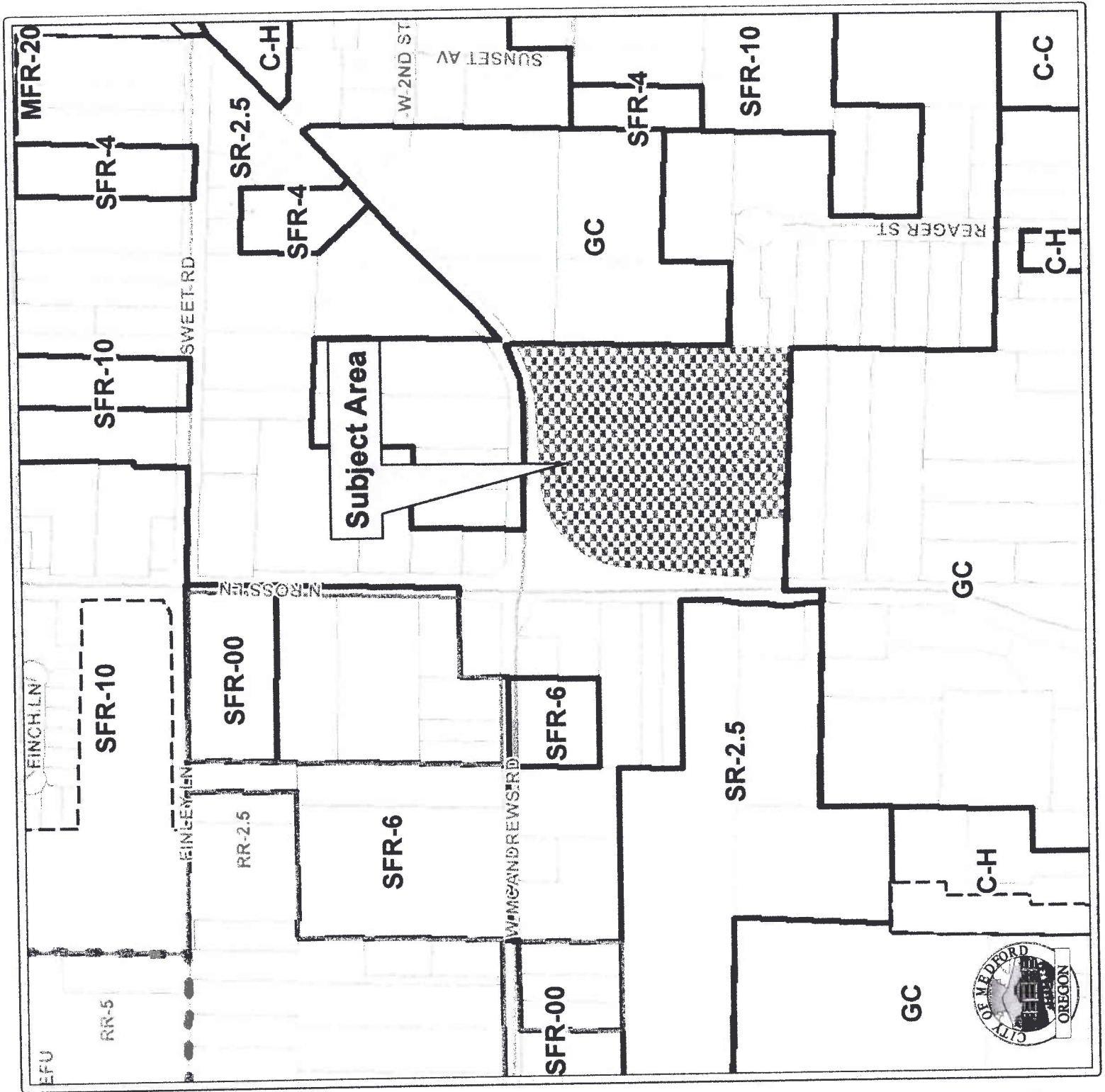
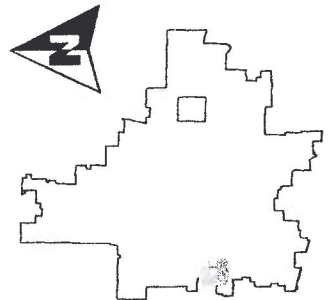
Planned Development

Southeast

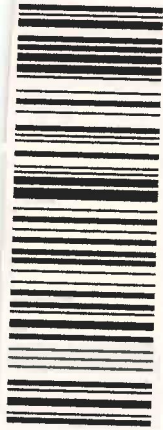
FILE NUMBER:
ZC-08-144

APPLICANT:
Plata Station, LLC.

Map: 372W26AD
TL: 2400



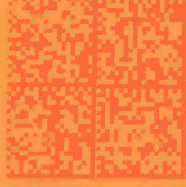
City of Medford
Planning Department
S. Ivy Street
Medford, OR 97501



7004 2510 0006 7738 7061

016H2B507631
\$07.430
03/04/2009
Mailed From 97501
US POSTAGE

Hasler



Attention: Plan Amendment Specialist
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540