



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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NOTICE OF ADOPTED AMENDMENT

08/12/2011

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Medford Plan Amendment
DLCD File Number 010-11

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Wednesday, August 24, 2011

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. 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 Acknowledgment or 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 than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Sarah Sousa, City of Medford
Angela Lazarean, DLCD Urban Planning Specialist
Ed Moore, DLCD Regional Representative

Thomas Hogue, DLCD Regional Representative

<paa> YA

**FORM 2****DLCD**

Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

☐ In person ☐ electronic ☐ mailed

DEPT OF

AUG 05 2011

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **City of Medford**Local file number: **ZC-11-059**Date of Adoption: **7-14-11**Date Mailed: **8-2-11**Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: **6-13-11**☐ 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".

Consideration of a request for a change of zone from I-L (Light Industrial) to C-S/P (Commercial – Service / Professional) on three parcels totaling approximately 3.05 acres located on the east and west of Excel Drive

Does the Adoption differ from proposal? **No**

Plan Map Changed from:

to:

Zone Map Changed from: **I-L**to: **C-S/P**Location: **3525 Excel Drive / 2009 Aero Way / 3550 Excel Drive**Acres Involved: **3.05**Specify Density: Previous: **n/a**New: **n/a**

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 file No.** _____

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

Local Contact: **Sarah Sousa**Phone: **(541) 774-2380** Extension:Address: **200 South Ivy Street**Fax Number: **(541) 618-1708**City: **Medford**Zip: **97501**E-mail Address: **sarah.sousa@cityofmedford.org**

BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE)
ZC-11-059 APPLICATION FOR A ZONE CHANGE SUBMITTED) **ORDER**
BY EXCEL DRIVE, LLC, GARY AND ALICIA REID AND AYALA)
PROPERTIES, LLC)

ORDER granting approval with conditions of a request for changing the zoning from I-L (Light Industrial) to C-S/P (Commercial – Service/Professional) on three parcels totaling approximately 3.05 acres located on the east and west of Excel Drive.

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning of real property described below from I-L (Light Industrial) to C-S/P (Commercial – Service/Professional) on three parcels totaling approximately 3.05 acres located on the east and west of Excel Drive; and

WHEREAS, the City Planning Commission has given notice of, and held, a public hearing, and after considering all the evidence presented hereby adopts the Planning Commission Staff Report dated June 16, 2011, and the Findings contained therein - Applicant's Findings – Exhibit "A," and Legal Description – Exhibit "B" attached hereto and hereby incorporated by reference; now, therefore,

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

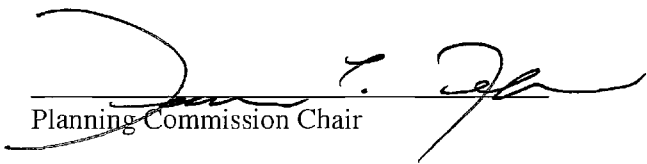
The zoning of the following described area within the City of Medford, Oregon:

37 1W 07D Tax Lots 303, 313 and 315

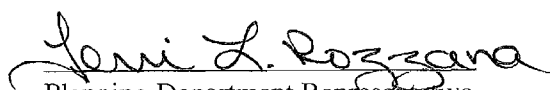
is hereby changed from I-L (Light Industrial) to C-S/P (Commercial – Service/Professional) on three parcels totaling approximately 3.05 acres located on the east and west of Excel Drive.

Accepted and approved this 14th day of July, 2011.

CITY OF MEDFORD PLANNING COMMISSION


Planning Commission Chair

ATTEST:


Planning Department Representative



CITY OF MEDFORD

PLANNING DEPARTMENT

STAFF REPORT

Date: June 16, 2011

To: Planning Commission

From: Sarah Sousa, Planner III

Reviewed By: Kelly Akin, Senior Planner *KA*

Subject: Excel Drive Properties Zone Change (ZC-11-059)
Excel Drive, LLC / Gary & Alicia Reid / Ayala Properties LLC, Applicants
(Maize & Associates, Agent)

BACKGROUND

Proposal

Consideration of a request for a change of zone from I-L (Light Industrial) to C-S/P (Commercial – Service/Professional) on three parcels totaling approximately 3.05 acres located on the east and west of Excel Drive at the westerly terminus of Aero Way.

Subject Site Zoning, GLUP Designation and Existing Uses

The Medford General Land Use Plan (GLUP) Map designation for the subject properties is SC (Service Commercial). All three properties are currently zoned I-L and contain office buildings.

Surrounding Property Zoning and Uses

North	C-S/P Offices
South	C-S/P Offices
East	C-S/P Offices
West	I-L Airport

"Working with the Community to Shape a Vibrant and Exceptional City"

Related Projects

CP-11-022 General Land Use Plan Map Amendment from General Industrial to
Service Commercial

Applicable Criteria

Medford Land Development Code Section 10.227

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

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

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

- (2) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in the MLDC and Goal 3, Policy 1 of the *Comprehensive Plan* "Public Facilities Element."
 - (a) Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.
 - (b) Adequate streets and street capacity must be provided in one of the following ways:
 - (i) Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or
 - (ii) Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or
 - (iii) If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make

the street adequate are fully funded. A street project is deemed to be fully funded when one of the following occurs:

- (a) the project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or
- (b) when an applicant funds the improvement through a reimbursement district pursuant to the MLDC. The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits.
- (iv) When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.
- (c) In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction of covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following:
 - (i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards,
 - (ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule,
 - (iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

Corporate Names

Douglass Schmor is listed as the registered agent of Excel Drive Properties, LLC and the members are listed as Robbie English, Gwen Johnson, Kathryn O'Brien, and John

Johnson. Laz Ayala is listed as the registered agent and member of Ayala Properties, LLC.

ANALYSIS

On June 2, 2011, the City Council adopted Ordinance #2011-97, which changed the designation on the General Land Use Plan Map of the Medford Comprehensive Plan from General Industrial to Service Commercial on the subject properties. The proposed zoning is consistent with the Service Commercial designation. A condition of approval was included as part of the General Land Use Plan Map amendment which requires a restrictive covenant to be recorded within thirty days of approval for the three properties stipulating to a trip cap of no more than 300 average daily trips per acre or 30 p.m. peak hour trips per acre.

The applicant submitted a Traffic Impact Analysis for this application because the change of zone from Light Industrial to Commercial – Service/Professional generates additional vehicle trips that trigger the requirement for a study. The submitted Traffic Impact Analysis finds that there would be 153 p.m. peak hour trips generated from the 3.05 acre subject area under the Service Commercial designation. The analysis shows 111 of those p.m. peak hour trips at the Delta Waters Road / Highway 62 intersection, and 29 p.m. peak hour trips at the Delta Waters Road / Crater Lake Avenue intersection, which is operating at a level of Service “F.” Mitigation at this intersection would be required for full development under the C-S/P zoning, unless a trip stipulation is made as provided by Section 10.461 of the Medford Land Development Code. Therefore, the applicant has stipulated to limiting the number of vehicular trips for the three parcels. The stipulation in the Applicant’s Findings of Fact & Conclusions of Law (Exhibit B) states, *“In accordance with, and in order to ensure that adequate transportation facilities serving the subject property are available, the applicant agrees to limit the number of vehicular trips generated from the three parcels changed to the Service Commercial and Professional Office (C-S/P) zoning district to not exceed the amount generated under the Light Industrial zoning district, which the City of Medford determines to be 300 Average Daily Trips per acre.”*

Staff has reviewed the zone change request and found that it meets the approval criteria listed in Medford Land Development Code Section 10.227. There are adequate infrastructure facilities available to serve the subject properties. All three properties are currently serviced by sanitary sewer, storm drainage, and water facilities. No locational criteria are listed for zone changes to the C-S/P zone. Finally, the proposed C-S/P zone is consistent with the subject property’s General Land Use Plan Map designation of Service Commercial.

FINDINGS OF FACT

Staff has reviewed the applicant’s Findings of Fact and Conclusions of Law (Exhibit B) and recommends that the Commission adopt the Findings as presented.

RECOMMENDED ACTION

Direct staff to prepare a Final Order for approval of ZC-11-059 per the Staff Report dated June 16, 2011, including Exhibits A through J.

EXHIBITS

- A Conditions of Approval dated June 16, 2011
- B Applicant's Findings of Fact and Conclusions of Law received May 5, 2011
- C Traffic Impact Analysis received May 5, 2011
- D Public Works Staff Report received June 8, 2011
- E Medford Water Commission Memo received June 8, 2011
- F Medford Fire Department Report received June 8, 2011
- G General Land Use Plan Map received May 5, 2011
- H Zoning Map received May 5, 2011
- I Adopted North Medford Circulation Plan received May 5, 2011
- J Jackson County Assessor's Map received May 5, 2011
Vicinity Map

PLANNING COMMISSION AGENDA: JUNE 23, 2011

EXHIBIT A

ZC-11-059
Conditions of Approval
June 16, 2011

CODE REQUIREMENTS

1. Within 30-days of the Final Order of Approval, the applicant shall produce a restrictive covenant, in a form acceptable to the City Attorney, and record such covenant for each of the subject properties stipulating the number of vehicle trips will not exceed 300 Average Daily Trips or 30 p.m. peak hour trips per acre.

CITY OF MEDFORD
EXHIBIT # A
FILE # ZC-11-059

FINDINGS OF FACT AND CONCLUSIONS OF LAW

BEFORE THE MEDFORD PLANNING COMMISSION

**IN THE MATTER OF APPROVAL OF AN
APPLICATION FOR OF A CHANGE OF ZONE
FROM A LIGHT INDUSTRIAL ZONING DISTRICT,
TO A SERVICE COMMERCIAL AND
PROFESSIONAL OFFICE ZONING DISTRICT**

RECEIVED
MAY 05 2011
PLANNING DEPT.
APPLICANT'S
EXHIBIT 1

APPLICATION: Request for a change of zone from a City of Medford Light Industrial (I-L) zoning district to a Service Commercial and Professional Office (C-S/P) zoning district on three parcels totaling approximately 3.05 acres located on the east and west sides of Excel Drive, north of the intersection of Excel Drive and Aero Way.

**APPLICANTS/
OWNERS:** Excel Drive, LLC
Gary M. and Alicia M. Reid
Ayala Properties, LLC

AGENT: Maize & Associates, Inc.
P.O. Box 628
Medford, OR 97501

A. BACKGROUND AND SCOPE OF APPLICATION

The subject parcels are identified on Table 1 below and also shown on the Jackson County Assessor's Map (Exhibit "3") and Medford's General Land Use Plan (GLUP) Map (Exhibit "5"), and are within the Crater Lake Business Center subdivision.

Since the mid-1980's, the subject property has had a land use designation of General Industrial, which allows the existing Light Industrial zoning district. An application has been submitted to the City to change the land-use designation on the subject property from General Industrial to Service Commercial, which will be reviewed by the City Council in June 2011.

In November 2009, the City Council the City Council approved an application, which amended the City's GLUP Map by changing the designation of approximately 7.5 acres of General Industrial land on the north, east and south sides of the subject property to Service Commercial (Exhibit "5"). The Planning Commission

CITY OF MEDFORD

EXHIBIT # B

File # 2C-11-059

subsequently approved an application that requested a change of zone from Light Industrial to C-S/P on the same approximate 7.5 acres as shown on Exhibit “4”.

Table 1

**PARCELS BEING REZONED FROM LIGHT INDUSTRIAL TO SERVICE
COMMERCIAL AND PROFESSIONAL OFFICE**

Subdivision Parcel No.	Map Tax Lot	Acres	Current Use	Owner
	371W7D			
Portion of 5, 6, 7, and 8	303	2.06	Business offices of Intransit, Inc. UTi	Excel Drive, LLC
19	313	0.46	Offices of Dr. Gary Reid, Chiropractic Physician and Selectemp	Gary and Alicia Reid
21	315	0.53	Offices of Wells Fargo Dealer Services and Eagle Home Mortgage	Ayala Properties, LLC
Total		3.05		

The applicants propose to rezone the three parcels shown above, in accordance with the Land Development Code and the Medford Comprehensive Plan.

B. APPLICANT’S SUBMITTALS

Exhibit 1	Findings of Fact and Conclusions of Law
Exhibit 2	Legal Description of Area to be Rezoned
Exhibit 3	Assessor’s Map showing Subject Area to be Rezoned
Exhibit 4	City of Medford Zoning Map showing Subject Area
Exhibit 5	General Land Use Plan Map showing Subject Area
Exhibit 6	Adopted North Medford Circulation Plan
Exhibit 7	Traffic Analysis by Southern Oregon Transportation Engineers, LLC dated January 21, 2011

C. RELEVANT APPROVAL CRITERIA

Section 10.227 of the Land Development Code states that the Planning Commission shall approve a quasi-judicial zone change if it finds that the zone change complies with subsections (1) and (2) of that section. The Oregon Transportation Planning Rule (OAR 660-012-0060) also contains criteria, which apply to approval of a zone change application. Both sets of criteria are listed below. Provisions, which do not apply, have been omitted, and are indicated by “***”.

MEDFORD LAND DEVELOPMENT CODE

ZONE CHANGE CRITERIA – SECTION 10.227

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

1. *The proposed zone is consistent with the Transportation System Plan (TSP) and the General Land Use Plan Map designation. A demonstration of consistency with the acknowledged TSP will assure compliance with 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 (1) 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.*

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 Section 10.462 and Goal 2 of the Comprehensive Plan "Public Facilities Element and Transportation System Plan"*
 - a. *Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction*

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

OREGON TRANSPORTATION PLANNING RULE 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.*

D. FINDINGS OF FACT AND CONCLUSIONS OF LAW

The submitted Findings of Fact and Conclusions of Law below support the zone change from its present Light Industrial (I-L) to (Service Commercial and Professional Office (C-S/P).

ZONE CHANGE CRITERIA – SECTION 10.227

The Planning Commission has considered the following facts to be pertinent to the application request:

CRITERION NO. 1

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

CONSISTENCY WITH THE OREGON TRANSPORTATION PLANNING RULE (OAR 660)

A Transportation System Plan (TSP) was adopted by the Medford City Council on November 20, 2003. The TSP identifies both existing and future needs, and includes improvements to meet those needs. In order to achieve those needs, the TSP has established the city's goals, policies, and implementation measures in order for the City to develop and maintain its transportation system for both the short and long term.

The Medford TSP addresses the Oregon Statewide Planning Goal 12 and the Oregon Transportation Planning Rule (TPR), which directs cities and counties to develop balanced transportation systems addressing all modes of travel including motor vehicles, transit, bicycles and pedestrians. The TPR envisions development of local plans that will promote changes in land use patterns and transportation systems that make it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs.

Below are those policies and implementation strategies from Medford's TSP that are relevant to the subject application.

Overall Transportation System

GOAL 1: *To provide a multi-modal transportation system for the Medford planning area that supports the safe, efficient, and accessible movement of all people and goods, and recognizes the area's role as the financial, medical, tourism, and business hub of Southern Oregon and Northern California.*

Policy 1-B: *The City of Medford shall use the Transportation System Plan as the legal basis and policy foundation for decisions involving transportation issues.*

Implementation 1-B(6): *Require Comprehensive Plan, Land Development Code, and Zoning Map amendments to contain findings that show how the action is in conformity with the adopted tenets of the Medford Transportation System Plan.*

Findings of Fact

The City of Medford has recently revised the criteria for zone changes within the City, reflected in Section 10.227(1) of the Land Development Code, requiring that findings to be made showing consistency with the Transportation System Plan. The applicant, below, has addressed the policies and implementation strategies of the TSP that apply to the subject application for a change of zone from I-L to C-S/P.

GOAL 2: *To provide a comprehensive street system that serves the mobility and multi-modal transportation needs of the Medford planning area.*

Street System – Transportation System Management and Safety

Policy 2-H: *The City of Medford shall manage and maintain the transportation system in an efficient, clean, and safe manner.*

Implementation 2-H(1): *Require Traffic Impact Analyses (TIAs), as appropriate, in conjunction with development applications to assess impacts on the existing and planned transportation system, and require transportation system improvements that are identified through the TIA or by other Municipal Code requirements as a condition of approval of development permits and land use actions.*

Findings of Fact

In accordance with the provisions of Section 10.461 of the Land Development Code, the City has required, and the applicant has provided a Traffic Analysis (Exhibit “7”) in conjunction with the subject application. The Traffic Analysis assesses the impacts on the existing and planned transportation system as discussed later in this document.

Conclusion of Law

The Planning Commission concludes that proposed zone change is consistent with the Transportation System Plan since Medford has adopted a Transportation System Plan and the application is consistent with that TSP. Separate findings have been included in this document, which address the Transportation Planning Rule.

CONSISTENCY WITH GENERAL LAND USE PLAN MAP DESIGNATION

Findings of Fact

The City Council has reviewed a separate application to change the land use designation on the subject property from General Industrial to Service Commercial. With the approval of that application, the land use designation of the subject properties is now Service Commercial. The General Land Use Plan Map Element of Medford's Comprehensive Plan, identifies the C-S/P zone as being the only zoning district that is consistent within the Service Commercial designation.

Conclusion of Law

The Planning Commission concludes that the zone change to C-S/P is consistent with the GLUP Map as the proposed C-S/P zone is allowed within the existing Service Commercial land use designation.

CONSISTENCY WITH LOCATIONAL STANDARDS

Findings of Fact

The Planning Commission finds that while there are location standards for zone changes to several commercial zones, there are no locational standards for a change to a C-S/P zone found in Medford Land Development Code Section 10.227(1), subsections a, b, c, or d.

Conclusion of Law

The Planning Commission concludes that the need to be consistent with any locational standards does not apply to this application, as there are no locational standards for zone changes to the C-S/P zoning district.

CRITERION NO. 2

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

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

Findings of Fact

The *Public Facilities Element* of Medford's Comprehensive Plan lists two categories of Public Facilities. The four Category "A" facilities, the key minimum physical facilities necessary for urban development, are listed as:

- Water Service
- Sanitary Sewer and Treatment
- Storm Drainage
- Transportation Facilities

With respect to each of the above Category "A" public facilities, the Planning Commission considers the following facts:

A. Water Service – The subject property is currently be served by the following water lines that are adjacent to the subject site:

- a 12-inch water main in Excel Drive;
- a 10-inch water main in Lear Way;
- a 12-inch water main in Delta Waters Road;
- a 12-inch water main in Aero Way;

According to the Medford Water Commission, water supply to the City of Medford comes from two sources: Big Butte Springs and the Rogue River. The current (2011) combined treatment capacity is approximately 71 million gallons per day (mgd), with current total water rights of 91 mgd.

According to the Medford Water Commission's Statistical Report for 2010, the Medford Water Commission's service population is approximately ± 130,000.

Based on current peak per capita water use rates, it is estimated that water rights held by the Medford Water Commission, and existing treatment plant design capacity can support a population of approximately 185,000 people. Water rights held by cities served by the Medford Water Commission will support additional population, the number of which is under ongoing evaluation. The Public Facility Element of the Comprehensive Plan states that *"... the Medford Water Commission should be able to meet water demands through 2030, even without conservation."*

The Medford Water Commission staff states that water service is adequate in condition and capacity to accommodate existing and future development of the subject property with uses allowed under the proposed C-S/P zoning.

There are no additional domestic water facilities that need to be provided as a result of the requested zone change.

Conclusions of Law

Based upon the Findings of Fact, the Planning Commission concludes that the water system, which serves the subject property, is adequately sufficient and available to provide water service to the subject property with existing and future development that is permitted under the proposed C-S/P zoning.

B. Sanitary Sewer and Treatment – The subject property is currently served by the City of Medford, which has:

- an 8-inch line in Excel Drive;
- an 8-inch line along the western property line of those lots on the west side of Excel Drive;
- an 8-inch line in Lear Way;
- an 8-inch line in Aero Way to serve those lots that front on Excel Drive and Aero Way;

The City of Medford, along with several other regional municipalities, discharges its wastewater into the Rogue Valley Sewer Service (RVS) operated interceptor system, which transports the wastewater for treatment to the City of Medford operated Regional Water Reclamation Facility (RWRF), located adjacent to the Rogue River outside of Medford's Urban Growth Boundary.

The RWRF average daily dry weather (summer) influent flow for 2004 was 15.7 million gallons per day (mgd), while the yearly flow average for the last 3 years is 18.4 mgd. The 2000 RWRF Facilities Plan projected that the ultimate population to be served by the regional plant is estimated to be 190,000.

The City of Medford Public Works staff has determined that the sanitary sewer system is adequate in condition and capacity to accommodate existing and future development of the subject property with uses allowed under the proposed C-S/P zoning.

There are no additional sanitary sewer facilities that need to be provided as a result of the requested C-S/P zoning.

Conclusions of Law

Based upon the Findings of Fact, the Planning Commission concludes that the sanitary sewer system and treatment facilities which serve the subject property is adequately sufficient and available to provide sanitary sewer service to the subject property with existing and future development that is permitted under the proposed C-S/P zoning.

C. Storm Drainage – The subject properties are located in the Midway Creek Drainage Basin and is currently served by City of Medford storm drainage infrastructure, which include lines in:

- Excel Drive with diameters of 12 inches, 15 inches, 21 inches, and 24 inches;
- Lear Way with a diameter of 8 inches;
- Aero Way with a diameter of 8 inches to serve those lots that front on Excel Drive and Aero Way;

According to the City of Medford Engineering Division, the current Medford Storm Drainage Master Plan indicates improvements are required in the downstream storm drainage system to meet current design standards for this basin. Therefore, prior to the issuance of a development permit or a building permit, plans will need to be approved by the City assuring that there will be a controlled storm water release of no more than 0.25 cubic feet per second per acres of development for the 10-year storm event.

The Engineering Department representative state that with the prescribed storm water detention, the subject property can be adequately served by the City's storm water drainage system.

Conclusions of Law

Based upon the Findings of Fact, the Planning Commission concludes that the storm drainage system which serves the subject property is adequately sufficient and available to provide storm drainage to the subject property with existing and future development that is permitted under the proposed C-S/P zoning, provided that storm water detention is incorporated into the future development plans in accordance with City of Medford standards.

D. Transportation Facilities - The subject properties have frontage on Excel Drive and Aero Way, designated and constructed as Industrial/Commercial streets. All of the frontage streets are fully improved. The adopted North Medford Circulation Plan (Exhibit "5") shows that Medco Haul Road, a designated Major Arterial Street is planned to intersect with Delta Waters Road, and run along the west side of the subject lot 303.

A project approved by the City (TF-10-52) has extended Excel Drive from its current location on the south side of Delta Waters Road, approximately 300 feet north to the Delta Center PUD development, that contains the Sportsman's Warehouse and other businesses.

The property owners have engaged the services of Southern Oregon Transportation Engineering, LLC to analyze any potential traffic impacts as a result of the requested amendment.

The submitted Traffic Analysis (Exhibit "7"), finds that there would be 153 p.m. peak hour trips generated from the 3.05-acre subject site under the Service Commercial designation. The analysis also shows 111 of those p.m. peak hour trips at the Delta Waters Road / Highway 62 intersection, and 29 p.m. peak hour trips at the Delta Waters Road / Crater Lake Avenue intersection, which is operating at a level of Service "F". Mitigation at this intersection will be required for full development under the C-S/P zoning, unless a trip stipulation is made as provided by Section 10.461 of Medford's Land Development Code. Such a stipulation is allowed to reduce traffic if it can be shown that an unconditional approval is not possible without some form of mitigation.

As in the application to amend the GLUP Map from General Industrial to Service Commercial on the subject property, the applicants are proposing to stipulate that the number of trips generated by the subject properties under the proposed C-S/P zoning will not exceed what the City attributes to the present Light Industrial zoning – 300 Average Daily Trips per acre or 30 p.m. peak hour trips per acre. This specific stipulation results in a condition of this zone change application.

With the accompanying stipulation made by the applicant, there are no transportation facilities that need to be provided as a result of the requested zone change application.

It should be noted that the above condition may be removed in the future in accordance with the provisions of Section 10.228 of the Land Development Code.

Based upon that analysis and the accompanying stipulation made by the applicant, that there are no transportation facilities that need to be provided as a result of the requested GLUP Map change and transportation demands will not diminish the quality of services below established minimum standards.

Conclusions of Law

Based upon the Findings of Fact, the Planning Commission concludes that with the applicant's stipulation in place, the transportation facilities which will serve the subject property are adequately sufficient and available to provide transportation service to the subject property with existing and future development that are permitted under the proposed C-S/P zoning,

CONSISTENCY WITH THE OREGON TRANSPORTATION PLANNING
RULE (OAR 660)

Chapter 660-012-0060 of the Oregon Administrative Rules function as relevant decisional criteria for Subsection (1) of the criteria in Section 10.227 of the Medford Land Development Code.

Transportation Planning – Plan and Land Use Regulation Amendments 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.*
 - 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.*
- 3. Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:*
- a. The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;*
 - b. In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;*
 - c. Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;*
 - d. The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and*
 - e. For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.*
- 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:*

(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).*

Findings of Fact

The City of Medford and the State of Oregon interpret the language of Chapter 660-012-0060 to apply to application for not only changes to the City's Comprehensive Plan, but also applications for zone changes within the City.

Section 10.227(1) provides that "*a demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.*" However, findings which address the Oregon Transportation Planning Rule have also been provided here.

The applicant commissioned a Traffic Analysis by Southern Oregon Transportation Engineering, LLC, which has been submitted as part of the zone change (Exhibit "7").

The Traffic Analysis finds that there would be 153 p.m. peak hour trips generated from the 3.05-acre subject site under the Service Commercial designation. The analysis also shows 111 of those p.m. peak hour trips at the Delta Waters Road / Highway 62 intersection, and 29 p.m. peak hour trips at the Delta Waters Road / Crater Lake Avenue intersection, which is operating at a level of Service "F". Mitigation at this intersection will be required for full development under the C-S/P zoning, unless a trip stipulation is made as provided by Section 10.461 of Medford's Land Development Code. Such a stipulation is allowed to reduce

traffic if it can be shown that an unconditional approval is not possible without some form of mitigation.

The applicants are proposing to stipulate that the number of trips generated by the subject properties under the proposed C-S/P zoning will not exceed what the City attributes to the present Light Industrial zoning – 300 Average Daily Trips per acre or 30 p.m. peak hour trips per acre. The specific stipulation results in a condition of this Comprehensive Plan amendment.

With the accompanying stipulation made by the applicant, there are no transportation facilities that need to be provided as a result of the requested Comprehensive Plan amendment.

The Oregon Department of Transportation (ODOT) finds that the proposed zone change will not significantly affect state highway facilities, per the Transportation Planning Rule (OAR 660-012-0060).

Conclusion of Law

The Planning Commission concludes that with the two stipulations discussed above and included in the following Section “G”, there will not be a significant affect on an existing or planned transportation facility and therefore, the application is consistent with the Oregon Transportation Planning Rule.

E. ULTIMATE CONCLUSION

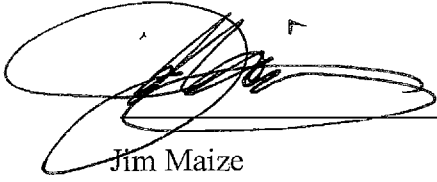
Based upon the above Findings of Fact and Conclusions of Law, the Planning Commission concludes that the application for a change of zone from a City Light Industrial zone to a City of Medford Service Commercial and Professional Office zone is consistent with the relevant decisional criteria found in Section 10.227 of Medford’s Land Development Code and the Oregon Transportation Planning Rule (Section 660-012-0060 of the Oregon Administrative Rules), and the application can, therefore, be approved.

F. STIPULATION

In accordance with, and in order to insure that adequate transportation facilities serving the subject property are available, the applicant agrees to limit the number of vehicular trips generated from the 3 parcels changed to the Service Commercial and Professional Office (C-S/P) zoning district to not exceed the amount generated under the Light Industrial zoning district, which the City of Medford determines to be 300 Average Daily Trips per acre.

Respectively Submitted,

Maize & Associates, Inc.

A handwritten signature in black ink, appearing to read 'Jim Maize', is written over a horizontal line. The signature is stylized with loops and a long horizontal stroke extending to the right.

Jim Maize
Agent for Applicants,

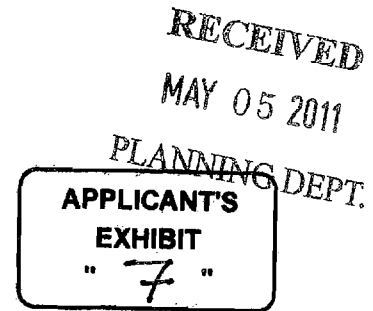
Dated: April 29, 2011

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

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

January 21, 2011

Alex Georgevitch, Transportation Manager
City of Medford Public Works
411 w. 8th Street
Medford, Oregon 97501



RE: Excel Drive ZC Traffic Analysis

Southern Oregon Transportation Engineering, LLC evaluated the impacts of a comprehensive plan map amendment from General Industrial to Service Commercial and zone change from I-L (Light Industrial) to C-S/P (Service Commercial) on Township 37S Range 1W Section 07D, tax lots 303, 313, and 315 in Medford, Oregon. The three tax lots total approximately 3.05 acres and are located on Excel Drive near Aero Way. Refer to Figure 1 for a site vicinity map.

Using City of Medford methodology (300 ADT per acre for Light Industrial and 500 ADT per acre for Service Commercial), the proposed 3.05 acre site is estimated to generate 1525 ADT with 153 trips occurring during the p.m. peak hour. Distributing these trips to the transportation system using existing count splits produces 111 p.m. trips at the intersection of Delta Waters & OR 62 and 29 p.m. trips at the intersection of Delta Waters Road & Crater Lake Avenue. The intersection of Delta Waters & Crater Lake Avenue is the first higher order City intersection (involving collector and arterial streets) to be reached with 25 or more development trips, and is also shown in a current traffic study by Group Mackenzie to be failing (operating at a level of service "F") in their pre-development scenario. Mitigation at this intersection, therefore, will be required for full development to occur.

The applicant for the proposed comprehensive plan map amendment and concurrent zone change would rather stipulate to produce no net increase in trips to the transportation system than provide mitigation at the intersection of Delta Waters & Crater Lake Avenue. The City of Medford Land Development Code (MLDC) 10.461 allows stipulations to reduce traffic if it is shown that an unconditional approval is not possible without some form of mitigation to maintain an adequate LOS. This has been shown to be the case in the current traffic study by Group Mackenzie.

Proposed Stipulation

The applicant proposes to stipulate to generate no more trips than what would currently be permitted within their underlying City I-L zoning. Using City of Medford methodology, I-L zoning generates 300 ADT per acre with 30 trips per acre occurring during the p.m. peak hour. Based on this methodology, the applicant stipulates to not exceed 92 p.m. trips (30 p.m. trips /

CITY OF MEDFORD
EXHIBIT # C
File # ZC-11-059

acre x 3.05 acres) as a condition of approval for the Comprehensive Plan Map amendment and zone change application. With this stipulation in place, the proposed development is shown to produce no net increase in trips to the transportation system during the p.m. peak hour.

Figures and supporting data are attached for reference. Please feel free to contact me if you have any questions or concerns regarding this analysis.

Sincerely,



Kimberly Parducci PE, PTOE

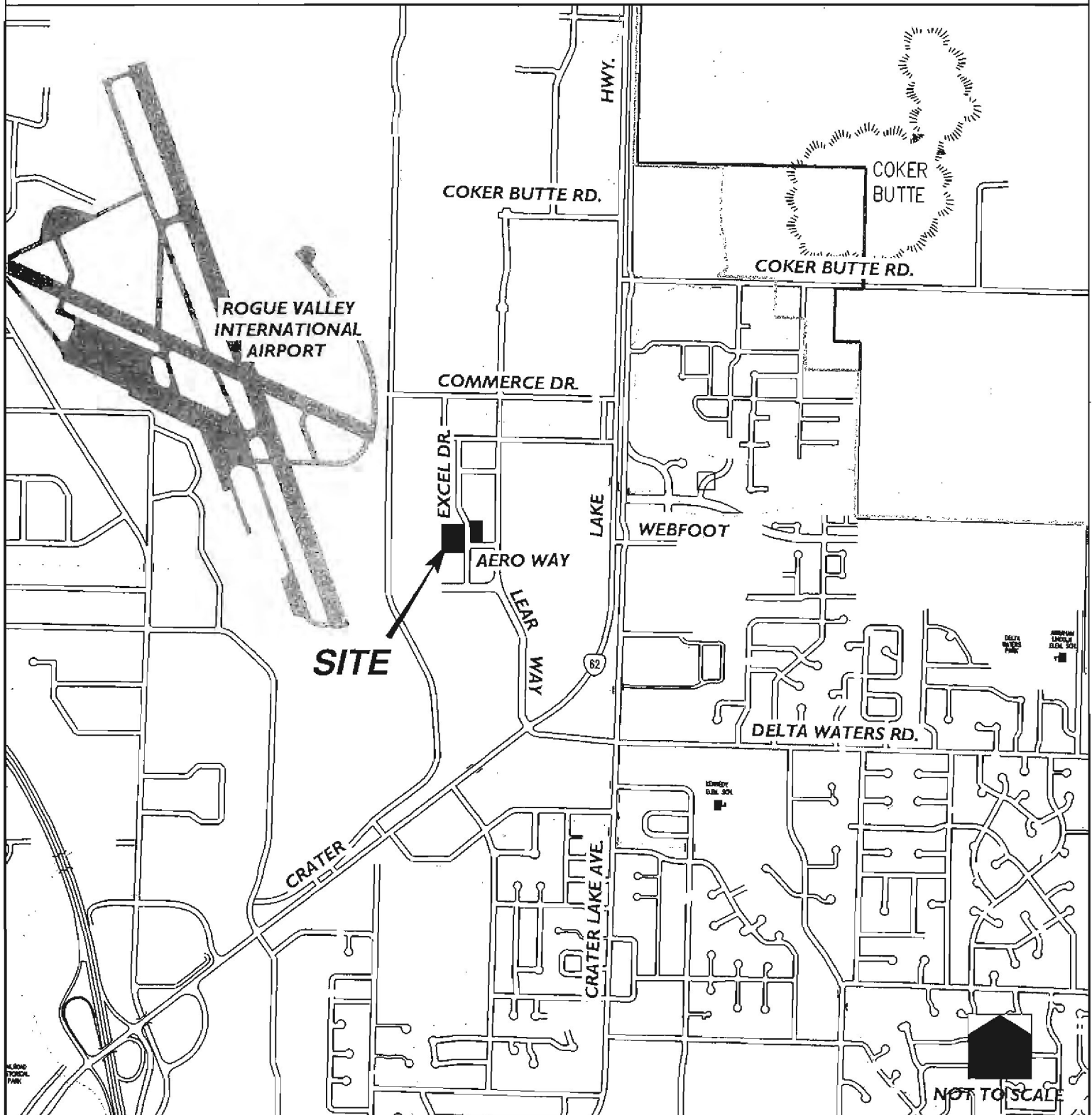
SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Cc: Client
Medford Planning Department
Oregon Department of Transportation (ODOT)

Attachments: Figure 1 Vicinity Map
Figure 2 Project Location
Figure 3 Existing Year 2009 Raw Count Data
Figure 4 Development Trip Assignments
Count Data
Scoping Letter



Figure 1 : Vicinity Map

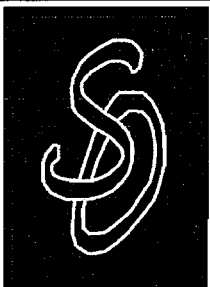
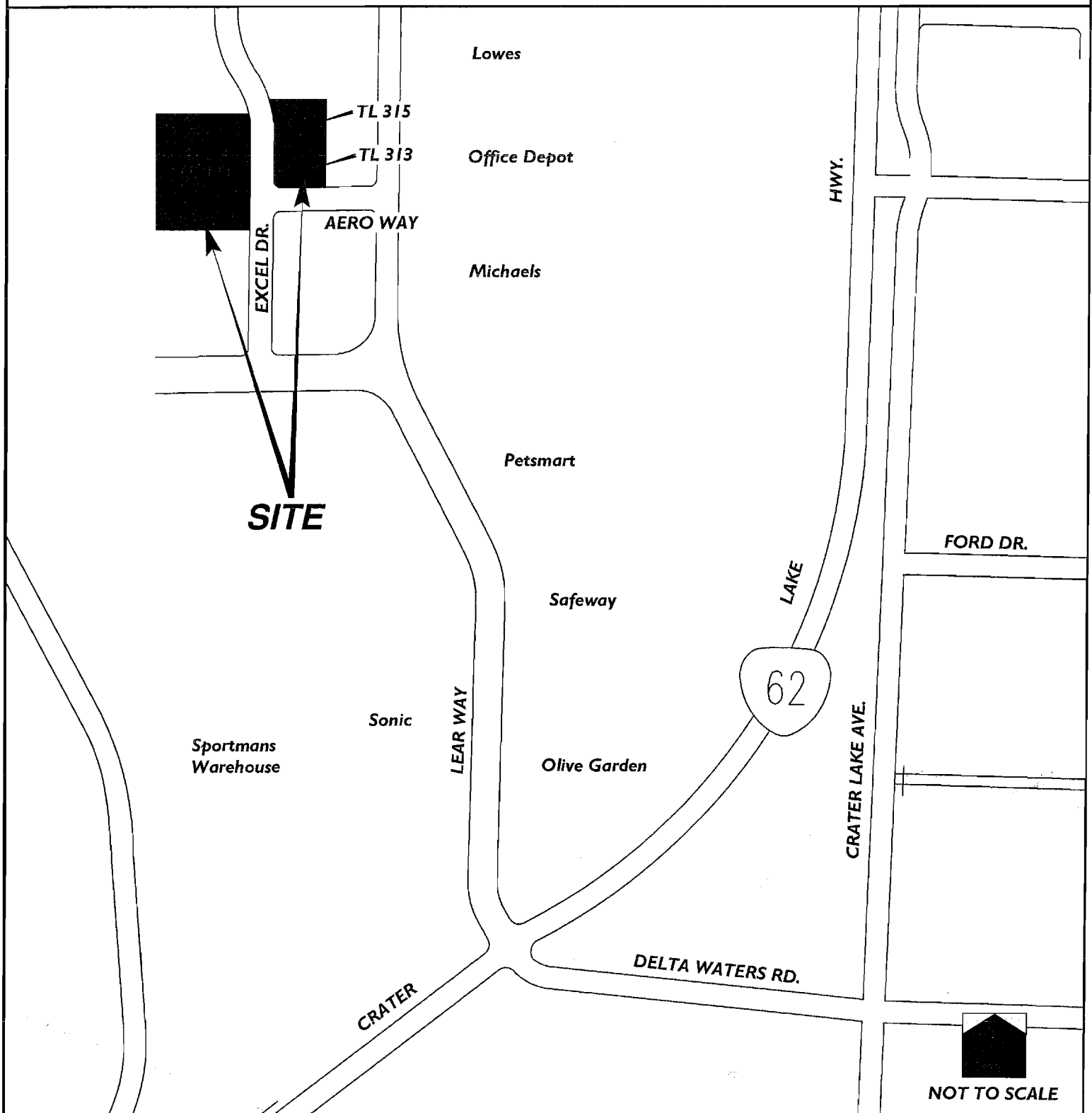


**SOUTHERN OREGON
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ph 541.608.9923 fax 541.535.6873
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**Excel Drive and Aero Way
Zone Change
Traffic Impact Analysis**

Figure 2 : Project Location

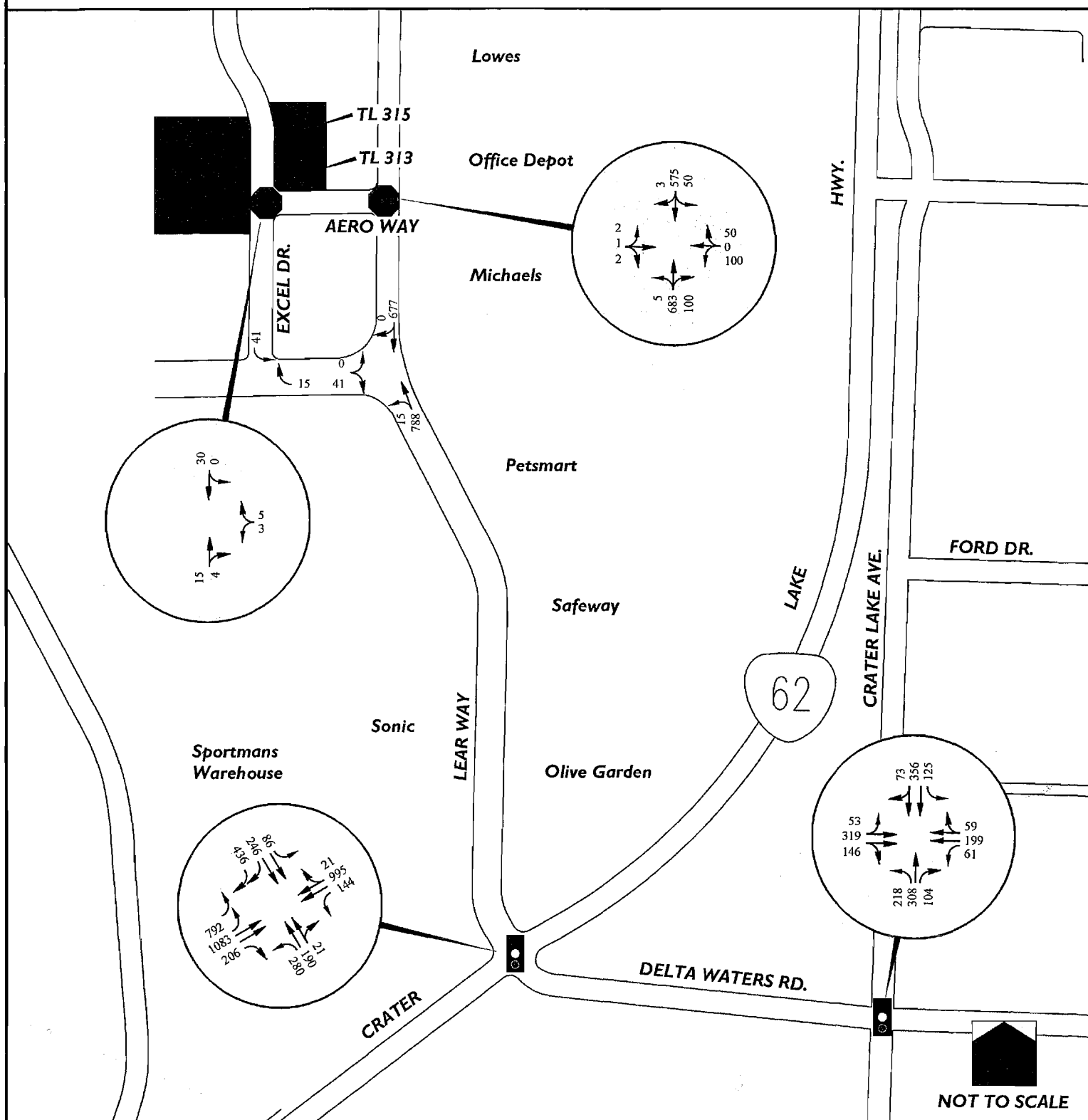


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**Excel Drive and Aero Way
Zone Change
Traffic Impact Analysis**

Figure 3 : Existing Year 2009 Raw Count Data

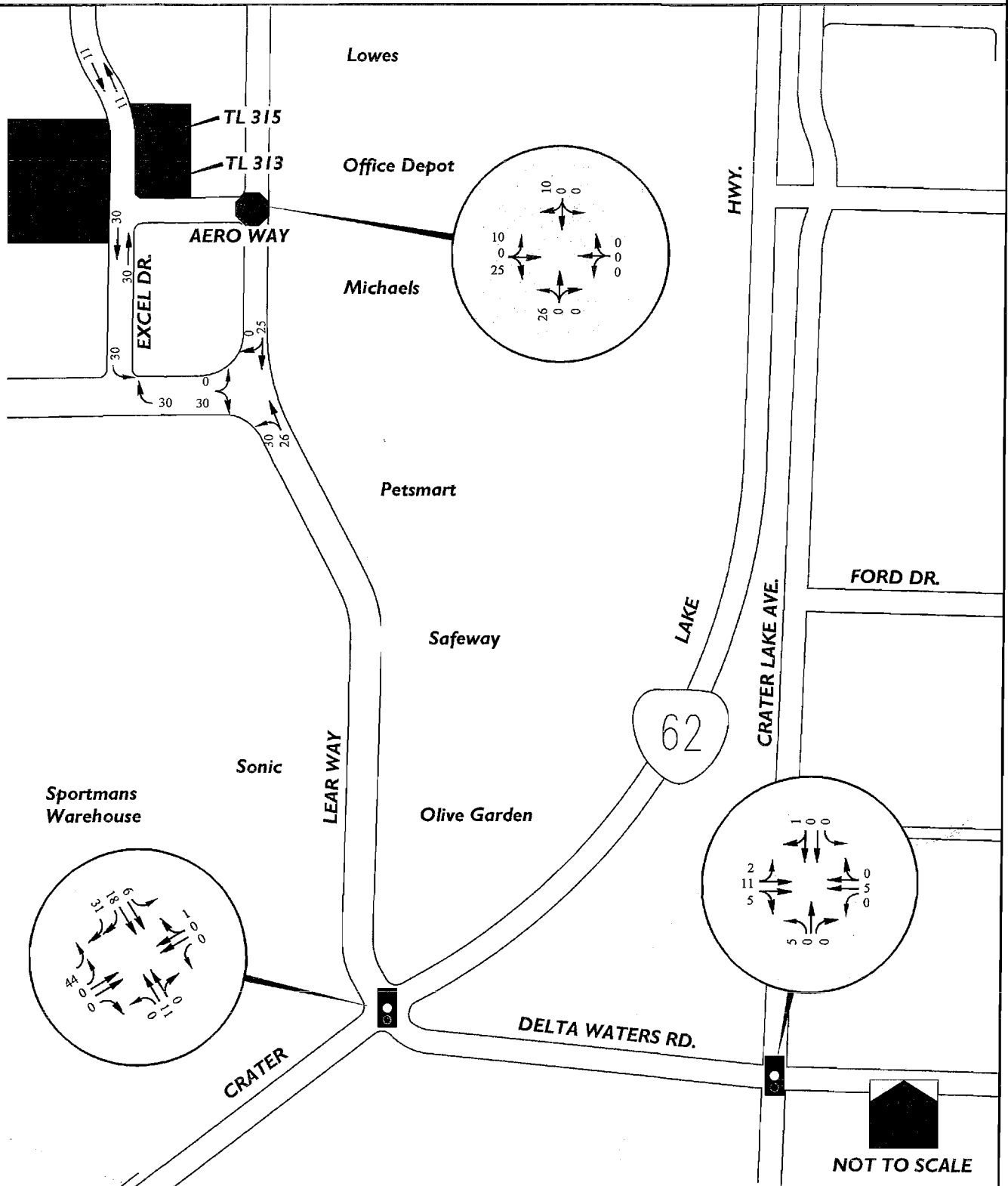


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Zone Change
Traffic Impact Analysis**

Figure 4 : Dev Trip Assignment



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**Excel Drive and Aero Way
Zone Change
Traffic Impact Analysis**

INTERSECTION TURNING MOVEMENT COUNT CITY OF MEDFORD, OREGON

N - S STREET: CRATER LAKE HWY
 E - W STREET: DELTA WATERS
 DAY OF WEEK: WEDNESDAY
 TIME OF DAY: 6 AM - 7 PM

File Name : CLH - DW
 Site Code : 00000073
 Start Date : 7/22/2009
 Page No : 1

Groups Printed- ALL VEHICLES

Start Time	CRATER LAKE HWY From North					DELTA WATERS From East					CRATER LAKE HWY From South					DELTA WATERS From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	85	6	0	91	0	9	30	0	39	19	59	29	0	107	9	8	0	0	17	254
06:15 AM	0	118	6	1	125	4	13	44	0	61	23	57	25	0	105	8	6	0	0	14	305
06:30 AM	0	127	2	1	130	10	19	45	0	74	17	86	42	0	145	22	6	0	0	28	377
06:45 AM	3	131	5	1	140	6	32	57	1	96	18	103	47	0	168	16	11	3	0	30	434
Total	3	461	19	3	486	20	73	176	1	270	77	305	143	0	525	55	31	3	0	89	1370
07:00 AM	0	138	4	1	143	5	30	52	1	88	26	115	53	0	194	21	9	2	1	33	458
07:15 AM	0	186	11	1	198	2	34	69	2	107	41	116	66	0	223	24	13	2	1	40	568
07:30 AM	5	192	9	2	208	6	36	76	0	118	35	143	70	0	248	31	18	0	0	49	623
07:45 AM	0	223	15	1	239	10	65	98	0	173	40	144	98	0	282	37	13	1	0	51	745
Total	5	739	39	5	788	23	165	295	3	486	142	518	287	0	947	113	53	5	2	173	2394
08:00 AM	3	188	13	5	209	10	44	81	0	135	39	131	78	0	248	44	18	6	0	68	660
08:15 AM	4	183	10	2	199	3	50	69	1	123	38	117	81	0	236	46	35	4	2	87	645
08:30 AM	1	169	17	2	189	7	58	64	1	130	51	113	108	0	272	42	22	6	1	71	662
08:45 AM	2	185	21	1	209	3	57	73	2	135	28	133	104	0	265	45	22	4	0	71	680
Total	10	725	61	10	806	23	209	287	4	523	156	494	371	0	1021	177	97	20	3	297	2647
09:00 AM	3	145	14	4	166	2	58	64	0	124	26	126	91	0	243	57	38	10	3	108	641
09:15 AM	3	151	20	4	178	3	52	52	1	108	33	161	107	0	301	66	21	7	0	94	681
09:30 AM	0	184	20	1	205	8	52	53	1	114	48	135	141	0	324	69	33	12	0	114	757
09:45 AM	3	161	27	2	193	8	61	68	0	137	48	153	141	0	342	71	33	9	0	113	785
Total	9	641	81	11	742	21	223	237	2	483	155	575	480	0	1210	263	125	38	3	429	2864
10:00 AM	3	173	23	1	200	7	69	70	1	147	45	155	162	0	362	82	37	7	0	126	835
10:15 AM	7	174	21	3	205	9	59	69	0	137	40	174	138	0	352	73	42	13	0	128	822
10:30 AM	3	182	20	1	206	12	77	63	0	152	45	190	167	0	402	107	59	12	1	179	939
10:45 AM	5	186	25	1	217	11	92	59	2	164	54	187	131	0	372	102	45	20	0	167	920
Total	18	715	89	6	828	39	297	261	3	600	184	706	598	0	1488	364	183	52	1	600	3516
11:00 AM	3	209	37	2	251	12	88	45	1	146	41	185	183	0	409	115	40	17	1	173	979
11:15 AM	12	214	23	1	250	7	74	62	3	146	55	217	171	0	443	104	50	16	0	170	1009
11:30 AM	8	207	31	4	250	12	85	68	5	170	44	208	176	0	428	105	38	18	1	162	1010
11:45 AM	12	198	36	2	248	10	73	77	2	162	43	196	177	0	416	115	47	35	2	199	1025
Total	35	828	127	9	999	41	320	252	11	624	183	806	707	0	1696	439	175	86	4	704	4023
12:00 PM	4	194	30	1	229	9	62	51	0	122	53	206	177	0	436	133	55	17	1	206	993
12:15 PM	6	217	31	2	256	8	74	81	4	167	50	167	171	0	388	112	52	27	0	191	1002
12:30 PM	1	221	41	0	263	4	65	73	0	142	43	227	212	0	482	111	79	36	1	227	1114
12:45 PM	4	242	42	2	290	6	51	77	0	134	38	223	228	0	489	108	53	18	0	179	1092
Total	15	874	144	5	1038	27	252	282	4	565	184	823	788	0	1795	464	239	98	2	803	4201

INTERSECTION TURNING MOVEMENT COUNT CITY OF MEDFORD, OREGON

N - S STREET: CRATER LAKE HWY
E - W STREET: DELTA WATERS
DAY OF WEEK: WEDNESDAY
TIME OF DAY: 6 AM - 7 PM

File Name : CLH - DW
Site Code : 00000073
Start Date : 7/22/2009
Page No : 2

Groups Printed- ALL VEHICLES																					
Start Time	CRATER LAKE HWY From North					DELTA WATERS From East					CRATER LAKE HWY From South					DELTA WATERS From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
01:00 PM	7	230	29	0	266	3	64	69	0	136	41	222	192	0	455	120	75	22	0	217	1074
01:15 PM	8	217	29	1	255	4	45	46	0	95	40	240	202	0	482	146	67	20	0	233	1065
01:30 PM	2	242	23	2	269	2	88	59	0	149	51	206	213	0	470	109	35	11	0	155	1043
01:45 PM	1	236	25	0	262	2	46	67	0	115	49	209	180	0	438	110	52	19	0	181	996
Total	18	925	106	3	1052	11	243	241	0	495	181	877	787	0	1845	485	229	72	0	786	4178
02:00 PM	3	227	28	2	260	5	38	71	0	114	31	211	221	0	463	103	53	13	1	170	1007
02:15 PM	3	264	33	1	301	7	62	69	0	138	40	196	167	0	403	110	43	18	0	171	1013
02:30 PM	4	252	31	1	288	5	57	82	0	144	33	192	169	0	394	124	61	22	1	208	1034
02:45 PM	8	221	22	1	252	6	68	67	0	141	39	178	171	0	388	126	82	22	2	232	1013
Total	18	964	114	5	1101	23	225	289	0	537	143	777	728	0	1648	463	239	75	4	781	4067
03:00 PM	7	219	30	1	257	8	49	68	0	125	45	251	184	0	480	119	60	20	4	203	1065
03:15 PM	3	225	32	0	260	5	65	71	0	141	58	211	174	0	443	113	65	31	0	209	1053
03:30 PM	4	218	28	2	252	12	56	74	0	142	48	228	169	0	445	129	75	25	0	229	1068
03:45 PM	4	234	30	0	268	8	41	82	0	131	56	273	204	0	533	109	51	14	0	174	1106
Total	18	896	120	3	1037	33	211	295	0	539	207	963	731	0	1901	470	251	90	4	815	4292
04:00 PM	3	268	33	1	305	9	42	68	0	119	50	260	206	0	516	105	71	43	3	222	1162
04:15 PM	5	258	35	0	298	3	43	70	1	117	53	282	212	0	547	104	51	11	1	167	1129
04:30 PM	8	225	39	1	273	4	54	78	0	136	46	275	177	0	498	103	53	14	0	170	1077
04:45 PM	5	244	37	0	286	5	51	64	0	120	57	266	197	0	520	124	71	18	0	213	1139
Total	21	995	144	2	1162	21	190	280	1	492	206	1083	792	0	2081	436	246	86	4	772	4507
05:00 PM	5	220	26	0	251	2	49	69	0	120	49	271	184	0	504	117	75	23	0	215	1090
05:15 PM	4	210	27	1	242	0	40	52	0	92	45	269	186	0	500	92	82	19	1	194	1028
05:30 PM	7	213	10	0	230	2	31	53	0	86	39	242	148	0	429	89	70	15	0	174	919
05:45 PM	6	205	20	0	231	4	60	47	0	111	38	209	136	0	383	74	59	10	0	143	868
Total	22	848	83	1	954	8	180	221	0	409	171	991	654	0	1816	372	286	67	1	726	3905
06:00 PM	4	175	16	0	195	2	38	54	0	94	31	207	156	0	394	76	75	16	0	167	850
06:15 PM	6	169	23	0	198	3	57	44	0	104	40	177	143	0	360	90	54	15	0	159	821
06:30 PM	4	186	20	0	210	4	72	55	0	131	32	156	121	0	309	88	55	7	0	150	800
06:45 PM	15	174	15	1	205	9	71	59	0	139	38	143	103	0	284	70	63	22	0	155	783
Total	29	704	74	1	808	18	238	212	0	468	141	683	523	0	1347	324	247	60	0	631	3254
Grand Total	221	10315	1201	64	11801	308	2826	3328	29	6491	2130	9601	7589	0	19320	4425	2401	752	28	7606	45218
Apprch %	1.9	87.4	10.2	0.5		4.7	43.5	51.3	0.4		11	49.7	39.3	0		58.2	31.6	9.9	0.4		
Total %	0.5	22.8	2.7	0.1	26.1	0.7	6.2	7.4	0.1	14.4	4.7	21.2	16.8	0	42.7	9.8	5.3	1.7	0.1	16.8	

INTERSECTION TURNING MOVEMENT COUNT CITY OF MEDFORD, OREGON

N - S STREET: CRATER LAKE AV
 E - W STREET: DELTA WATERS
 DAY OF WEEK: THURSDAY
 TIME OF DAY: 6AM - 7PM

File Name : CLA - DW
 Site Code : 00000072
 Start Date : 9/10/2009
 Page No : 1

Groups Printed- ALL VEHICLES

Start Time	CRATER LAKE AV From North					DELTA WATERS From East					CRATER LAKE AV From South					DELTA WATERS From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	5	28	4	1	38	8	26	10	0	44	3	21	12	0	36	10	16	1	0	27	145
06:15 AM	6	36	3	0	45	10	36	8	2	56	2	27	10	0	39	9	19	3	0	31	171
06:30 AM	7	41	10	0	58	28	46	8	0	82	5	34	19	0	58	13	12	2	0	27	225
06:45 AM	18	60	12	0	90	29	66	19	0	114	7	47	24	0	78	11	18	5	0	34	316
Total	36	165	29	1	231	75	174	45	2	296	17	129	65	0	211	43	65	11	0	119	857
07:00 AM	12	62	13	0	87	19	50	17	0	86	12	46	17	0	75	21	21	0	0	42	290
07:15 AM	10	89	18	0	117	30	64	22	1	117	5	56	21	0	82	24	37	6	1	68	384
07:30 AM	13	124	9	0	146	29	73	27	0	129	22	74	37	0	133	19	38	5	0	62	470
07:45 AM	16	143	17	0	176	33	94	28	2	157	17	83	52	0	152	18	37	6	0	61	546
Total	51	418	57	0	526	111	281	94	3	489	56	259	127	0	442	82	133	17	1	233	1690
08:00 AM	12	117	14	2	145	22	67	20	1	110	12	62	46	0	120	27	28	11	0	66	441
08:15 AM	12	97	17	1	127	24	63	27	0	114	11	69	48	1	129	27	36	8	1	72	442
08:30 AM	12	79	17	0	108	23	60	14	0	97	24	76	43	0	143	32	47	12	0	91	439
08:45 AM	17	79	11	0	107	23	61	21	0	105	13	74	45	0	132	31	35	13	0	79	423
Total	53	372	59	3	487	92	251	82	1	426	60	281	182	1	524	117	146	44	1	308	1745
09:00 AM	16	76	11	0	103	15	56	13	0	84	7	56	38	0	101	24	41	6	0	71	359
09:15 AM	12	66	8	0	86	13	48	10	0	71	7	62	26	0	95	36	32	11	0	79	331
09:30 AM	13	56	10	0	79	22	51	11	0	84	12	57	35	0	104	35	41	12	0	88	355
09:45 AM	10	61	16	1	88	11	63	11	0	85	17	51	42	0	110	40	48	11	0	99	382
Total	51	259	45	1	356	61	218	45	0	324	43	226	141	0	410	135	162	40	0	337	1427
10:00 AM	11	69	25	0	105	16	61	15	0	92	13	46	53	0	112	33	54	14	0	101	410
10:15 AM	12	56	15	0	83	13	54	11	0	78	6	56	47	0	109	30	56	8	0	94	364
10:30 AM	15	48	10	1	74	22	69	16	0	107	11	56	42	0	109	34	62	13	0	109	399
10:45 AM	15	74	24	0	113	23	74	14	1	112	15	52	55	0	122	42	56	12	0	110	457
Total	53	247	74	1	375	74	258	56	1	389	45	210	197	0	452	139	228	47	0	414	1630
11:00 AM	16	64	30	0	110	18	63	17	0	98	14	78	70	0	162	50	50	14	2	116	486
11:15 AM	20	74	23	0	117	25	69	16	1	111	17	72	67	1	157	54	47	16	0	117	502
11:30 AM	19	72	28	1	120	17	74	14	0	105	12	84	63	0	159	39	54	13	0	106	490
11:45 AM	22	93	25	0	140	25	75	18	0	118	12	73	56	0	141	46	58	13	0	117	516
Total	77	303	106	1	487	85	281	65	1	432	55	307	256	1	619	189	209	56	2	456	1994
12:00 PM	24	76	36	2	138	22	54	14	0	90	20	81	63	0	164	47	74	19	1	141	533
12:15 PM	21	83	19	0	123	28	56	14	0	98	11	94	66	0	171	56	69	26	0	151	543
12:30 PM	31	76	17	0	124	22	65	22	0	109	22	74	71	0	167	63	74	20	0	157	557
12:45 PM	21	73	20	0	114	21	51	15	0	87	13	63	61	0	137	48	56	21	0	125	463
Total	97	308	92	2	499	93	226	65	0	384	66	312	261	0	639	214	273	86	1	574	2096

INTERSECTION TURNING MOVEMENT COUNT CITY OF MEDFORD, OREGON

N - S STREET: CRATER LAKE AV
 E - W STREET: DELTA WATERS
 DAY OF WEEK: THURSDAY
 TIME OF DAY: 6AM - 7PM

File Name : CLA - DW
 Site Code : 00000072
 Start Date : 9/10/2009
 Page No : 2

Groups Printed- ALL VEHICLES																					
Start Time	CRATER LAKE AV From North					DELTA WATERS From East					CRATER LAKE AV From South					DELTA WATERS From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
01:00 PM	25	64	14	0	103	25	48	11	0	84	19	69	43	0	131	45	66	25	0	136	454
01:15 PM	23	74	20	0	117	23	51	13	0	87	10	88	47	0	145	55	69	20	0	144	493
01:30 PM	27	80	28	0	135	15	56	16	0	87	18	71	54	0	143	56	74	22	2	154	519
01:45 PM	19	85	33	0	137	23	53	13	0	89	20	57	52	0	129	53	69	20	0	142	497
Total	94	303	95	0	492	86	208	53	0	347	67	285	196	0	548	209	278	87	2	576	1963
02:00 PM	18	81	36	0	135	18	54	13	0	85	19	62	45	0	126	53	44	17	0	114	460
02:15 PM	21	69	21	0	111	13	59	19	0	91	32	50	61	0	143	64	51	14	0	129	474
02:30 PM	26	80	35	0	141	17	60	21	0	98	37	91	60	0	188	51	71	12	0	134	561
02:45 PM	23	90	28	0	141	26	56	12	0	94	11	107	68	0	186	57	66	17	0	140	561
Total	88	320	120	0	528	74	229	65	0	368	99	310	234	0	643	225	232	60	0	517	2056
03:00 PM	16	74	27	0	117	12	56	11	0	79	10	84	56	0	150	43	57	19	0	119	465
03:15 PM	17	69	24	0	110	20	59	16	0	95	14	74	51	0	139	51	52	10	0	113	457
03:30 PM	19	84	28	0	131	15	51	15	0	81	11	69	56	0	136	74	61	11	0	146	494
03:45 PM	22	79	29	0	130	18	57	14	0	89	23	57	49	0	129	54	70	13	0	137	485
Total	74	306	108	0	488	65	223	56	0	344	58	284	212	0	554	222	240	53	0	515	1901
04:00 PM	23	81	26	0	130	11	48	17	0	76	36	63	49	0	148	36	78	14	0	128	482
04:15 PM	17	79	27	0	123	17	53	14	0	84	30	71	48	0	149	38	66	11	0	115	471
04:30 PM	18	99	39	0	156	18	54	16	0	88	11	105	62	0	178	40	96	12	0	148	570
04:45 PM	15	97	33	0	145	13	44	14	0	71	27	69	59	0	155	32	79	16	0	127	498
Total	73	356	125	0	554	59	199	61	0	319	104	308	218	0	630	146	319	53	0	518	2021
05:00 PM	10	96	45	0	151	14	47	19	0	80	26	74	50	0	150	23	69	9	0	101	482
05:15 PM	13	91	31	0	135	19	34	24	0	77	19	69	34	0	122	34	45	16	2	97	431
05:30 PM	10	88	30	0	128	15	46	22	0	83	24	74	40	0	138	22	67	12	0	101	450
05:45 PM	16	77	39	0	132	29	53	22	0	104	24	76	45	0	145	53	86	13	0	152	533
Total	49	352	145	0	546	77	180	87	0	344	93	293	169	0	555	132	267	50	2	451	1896
06:00 PM	12	59	32	0	103	19	54	16	1	90	22	73	45	0	140	45	87	11	0	143	476
06:15 PM	10	55	37	0	102	27	52	12	0	91	23	62	48	0	133	40	75	5	0	120	446
06:30 PM	9	51	25	0	85	20	65	14	1	100	16	54	37	2	109	42	74	3	1	120	414
06:45 PM	17	58	28	2	105	13	63	16	0	92	18	54	37	0	109	39	58	5	0	102	408
Total	48	223	122	2	395	79	234	58	2	373	79	243	167	2	491	166	294	24	1	485	1744
Grand Total	844	3932	1177	11	5964	1031	2962	832	10	4835	842	3447	2425	4	6718	2019	2846	628	10	5503	23020
Apprch %	14.2	65.9	19.7	0.2		21.3	61.3	17.2	0.2		12.5	51.3	36.1	0.1		36.7	51.7	11.4	0.2		
Total %	3.7	17.1	5.1	0	25.9	4.5	12.9	3.6	0	21	3.7	15	10.5	0	29.2	8.8	12.4	2.7	0	23.9	



Continuous Improvement Customer Service

CITY OF MEDFORD

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION

411 WEST 8TH STREET
MEDFORD, OREGON 97501
www.ci.medford.or.us

TELEPHONE (541) 774-2100
FAX (541) 774-2552

October 28, 2010

Kimberly Parducci, PE, PTOE
Southern Oregon Transportation Engineering, LLC
112 Monterey Dr.
Medford, Oregon 97504

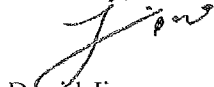
The proposed comprehensive plan map amendment from General Industrial to Service Commercial and concurrent zone change inquiry on 37S1W07D tax lot 303, 313, and 315 from I-L (light industrial) to C-S/P (service commercial) will require a traffic impact analysis (TIA) to determine project impacts to the transportation system. The net increase in traffic generation exceeds 250 average daily trips, which is the code standard for when a TIA is required. The analysis must be prepared by a licensed engineer in the State of Oregon and follow our current TIA methodology. The general format is as follows and pertains to City of Medford and Jackson County facilities that involve collector and arterial streets. ODOT facilities should be addressed with ODOT using ODOT criteria.

1. A TIA should always analyze the potential traffic generation of a parcel(s) with the following exceptions:
 - a. A Planned Unit Development (PUD) is being proposed with a site plan that the traffic analysis will be based on and stipulated to.
 - b. The potential traffic generation of the parcel(s) cannot be supported by the transportation facilities and a stipulation (trip cap) is being proposed.
2. All trip distributions into and out of the transportation system must reflect existing traffic count data for consistency or follow the current transportation model used by the City. If alternate splits are used to distribute traffic then justification must be provided and approved by the Public Works Director prior to first submittal of the TIA.
3. Any intersection where the proposed development can be expected to contribute 25 or more trips during the analysis peak period shall be analyzed. Intersections having less than 25 peak period trips are not substantially impacted and will not be included in the study area.
4. Pipeline traffic must be considered into the existing count data before the impacts of project traffic are evaluated. Once the study area is defined by the applicant's traffic engineer and a written request is received, Public Works will supply all necessary pipeline information within one week.

5. The proposed project access points shall be conformed to municipal code 10.550.
6. The TIA shall determine all improvements or mitigation measures necessary to maintain facility adequacy at study area intersections. Mitigation measures may include stipulations and/or construction of necessary transportation improvements and shall be required to the extent that the transportation facilities operate at an acceptable level of service (LOS) with the addition of project traffic.
7. Peak period turning movement counts must be at least two-hour minimums and capture the peak period. Counts must be less than two years old and adjusted to the design year of the project. A seasonal traffic adjustment is required on study area streets if counts were not prepared during the peak period of the year and count data shows a 10% increase in traffic volumes.
8. All LOS analyses shall follow operational procedures per the current Highway Capacity Manual. Ideal saturation flow rates greater than 1800 vehicles per hour per lane should not be used unless otherwise measured in the project vicinity. Queue lengths shall be calculated at the 95th percentile where feasible. Actual peak hour factors should be used for each movement or lane group in the analysis. For new intersections, peak hour factors exceeding 0.90 shall not be assumed unless justification is provided and approved by the Transportation Manager.
9. Unsignalized intersections shall be evaluated for signal warrants if the level of service (LOS) is determined to be below standard minimums. Channelization requirements, such as left and right turn lanes, shall also be evaluated where failing facilities are identified and none are currently provided.
10. Signalized intersection analyses shall be in accordance with the City's timing sheets. Analyses will follow either pre-timed, actuated-coordinated, or actuated-uncoordinated timing plans. Once the study area is defined by the applicant's traffic engineer and a written request is received, Public Works will supply all timing information within one week.
11. Comprehensive Plan Amendment application requires a Year 2024 analysis that includes an analysis of the TSP project list. If additional projects are required, then a financial analysis shall also be included. The Zone Change application shall include Year of Build analysis and mitigation.
12. This scoping letter shall be included as an appendix in the initial study and subsequent revisions.
13. This scoping letter and any traffic impact analysis will be expired after 180 days. It is the applicant's responsibility to resubmit the scoping letter request if the traffic impact analysis is not submitted during 180 days period.

The City's complete TIA methodology can be found in the Medford Land Development Code, section 10.461. Any TIA that is not in accordance with this methodology will be returned to the applicant without review. If you have any questions, feel free to contact me at 774-2111.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jiao', written over the word 'Sincerely,'.

David Jiao
Assistant to the Traffic Engineer

Cc: File

PUBLIC WORKS DEPARTMENT STAFF REPORT

RECEIVED

JUN 08 2011
PLANNING DEPT.

Consideration of a request for a change of zone from I-L (Light Industrial) to C-S/P (Commercial-Service/Professional) on three parcels totaling 3.05 acres.

Location: Generally on the east and west sides of Excel Drive, north of the intersection of Excel Drive and Aero Way.

Applicant: Excel Drive, LLC, Gary/Alicia Reid, Ayala Properties, LLC

I. Streets

A. Existing Right-of-way and Improvements

Excel Drive and Aero Way are classified as commercial streets. The right-of-way and improvements on both streets currently meet City development standards for Commercial designation.

B. Stipulation of trip cap

The Traffic Impact Analysis (TIA) for the proposed Excel Dr Zone Change was prepared by Southern Oregon Transportation Engineering, and submitted to Public Works for review.

Streets expected to be impacted by the proposed development were evaluated with Highway Capacity Manual (HCM) procedures. The study area was roughly bounded by Cardinal Ave, Crater Lake Ave, Delta Waters Rd and the Medco Haul Road. The Public Works Department concurs with the following findings:

Based on the traffic study, Public Works Department recommends the following conditions. per Municipal Code, Section 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:

- a. The developer stipulates that the number of trips generated by the subject properties under the proposed C-S/P zoning will not exceed what the City attributes to the present Light Industrial Zoning – 300 Average Daily Trips per acre or 30 p.m. peak hour trips per acre.

II. Sanitary Sewers

Each of the three parcels within the proposed zone change boundaries are currently served by sanitary sewer in accordance with the current development code requirements. No further improvements to the existing sanitary sewer facilities are recommended at this time.

III. Storm Drainage

Each of the three parcels being considered in this zone change are currently served by storm drainage facilities. They have provided on-site detention in accordance with City standards, but do not have stormwater treatment. This would be required for future development applications.

Prepared by: Larry Beskow

RECEIVED

JUN 08 2011

PLANNING DEPT.



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: ZC-11-059

PARCEL ID: 371W07D TL's 303, 313, and 315

PROJECT: Consideration of a request for a change of zone from I-L (Light Industrial) to C-S/P (Commercial – Service/Professional) on three parcels totaling approximately 3.05 acres located on the east and west of Excel Drive; Excel Drive, LLC., Gary/Alicia Reid, Ayala Properties, LLC., Applicants (Maize & Associates, Inc., Agent). Sarah Sousa, Planner

DATE: June 7, 2011

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.
2. The MWC system does have adequate capacity to serve this property.
3. Off-site water facility construction is not required.
4. On-site water facility construction is not required.
5. MWC-metered water service does exist to these properties. These three parcels are completely developed.
6. Access to MWC water lines for connection is available. A 12-inch water line is located in both Excel Drive and Aero Way.

CITY OF MEDFORD

EXHIBIT # E

Page 1 of 1

File # ZC-11-059



Medford Fire Department

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

RECEIVED

JUN 08 2011

LAND DEVELOPMENT REPORT - PLANNING PLANNING DEPT.

To: Sarah Sousa

LD Meeting Date: 06/08/2011

From: Kleinberg, Greg

Report Prepared: 05/31/2011

File #: ZC - 11 - 59

Site Name/Description:

Consideration of a request for a change of zone from I-L (Light Industrial) to C-S/P (Commercial - Service/Professional) on three parcels totaling approximately 3.05 acres located on the east and west of Excel Drive; Excel Drive, LLC., Gary/Alicia Reid, Ayala Properties, LLC., Applicants (Maize & Associates, Inc., Agent). Sarah Sousa, 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 combustible 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.

CITY OF MEDFORD

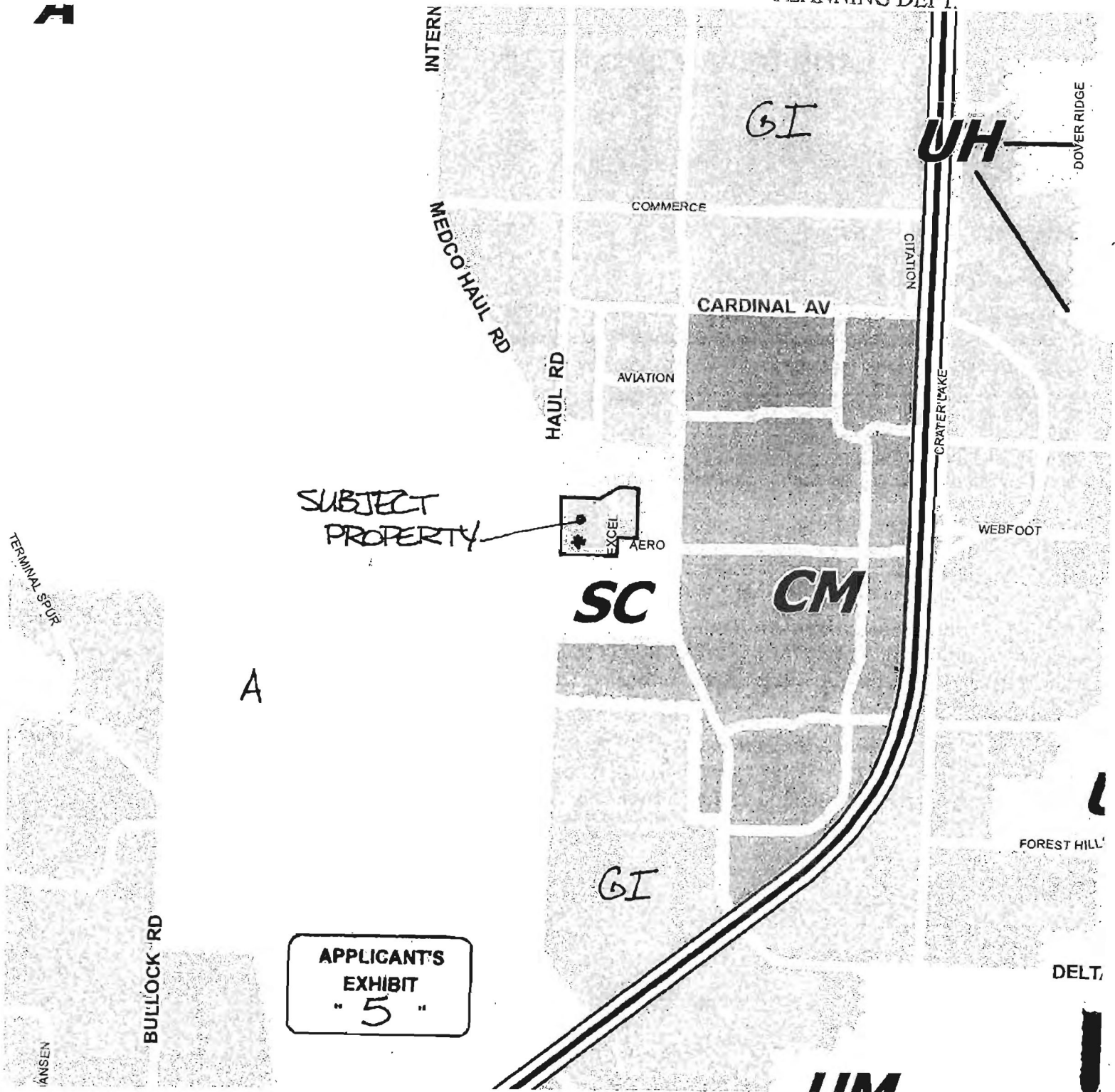
EXHIBIT # F

File # ZC-11-059

RECEIVED

MAY 05 2011

PLANNING DEPT.



GENERAL LAND USE PLAN MAP

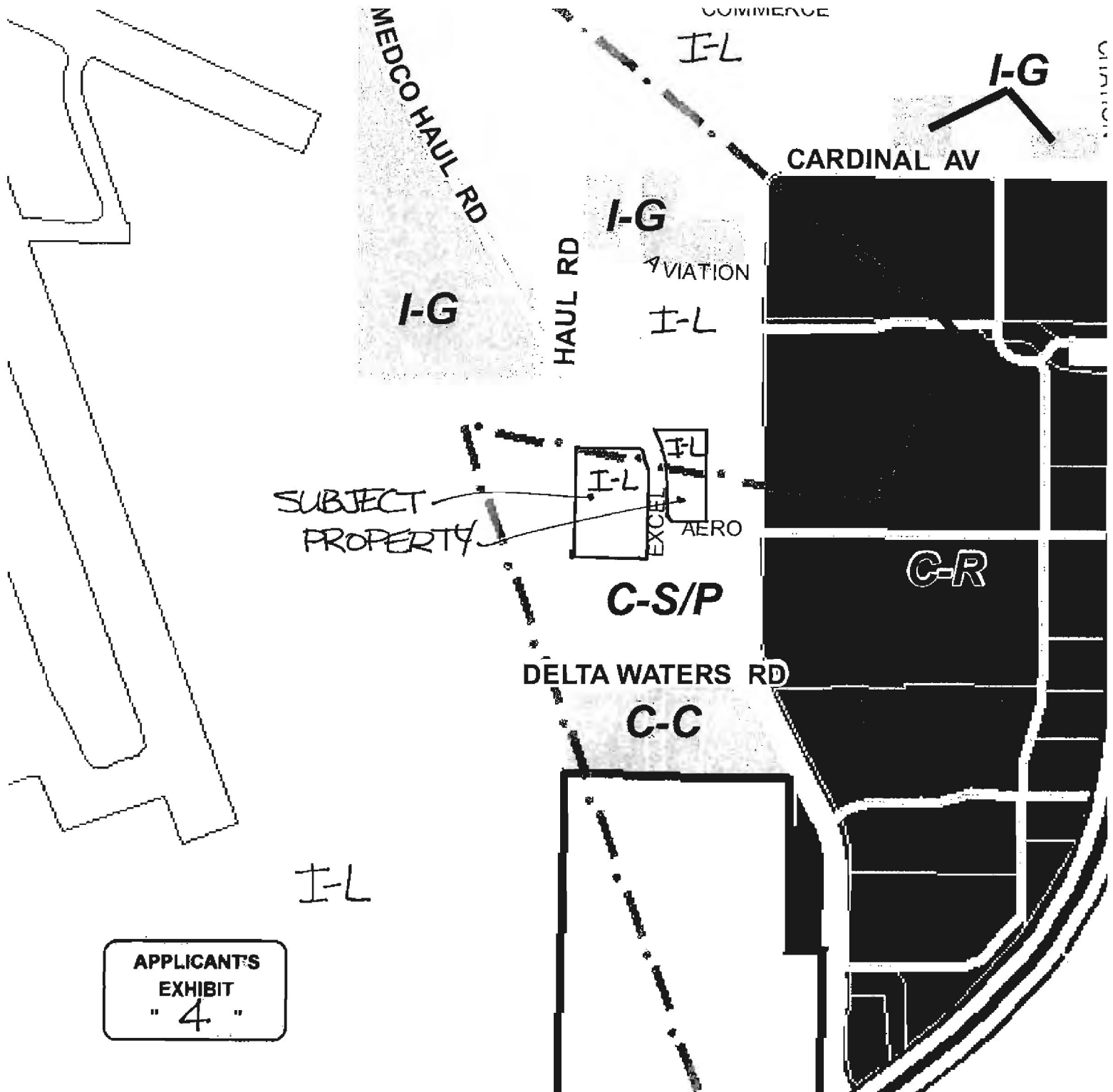
* EXISTING GI DESIGNATION - PROPOSED SC DESIGNATION
CITY OF MEDFORD
(FILE: CP-11-022)

EXHIBIT # 6
File # 2C-11-059

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MAY 05 2011

PLANNING DEPT.



CITY OF MEDFORD

EXHIBIT # 11

File # ZC-11-059

Adopted North Medford Circulation Plan

Map Adopted: 11-20-03
Ord. # 2003-299
Map Printed: 1-29-04

RECEIVED
MAY 05 2011
PLANNING DEPT.

APPLICANT'S
EXHIBIT

" 6 "



0 500 1,000 2,000
Feet
1" = 1/4 Mile

SUBJECT
AREA →

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.

Street Classifications

Major Arterial

Major Collector

Local Streets

Minor Arterial

Minor Collector

Other Streets

..... Standard Residential



UGB



Adopted
Circulation
Plan Area



I:\Project Files\Planning\Circulation Plans\Southwest\Southwest Circulation Plan.mxd

EXHIBIT # I

File # 2C-11-059

CANCELLED TAX
LOT NUMBERS:
304, 305 ADDED TO 306
310 ADDED TO 312
320
321
322
500
600, 700, 800, 1000, 1100, 1300-1302,

SEE MAP 37 1W 08CC

S.E.1/4, SEC.7, T.37S., R.1W., W.M.
JACKSON COUNTY

 $1'' = 200$

**FOR ASSESSMENT AND
TAXATION ONLY**

COR.

**JACKSON
COUNTY
ASSESSOR MAP
37 1W07D**

APPLICANT'S
EXHIBIT
" 3 "

CITY OF MEDFORD
EXHIBIT # J
File # 2C-11-059

foNV

2



Vicinity Map

Application Name/Description:

Excel Drive Zone ChangeProposal: **Change Zoning**
from I-L to C-S/PFile Number: **ZC-11-059**

Applicants:

Excell Drive, LLC**Gary and Alicia Reid****Ayala Properties, LLC**

Map/Taxlots:

371W07D TL's 303, 313, 315

Medford Zoning



Subject Area



UGB

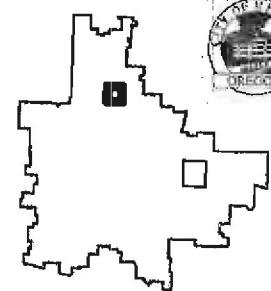


Tax Lots

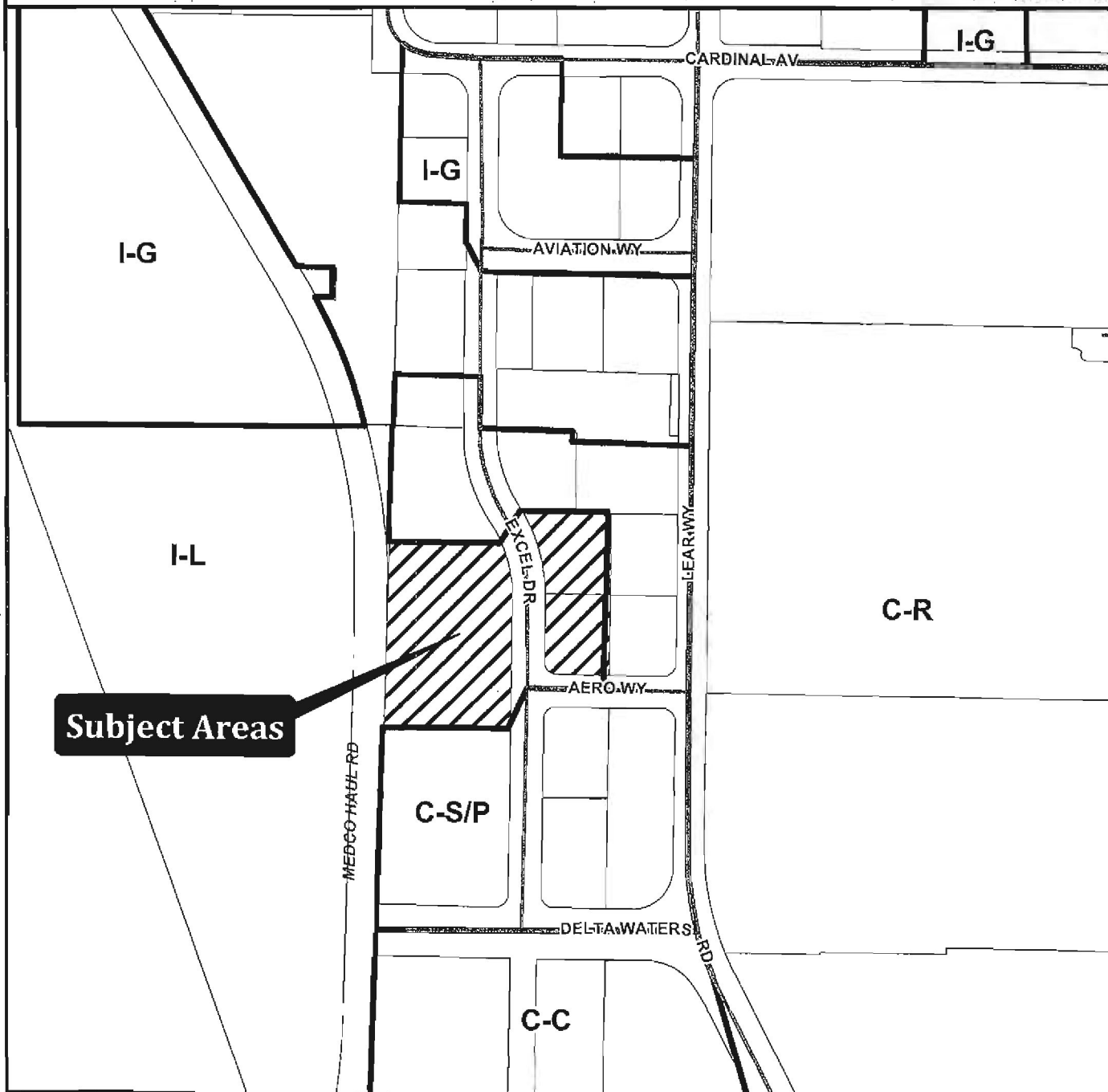


City Limits

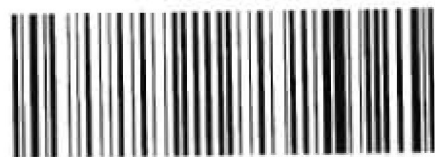
Area of Map



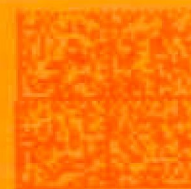
5/13/2011



DFORD
ARTMENT
STREET
OR 97501



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Master

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08/03/2011

Mailed From: 97501

US POSTAGE

RETURN RECEIPT
REQUESTED

ATTN: PLAN AMENDMENT SPECIALIST
DEPT. OF LAND CONSERVATION AND
DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OR 97301-2540