



# Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



## NOTICE OF ADOPTED AMENDMENT

9/24/2010

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 015-10

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

Appeal Procedures\*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Wednesday, October 06, 2010

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: Sandra Johnson, City of Medford  
Gloria Gardiner, DLCD Urban Planning Specialist

Bill Holmstrom, DLCD Transportation Planner  
Thomas Hogue, DLCD Regional Representative

<paa> YA





PROF **2**

**DLCD**

# Notice of Adoption

In person  electronic  mailed

DATE STAMP

**DEPT OF**

**SEP 17 2010**

**LAND CONSERVATION  
AND DEVELOPMENT**

For Office Use Only

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

Jurisdiction: **City of Medford**

Local file number: **ZC-10-047**

Date of Adoption: **09/09/2010**

Date Mailed: **09/14/2010**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD?  Yes  No Date: 07/20/2010

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".

Request for a change of zone designation from I-H / AR (Heavy Industrial / Airport Radar Overlay) to I-L / AR (Light Industrial / Airport Radar Overlay) on a parcel consisting of approximately 2.96 acres, located at the southwest corner of the intersection of Crater Lake Highway and Kingsley Drive.

Does the Adoption differ from proposal? Please select one

No

Plan Map Changed from:

to:

Zone Map Changed from: **I-H**

to: **I-L**

Location: **4645 Crater Lake Hwy**

Acres Involved: **2.96**

Specify Density: Previous:

New:

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: **Sandra Johnson**

Phone: **(541) 774-2380** Extension: **2385**

Address: 200 S. Ivy St.

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

City: **Medford**

Zip: **97501-**

E-mail Address:

**sandra.johnson@cityofmedford.org**

---

## **ADOPTION SUBMITTAL REQUIREMENTS**

**This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)**  
per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting, please print this **Form 2** on light green paper if available.
3. Send this Form 2 and One (1) Complete Paper Copy and One (1) Electronic Digital CD (documents and maps) of the Adopted Amendment to the address in number 6:
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD of the Adopted Amendment to:**

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see ORS 197.615 ).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see ORS 197.830 to 197.845 ).
9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see ORS 197.615 ).
10. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518.



BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE )  
ZC-10-047 APPLICATION FOR A ZONE CHANGE SUBMITTED ) **ORDER**  
BY COFFMAN FAMILY TRUST )

ORDER granting approval of a request for changing the zoning from I-H/AR (Heavy Industrial/Airport Radar Overlay) to I-L/AR (Light Industrial/Airport Radar Overlay) on a parcel consisting of approximately 2.96 acres, located at the southwest corner of the intersection of Crater Lake Highway and Kingsley Drive.

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning of real property described below from I-H/AR (Heavy Industrial/Airport Radar Overlay) to I-L/AR (Light Industrial/Airport Radar Overlay) on a parcel consisting of approximately 2.96 acres, located at the southwest corner of the intersection of Crater Lake Highway and Kingsley 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 Staff Report dated August 19, 2010, Applicant's Findings – Exhibit "B," and Legal Description attached hereto and hereby incorporated by reference; now, therefore,

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

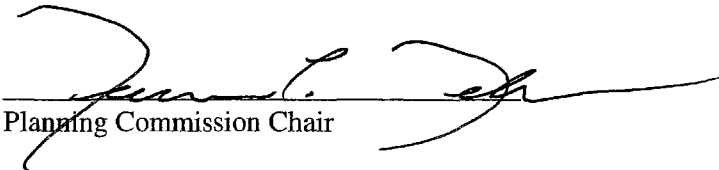
The zoning of the following described area within the City of Medford, Oregon:

37 1W 006 Tax Lot 2612

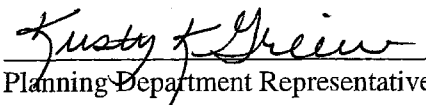
is hereby changed from I-H/AR (Heavy Industrial/Airport Radar Overlay) to I-L/AR (Light Industrial/Airport Radar Overlay) zoning district.

Accepted and approved this 9th day of September, 2010.

CITY OF MEDFORD PLANNING COMMISSION

  
Planning Commission Chair

ATTEST:

  
Planning Department Representative



# **CITY OF MEDFORD**

---

## **PLANNING DEPARTMENT**

### **STAFF REPORT**

Date: August 19, 2010

To: Planning Commission

From: Sandra Johnson, Planner *SJ*

Reviewed By: Kelly Akin, Senior Planner *KA*

Subject: Coffman Zone Change (ZC-10-047)  
Adelia Coffman, Coffman Family Trust, Applicant  
Scott Sinner Consulting, Inc., Agent

---

### **BACKGROUND**

#### Proposal

Consideration of a request for a change of zone designation from I-H / AR (Heavy Industrial / Airport Radar Overlay) to I-L / AR (Light Industrial / Airport Radar Overlay) on a parcel consisting of approximately 2.96 acres, located at the southwest corner of the intersection of Crater Lake Highway and Kingsley Drive.

#### Subject Site Zoning, GLUP Designation and Existing Uses

Zoning:	I-H / AR (Heavy Industrial / Airport Radar Overlay)
General Land Use Plan Map:	GI (General Industrial)
Existing Uses:	Manufactured housing dealership with an office structure

#### Surrounding Property Zoning and Uses

<i>North:</i>	<i>Zone</i>	I-H/AR (Heavy Industrial/Airport Radar Overlay)
	<i>Use</i>	Pacific Detroit Diesel; transportation equipment ICWUSA.com, Inc.; commercial grade mounting systems
<i>South:</i>	<i>Zone</i>	I-H/AR and I-L/AR (Light Industrial/Airport Radar Overlay)
	<i>Use</i>	Hard Rock Counter Tops; cut stone, stone products, stonework Crater Lake LLC; restaurant and bar (vacant)

*“Working with the Community to Shape a Vibrant and Exceptional City”*

*East:*    *Zone*    County-zoned EFU land (Exclusive Farm Use)  
              *Use*        Highway 62, City Limits, Urban Growth Boundary (UGB), vacant land

*West:*    *Zone*        I-H/AR  
              *Use*        Anodex Anodizing, Inc.; anodex coatings

Related Projects

CP-10-019 Comprehensive Plan Amendment amending the General Land Use Plan (GLUP) Map of the *Medford Comprehensive Plan*, thereby changing the designation from Heavy Industrial (HI) to General Industrial (GI); approved July 17, 2010 (Ordinance # 2010-143).

Applicable Criteria

10.227 Zone Change Criteria (Exhibit A)

**ISSUES/ANALYSIS**

Locational Criteria

The approval criteria for a zone change to the Light Industrial (I-L) zone requires a parcel to abut only residential, commercial, and General Industrial (I-G) zoned properties (Exhibit A). Abutting properties on the north, south, and west sides of the subject property are zoned Heavy Industrial (I-H), and therefore not within the limitations of the criteria.

However, Sections 10.227(1)(d)(i) and (e)(iii) of the Land Development Code provide some relief in that a property on which the owner is seeking the I-L (Light Industrial) zone may abut I-H (Heavy Industrial) zoning if the Commission can find that at least 50% of the subject property boundaries abut properties that contain one or more existing uses which are permitted or conditional uses in the I-L zone. As detailed in the applicant's Findings of Fact (Exhibit B), the uses established on the properties that surround the subject property are all uses that are allowed in the I-L zoning district. The Commission can find that the zone change request complies with the locational criteria of Section 10.227 of the Land Development Code.

Category A Facilities

Exhibits E through I provide evidence that Category A urban services and facilities are available and can or will be provided subject to the conditions included therein.

Development on the site will require storm drainage detention in accordance with Sections 10.486 and 10.729 of the Municipal Code (Exhibit E). Additionally, if the ultimate use of the property involves a large water user, the capacity of the sewer main would require re-evaluation (Exhibit H).

*Traffic Impact Analysis*

As required by Section 10.461 of the Land Development Code, the applicant submitted a Traffic Impact Analysis (TIA) to the Public Works Department, and a summary of the TIA was submitted to the Planning Department with the zone change application. The analysis concluded that no impact would occur as a result of the proposed zone change (Exhibit C). The memorandum from the Public Works Department states that the City's review of the TIA also concludes there will be no impact to the street facilities (Exhibit D).

Staff received a letter from the Oregon Department of Transportation (ODOT) regarding the potential impact of additional trip generation on the Highway 62 facility (Exhibit I). The letter concludes that construction of the Highway 62 bypass project, scheduled to begin in 2013, will mitigate impacts from the proposed zone change

Airport Radar Overlay

Section 10.355(1) of the *Land Development Code* requires a 40-foot height restriction of any object within the Airport Radar Overlay. This restriction was recorded on the property deed in 1992. Although not applicable at this time, Section 10.355(2) also requires all construction to be reviewed by the FAA prior to development.

Committee Comments

This zone change request received no comments from any of the City's Committees.

No other issues were identified by staff.

**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-10-047 per the Staff Report dated August 19, 2010, including Exhibits A through N.

**EXHIBITS**

- A Approval Criteria
- B Applicant's Findings of Fact and Conclusions of Law, received June 25, 2010
- C Summary of Traffic Impact Analysis, SOTE, LLC, received June 25, 2010
- D Memorandum from the Public Works Department, received June 25, 2010
- E Memorandum from the Public Works Department-Engineering Division, received August 13, 2010
- F Memorandum from the Medford Water Commission, received August 4, 2010
- G Report from the Medford Fire Department, received August 4, 2010
- H Letter from Rogue Valley Sewer Services, received July 21, 2010

**Coffman Zone Change (ZC-10-047)  
Staff Report**

**August 19, 2010**

- I Letter from Oregon Department of Transportation, received August 12, 2010
- J Excerpt, Assessor's Map 371W06
- K Aerial Map of Subject Property
- L Copy, Ordinance No. 2010-143
- M General Land Use Plan Map
- N Zoning Map  
Vicinity Map

**PLANNING COMMISSION AGENDA: AUGUST 26, 2010**



**EXHIBIT A  
COFFMAN ZONE CHANGE ZC-10-047**

**ZONE CHANGE APPROVAL CRITERIA – INDUSTRIAL ZONES  
FROM SECTION 10.227 OF THE MEDFORD LAND DEVELOPMENT CODE**

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.

\*\*\*

- (d) For zone changes to any industrial zoning district, the following criteria shall be met for the applicable zoning sought:
- (i) The I-L zone may abut residential and commercial zones, and the General Industrial (I-G) zone. The I-L zone is ordinarily considered to be unsuitable when abutting the Heavy Industrial (I-H) zone, unless the applicant can show it would be suitable pursuant to (1)(e) below.
  - (ii) The I-G zone may abut the Heavy Commercial (C-H), Light Industrial (I-L), and the Heavy Industrial (I-H) zones. The I-G zone is ordinarily considered to be unsuitable when abutting the other commercial and residential zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.
  - (iii) The I-H zone may abut the General Industrial (I-G) zone. The I-H zone is ordinarily considered to be unsuitable when abutting other zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.
- (e) For purposes of (1)(c) and (1)(d) above, a zone change may be found to be "suitable" where compliance is demonstrated with one or more of the following criteria:
- (i) The subject property has been sited on the General Land Use Plan Map with a GLUP Map designation that allows for only one zone;
  - (ii) At least 50% of the subject property's boundaries abut zones that are expressly allowed under the criteria in (1)(c) or (1)(d) above;
  - (iii) At least 50% of the subject property's boundaries abut properties that contain one or more existing uses which are permitted or conditional uses in the zone sought by the applicant, regardless of whether the abutting properties are actually zoned for such existing uses; or

## Zone Change Approval Criteria – Industrial Zones

- (iv) Notwithstanding the definition of “abutting” in MLDC 10.012 and for purposes of determining suitability under Section (1) (e), the subject property is separated from the “unsuitable” zone by a public right-of-way of at least 60 feet in width.
- (2) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in the MLDC and Goal 3, Policy 1 of the *Comprehensive Plan* “Public Facilities Element.”
- (a) Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.
  - (b) Adequate streets and street capacity must be provided in one of the following ways:
    - (i) Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or
    - (ii) Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or
    - (iii) If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make the street adequate are fully funded. A street project is deemed to be fully funded when one of the following occurs:
      - (a) the project is in the City’s adopted capital improvement plan budget, or is a programmed project in the first two years of the State’s current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or
      - (b) when an applicant funds the 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



## Zone Change Approval Criteria – Industrial Zones

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.

[Amd. Ord. No. 7036, Dec, 5, 1991; Amd. Sec. 1, Ord. No. 1999-88, June 3, 1999; Amd. Sec. 1, Ord. No. 2003-27, Feb. 6, 2003; Amd. Ord. No. 2004-59, March 18, 2004.]

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

IN THE MATTER OF AN APPLICATION FOR )  
ZONE CHANGE FOR 371W06 TL 2612 ) FINDINGS OF FACT  
ADELIA COFFMAN APPLICANT ) AND  
SCOTT SINNER CONSULTING INC. AGENT ) CONCLUSIONS OF LAW

**BACKGROUND INFORMATION**

**RECEIVED**

JUN 25 2010

PLANNING DEPT.

**Applicant:**

Adelia Coffman, Coffman Family Trust  
4902 McLaughlin Dr  
Medford, OR 97526

**Agent:**

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

**Property:**

Site  
371W06 TL 2612  
4645 Crater Lake Hwy  
Medford, OR 97501  
2.96 acres Industrial Heavy (I-H) Zoning District

**Summary:**

This application is a request to change the zoning on the subject property from the City of Medford Industrial Heavy (I-H) zoning district to the Industrial Light (I-I) zoning district.

The Applicant completed a GLUP map amendment to the General Industrial map designation on June 17, 2010. The General Industrial GLUP designation allows for the Industrial – General (I-G) zoning district, and the Industrial – Light (I-I) zoning district.

CITY OF MEDFORD  
EXHIBIT # B  
File # 2C-10-047

6



## **Relevant Approval Criteria**

The approval criterion for a zone change is contained in the Medford Land Development Code (MLDC) section 10.227, and the sections relevant to a request for an industrial zoning district are excerpted below:

### **10.227 Zone Change Criteria**

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

*(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.*

*(d) For zone changes to any industrial zoning district, the following criteria shall be met for the applicable zoning sought:*

*(i) The I-L zone may abut residential and commercial zones, and the General Industrial (I-G) zone. The I-L zone is ordinarily considered to be unsuitable when abutting the Heavy Industrial (I-H) zone, unless the applicant can show it would be suitable pursuant to (1)(e) below.*

*(ii) The I-G zone may abut the Heavy Commercial (C-H), Light Industrial (I-L), and the Heavy Industrial (I-H) zones. The I-G zone is ordinarily considered to be unsuitable when abutting the other commercial and residential zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.*

*(iii) The I-H zone may abut the General Industrial (I-G) zone. The I-H zone is ordinarily considered to be unsuitable when abutting other zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.*

*(e) For purposes of (1)(c) and (1)(d) above, a zone change may be found to be "suitable" where compliance is demonstrated with one (1) or more of the following criteria:*

*(i) The subject property has been sited on the General Land Use Plan Map with a GLUP Map designation that allows only one (1) zone;*

*(ii) At least fifty percent (50%) of the subject property's boundaries abut zones that are expressly allowed under the criteria in (1)(c) or (1)(d) above;*

*(iii) At least fifty percent (50%) of the subject property's boundaries abut properties that contain one (1) or more existing uses which are permitted or conditional uses in the zone sought by the applicant, regardless of whether the abutting properties are actually zoned for such existing uses; or*

*(iv) Notwithstanding the definition of "abutting" in Section 10.012 and for purposes of determining suitability under Section (1) (e), the subject property is separated from the "unsuitable" zone by a public right-of-way of at least sixty (60) feet in width.*

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

### **Finding of Fact**

The proposed zone must be consistent with the Oregon Transportation Rule (OAR 660 Division 12). OAR 660 is designed to assure local agencies comply with State goals and

regulations regarding transportation issues and provides an explanation to local agencies to demonstrate compliance with a Transportation System Plan (TSP).

“Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP”

The City of Medford has adopted TSP for the area. The TSP requires consideration of all modes of transportation including rapid transit, air, water, rail, highway, bicycle, and pedestrian.

A review of the Property determines water and rail transportation are not available. The Property takes access from Kingsley Avenue off of Crater Lake Highway. Crater Lake Highway is a State highway maintained by the Oregon Department of Transportation. Kingsley and Grumman are classified as industrial streets.

Industrial streets are identified in the TSP and do not include bicycle lanes in the specifications. Sidewalks are provided to connect to the established pedestrian facilities.

Rapid transit is available from Rogue Valley Transportation District (RVTD) via Route 60 with stops located at Wal-Mart with a scheduled stop within 1/2 mile of the subject property.

Connection to Interstate 5 is approximately 2.1 miles from the subject site. Rogue Valley International Airport is also approximately 2.1 miles from the Property.

### **Conclusions of Law**

The Planning Commission can conclude the zone change request to include the Property within the I-L zoning district is consistent with the Oregon Transportation Planning Rule and the adopted Transportation System Plan.

### **Findings of Fact – Locational Criteria**

*(d) For zone changes to any industrial zoning district, the following criteria shall be met for the applicable zoning sought:*

*(i) The I-L zone may abut residential and commercial zones, and the General Industrial (I-G) zone. The I-L zone is ordinarily considered to be unsuitable when abutting the Heavy Industrial (I-*



*H) zone, unless the applicant can show it would be suitable pursuant to (1)(e) below.*

*(ii) The I-G zone may abut the Heavy Commercial (C-H), Light Industrial (I-L), and the Heavy Industrial (I-H) zones. The I-G zone is ordinarily considered to be unsuitable when abutting the other commercial and residential zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.*

*(iii) The I-H zone may abut the General Industrial (I-G) zone. The I-H zone is ordinarily considered to be unsuitable when abutting other zones, unless the applicant can show it would be suitable pursuant to (1)(e) below.*

*(e) For purposes of (1)(c) and (1)(d) above, a zone change may be found to be "suitable" where compliance is demonstrated with one (1) or more of the following criteria:*

*(i) The subject property has been sited on the General Land Use Plan Map with a GLUP Map designation that allows only one (1) zone;*

*(ii) At least fifty percent (50%) of the subject property's boundaries abut zones that are expressly allowed under the criteria in (1)(c) or (1)(d) above;*

*(iii) At least fifty percent (50%) of the subject property's boundaries abut properties that contain one (1) or more existing uses which are permitted or conditional uses in the zone sought by the applicant, regardless of whether the abutting properties are actually zoned for such existing uses; or*

*(iv) Notwithstanding the definition of "abutting" in Section 10.012 and for purposes of determining suitability under Section (1) (e), the subject property is separated from the "unsuitable" zone by a public right-of-way of at least sixty (60) feet in width.*

### **Findings of Fact for Locational Criteria**

The subject property is not abutting a residential or commercial zoning district. The property is currently in the I-H zoning district and abuts other properties in the I-H zoning district so the locational criteria identified above must be addressed.

The property is 2.96 acres and has a perimeter of approximately 1,396 feet. To comply with the criteria, the subject property must abut a minimum of 698 feet uses which are permitted or conditional in the I-L zoning district.

A survey of the abutting properties is listed below:

Adjoining Property 1  
371W06 TL 2603  
Pacific Detroit Diesel  
1493 Kingsley Drive  
Medford, OR 97504

SIC 371 Motor Vehicles and Equipment or 379 Misc. Transportation Equipment, either a permitted use in the I-L zoning District. The total length of the property line abutting the subject property is 258 feet.

Adjoining Property 2  
371W06 TL 2604  
ICWUSA.com, Inc.  
1487 Kingsley Drive  
Medford, OR  
USA 97504

Manufacturers of commercial grade mounting systems, a permitted use in the I-L zoning district under SIC 355 Special Industry Machinery and 356 General Industry Machinery. The total length of the property line abutting the subject property is 116 feet.

Adjoining Property 3  
371W06 TL 2601  
WS Davis Enterprises, LLC  
DBA Hard Rock Counter Tops  
4640 Grumman  
Medford, OR 97504

Special Trade Contractors, 174 Masonry, Stonework, Tilework, and Plastering, and 328 Cut Stone and Stone Products, permitted in the I-L zoning district. The total length of the property line abutting the subject property is 267 feet.

Adjoining Property 4  
371W06 TL 2606  
Anodex Anodizing, Inc  
4643 Grumman Dr  
Medford, OR 97504

Anodex coatings, a permitted use in the I-L zoning district under SIC 347 Coatings, Engravings, and Allied Services. The total length of the property line abutting the subject property is 195 feet.

Adjoining Property 5  
371W06 TL 2602  
Crater Lake LLC  
4635 Crater Lake Hwy  
Medford, OR 97504

This property is currently developed with a restaurant and discotheque. The facility is vacant and the site is certainly under developed. The current building is not a permitted use in the I-L zoning district; however any redevelopment would be reviewed by the City and would be required to be a permitted or conditional use. This common property line is 199.10 feet.

As stated above has a perimeter of approximately 1,396 feet. To comply with the criteria, the subject property must abut a minimum of 698 feet to be consistent with the criteria. The analysis above does not consider the property east of the site as the site abuts Hwy 62, and the UGB.

The site has 836 feet of property lines consistent with the criteria without the 199 feet of the vacant abutting restaurant and discotheque uses.

### **Conclusions of Law**

The Planning Commission can conclude the subject property is consistent with the locational criteria established in MLDC 10.227 (1)(d)(i) and (e)(iii) as the property has more than 50% of its boundaries abut properties with existing uses permitted in the I-L zoning district, even without the discotheque.

### **Findings of Fact, Category A Facilities**

*(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 (1) of the following ways:*

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

The subject property is currently served by the Category A Facilities including storm sewer, sanitary sewer, domestic water, and streets.

### **Findings Storm Drainage:**

The Property is within the Midway Drainage Basin. According to Stave Wadleigh of the City of Medford, the property is currently served with storm drainage facilities with the curbs and gutters currently installed on the three street frontages of the property.

At the time the applicant proceeds with development, all development will be submitted to comply with all applicable City of Medford Drainage Master Plan and Building Division Codes, Area Codes, and Storm and Ground Water Drainage requirements of Chapter 11 of the Uniform Plumbing Code.

### **Conclusion:**

The existing storm drainage system has capacity and meets the requirements for the City of Medford, and new development will comply with the requirements of the Code.

### **Findings Sanitary Sewer Service:**

The subject property is located in the service area Rogue Valley Sewer Service (RVSS). According to Carl Tappert of RVSS, the subject property is currently served by a connection to the 8 inch sewer main on Grumman Drive. The 8 inch sewer main has adequate capacity for most General Industrial uses however, if the ultimate use of the property involves a large water user(i.e.: Sabroso), the capacity of the system would need to be re-evaluated.

The City of Medford Regional Waste Water Treatment Plant provides sewage treatment. The plant presently serves approximately 115,000 persons. The treatment capacity of the plant is 190,800 persons at 20 million gallons per day.

### **Conclusion:**

The information above demonstrates currently existing sanitary sewage collection and treatment services and capacities are available for the proposed zone change for the Property.

### **Findings Water Service:**

The Property is currently connected to the water supply of the Medford Water Commission. Rodney Grehn of the Medford Water Commission (MWC) provided the following summary:

*"In regards to Category A facilities for the parcel at 4695 Crater Lake Hwy (371W06 TL2612), the MWC has water lines on 3 side of this parcel and therefore water service is available. In fact, the existing building has a 3/4" water service at this time. MWC would support the proposed change of zone from I-H to I-L."*

Water supply from the Medford Water Commission is adequate to meet the needs of the region. This is based on a service population of 100,000 persons with a present maximum daily consumption of 50 million gallons daily (summer months) and 20 million gallons daily (winter months). The present system has a capacity of 56.4 million gallons of treated gallons per day and 91 million untreated gallons per day. Water is provided from Big Butte Springs. The Rogue Treatment Plant provides water for the summer month's consumption.

### **Conclusion:**

There is adequate capacity of water available to meet the projected demand for the proposed zone change.

### **Findings Streets:**

The applicant completed a minor comprehensive plan (GLUP) amendment on June 17, 2010. The applicant submitted a traffic impact analysis (TIA) per the City of Medford requirements with the CPA and the traffic impacts are identical in this zone change. The TIA indicated there is adequate capacity for the proposed zone change.

### **Conclusion:**

The Planning Commission can conclude the street system has adequate capacity for the proposed zone change, and the traffic impact can be found to be not substantial as a result of approving this zone change request.

### **Summary and Conclusions:**

The Planning Commission can conclude the Property is currently served with adequate transportation facilities, as required by Oregon Transportation Rule (OAR 660 Division 12). Approval of the proposed zone change will not create an impact that was not anticipated by the General Industrial designation indicated on the GLUP map.

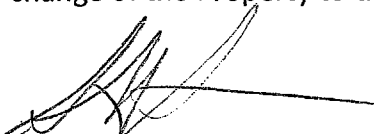
As required in the TPR, the Planning Commission can find the change to the transportation plan is not substantial as a result of approval of the requested zone change.

The requested zone change is consistent with the locational criteria 10.0227 for a zone change request in the industrial zoning districts. The property currently has more than 50% of property boundaries abutting uses that are permitted or conditional in the I-L zoning district.

As described in the Medford Land Development Ordinance, the requested Industrial-Light (I-L) zoning district is an appropriate zoning district for the General Industrial (GI) GLUP designation, and the subject property is within the GI GLUP designation.

The Planning Commission can also conclude the applicant has demonstrated that Category A urban services and facilities are currently available, to adequately serve the Property with the permitted uses allowed under the proposed I-L zoning district and the traffic impact is not substantial.

On behalf of the Applicant, I respectfully request the approval of this request for a zone change of the Property to the City of Medford I-L zoning district.



Scott Sinner, President  
Scott Sinner Consulting, Inc.



# SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

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

January 25, 2010

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

RECEIVED

JUN 25 2010

PLANNING DEPT.

RE: Zone Change from I-H to I-L

Dear Alex,

Southern Oregon Transportation Engineering, LLC evaluated the impacts of a zone change application from City I-H (Heavy Industrial) to City I-L (Light Industrial) on a 2.96 acre parcel west of OR 62 along the south side of Kingsley Drive in Medford, Oregon. Refer to Figure 1 for a site vicinity map.

**Agency Coordination:**

The Oregon Department of Transportation (ODOT) determined that the proposed zone change would result in 16 p.m. peak hour trips, per their methodology, and did not require a traffic impact analysis for intersections under State jurisdiction. The City of Medford determined that the proposed zone change would result in an increase of more than 250 average daily trips (ADT), per their methodology, and will require a traffic impact analysis to evaluate City intersections impacted by 25 or more peak hour trips.

**Zone Change Trip Distribution:**

Using City of Medford methodology, the proposed 2.96 acre (I-L) parcel generates 888 average daily trips (ADT) with 89 occurring during the p.m. peak hour. All trips in the analysis were considered new trips to the transportation system and were distributed according to existing count data. The selection of a peak hour from count data was determined through an iterative process because the peak hour at each study area intersection varied considerably. Project trip distributions were generated for each peak hour between 4:00-5:00 p.m. as well as using individual intersection peak hours, and the distribution that produced the largest study area was using the common peak hour of 4:00-5:00pm. This created a worst case scenario and provided the best information for determining whether any City intersection would be reached with 25 or more peak hour trips.

Traffic counts were provided by the City of Medford Engineering Division and Southern Oregon Transportation Engineering, LLC. Counts were all year 2007 counts with the

CITY OF MEDFORD  
EXHIBIT # C  
File # 2C-10-047

exception of one intersection at Kingsley Drive / OR 62. This intersection was counted by Southern Oregon Transportation Engineering, LLC in January of 2010. Refer to Figure 2 for raw count data.

Access to the site was taken from Kingsley Drive and project trips were distributed 100% to and from OR 62. Refer to Figure 3 for project trip percentage splits. Project trips were shown to fall below 25 p.m. peak hour trips at the intersection of OR 62 / Webfoot Road. Refer to Figure 4 for trip distributions.

**Conclusions:**

The proposed zone change application from City I-H to City I-L was shown to generate 89 P.M. peak hour trips to the transportation system, using City of Medford methodology. Project trips were distributed according to existing count data and shown to fall below the City's 25 peak hour trip threshold at the intersection of OR 62 / Webfoot Road. As a result of project trips falling below 25 trips prior to reaching any intersection under City jurisdiction, no further analysis was required. It is concluded that no impacts are shown to occur as a result of the proposed zone change application from City I-H to City I-L.

Please feel free to contact me if you have any questions or concerns regarding this analysis.

Sincerely,

Kimberly Parducci PE, PTOE

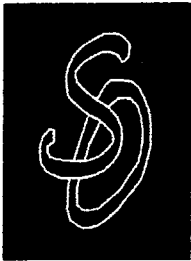
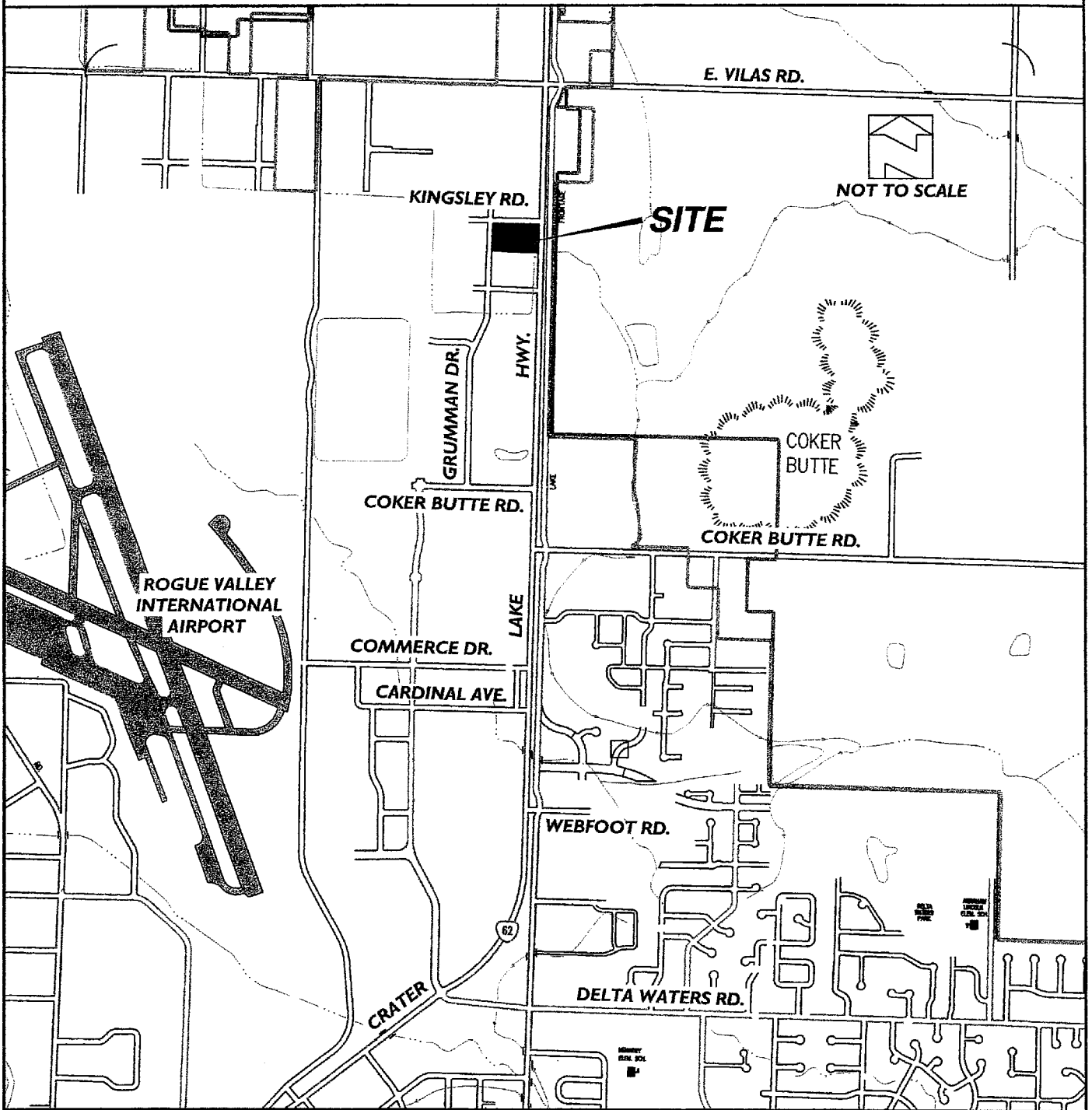
**SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC**

Cc: Client

Attachments: Figure 1 Vicinity Map  
Figure 2 Raw Data (4:00-5:00 PM)  
Figure 3 Trip Distribution Percentages (4:00-5:00 PM)  
Figure 4 Trip Distributions (4:00-5:00 PM)  
Count Data  
Supporting Trip Distribution Exhibits A-E



**Figure 1 : Vicinity Map**



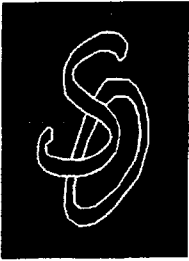
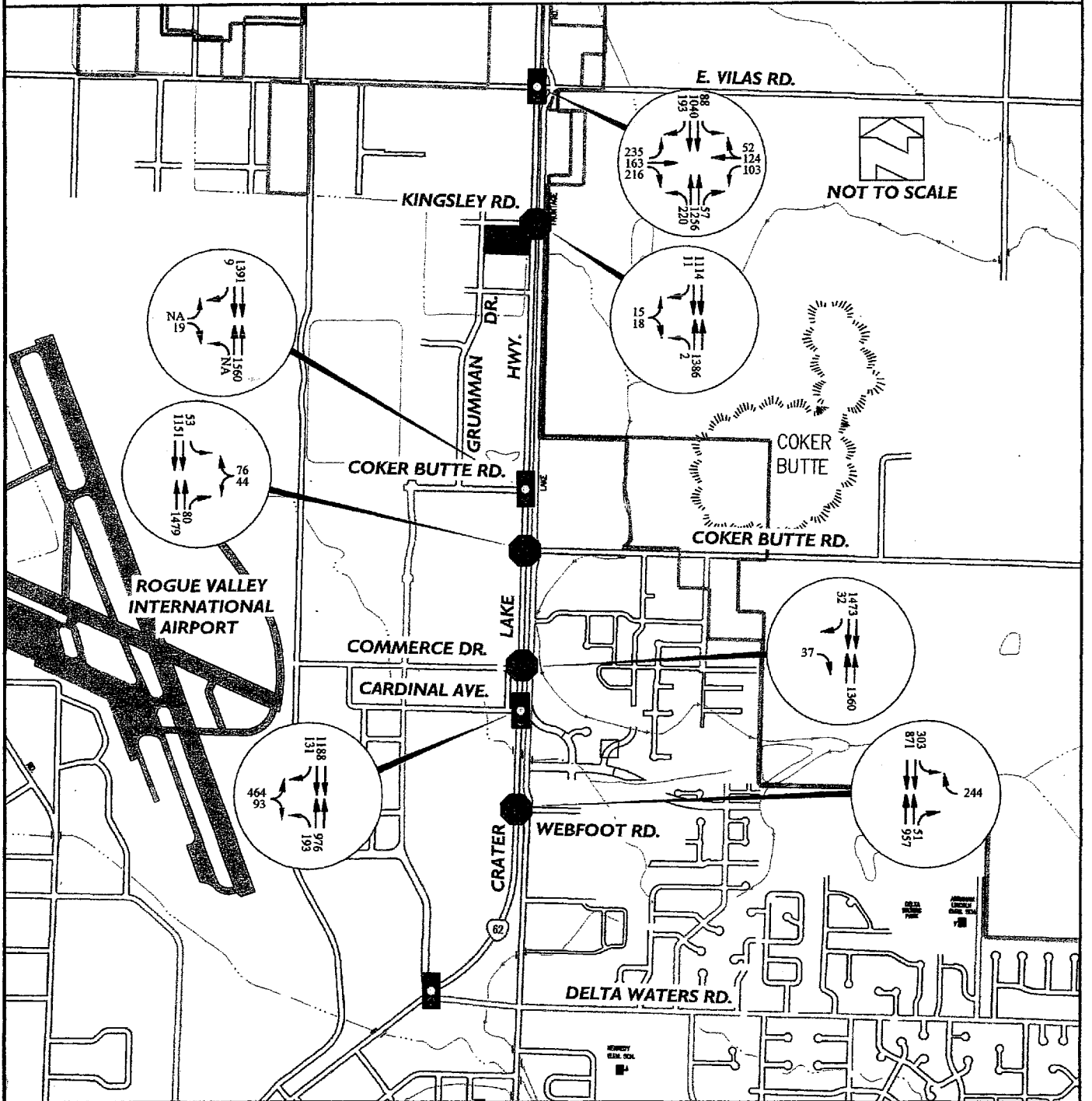
**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504  
ph 541.608.9923 fax 541.535.6873  
email: kwkp1@q.com

**Kingsley Road Zone Change  
Traffic Impact Analysis**



**Figure 2 : Raw Data (4:00-5:00 PM)**

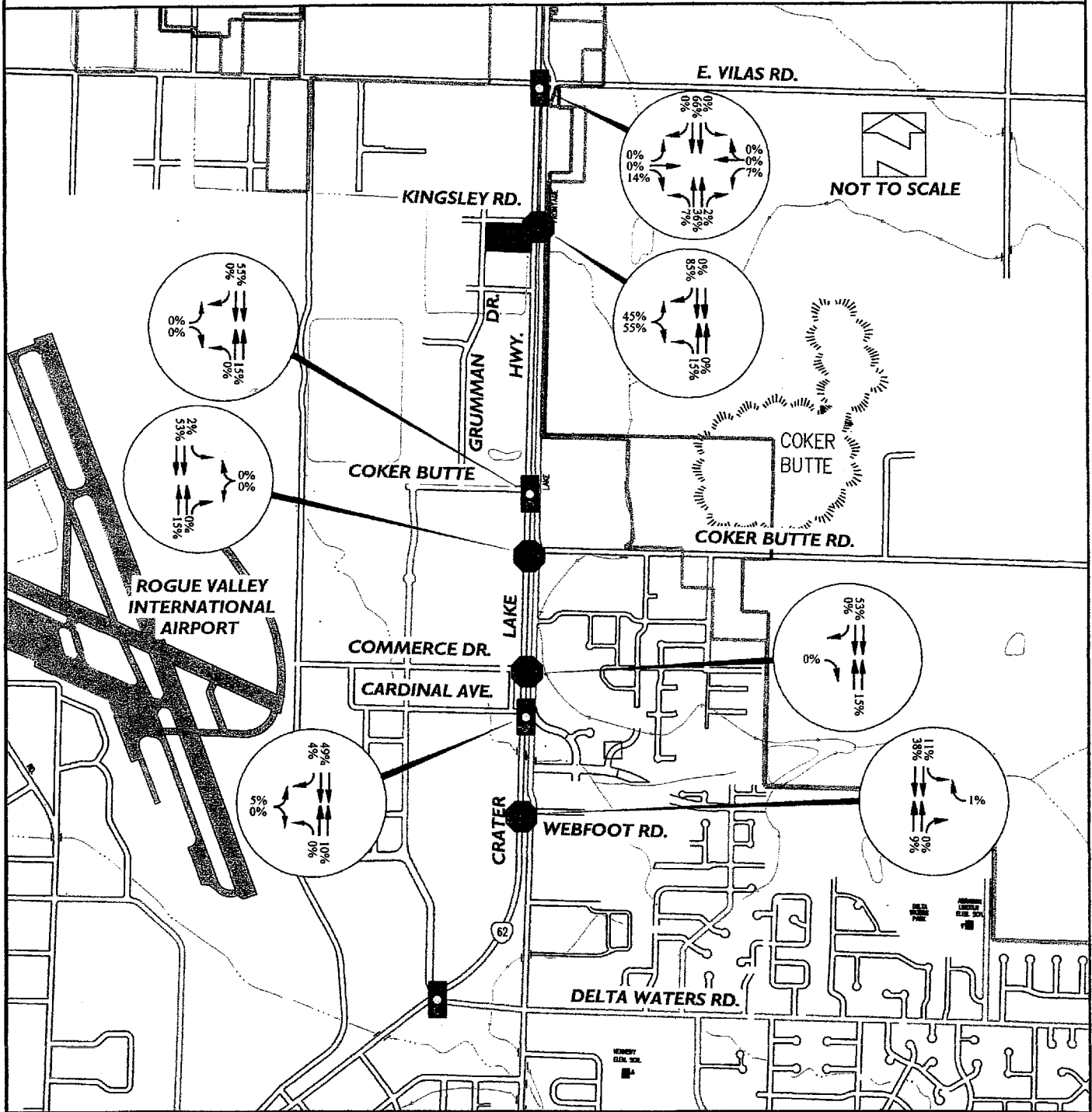


**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504  
 ph 541.608.9923 fax 541.535.6873  
 email: kwkp1@q.com

**Kingsley Road Zone Change  
Traffic Impact Analysis**

**Figure 3 : Trip Distribution Percentages ( .00-5:00 PM)**

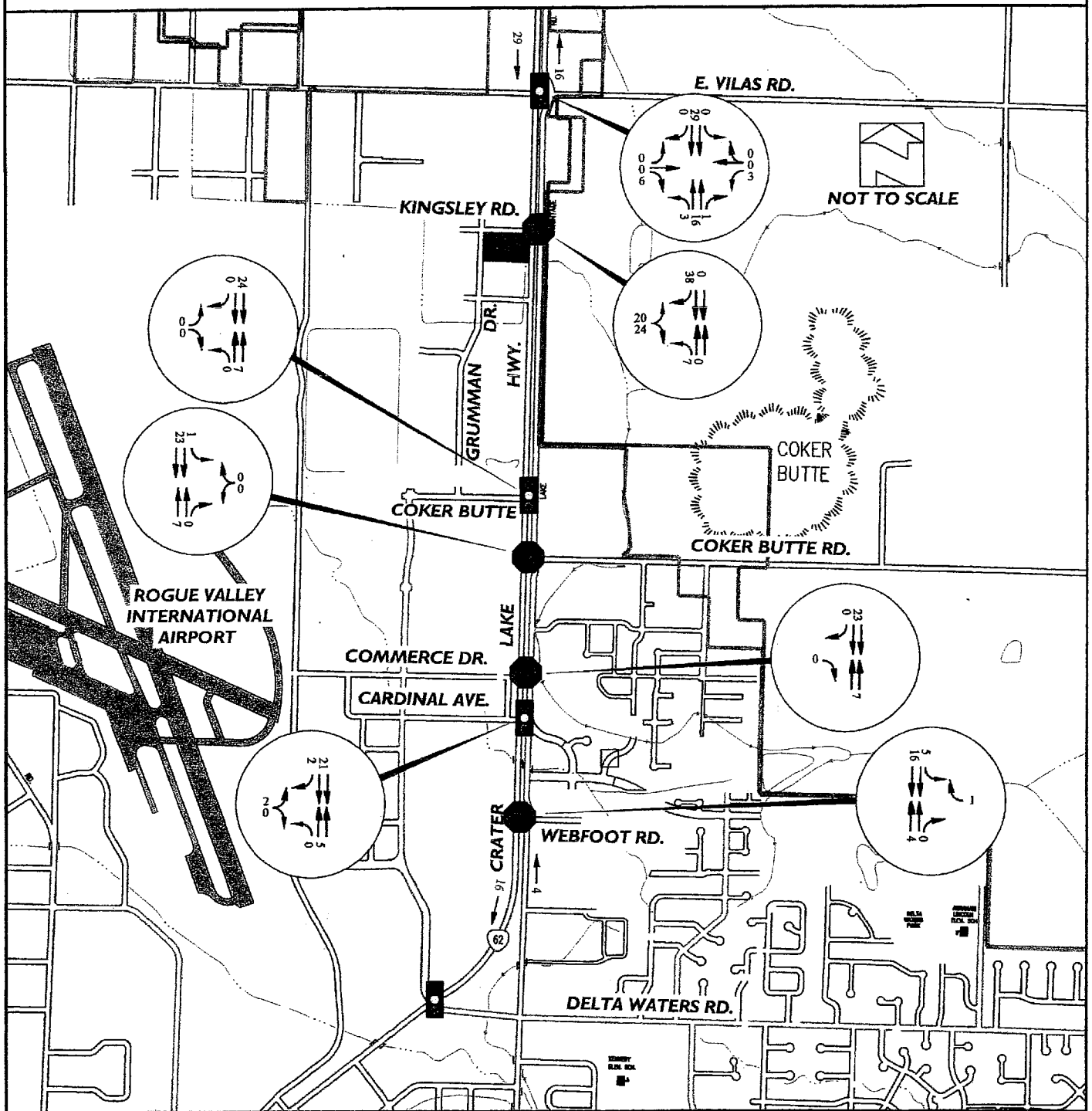


**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504  
 ph 541.608.9923 fax 541.535.6873  
 email: kwkp1@q.com

**Kingsley Road Zone Change  
Traffic Impact Analysis**

**Figure 4. Trip Distribution (4:00-5:00 PM)**



**SOUTHERN OREGON  
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504  
 ph 541.608.9923 fax 541.535.6873  
 email: kwkp1@q.com

**Kingsley Road Zone Change  
Traffic Impact Analysis**

CITY OF MEDFORD  
INTER - OFFICE MEMORANDUM

RECEIVED

JUN 25 2010

PLANNING DEPT.

TO: Planning Commission  
FROM: Public Works Department  
SUBJECT: Recommendation based on the Kingsley Dr. ZC TIA  
DATE: March 23, 2010

The Traffic Impact Analysis (TIA) for the proposed Kingsley Drive ZC project was prepared by Southern Oregon Transportation Engineering, and submitted to Public Works for review. The proposed Zone Change from City I-H to City I-L on 2.96 acre parcel is located west of OR 62 along the south side of Kingsley Drive.

The report finds that the proposed zone change will generate 89 P.M. peak hour trips. It is concluded that no impacts are shown to occur on City's facility as a result of the proposed zone change application from City I-H to City I-L.

Public Works recommends the approval without traffic condition.

CITY OF MEDFORD  
EXHIBIT # D  
File # ZC-10-047



CITY OF MEDFORD  
INTER - OFFICE MEMORANDUM

TO: Planning Department

FROM: Public Works-Engineering Division

SUBJECT: Zone Change Request, File No. ZC-10-047

DATE: August 12, 2010

Reviewed by: Larry Beskow

Traffic Section reviewed by Alex Georgevitch

**RECEIVED**

AUG 13 2010

**PLANNING DEPT.**

1. Sanitary Services:

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

2. Streets:

A. Current condition of nearest streets:

Oregon State Highway 62 is an existing major arterial street, paved with curb, gutter and 7 ft. wide sidewalks adjacent to the curb along the frontage of this site.

Kingsley Drive is a commercial street, paved with curb, gutter and 5 ft. wide sidewalks adjacent to the curb along the frontage of this site. Kingsley Drive currently has a right-of-way width of 50 feet and a 36 ft. wide paved curb to curb roadway. The City's current standard for a commercial street is 63 ft. of right-of-way, 36 ft. wide pavement curb to curb, 5 ft. wide sidewalks, and 8 ft. wide planter strips.

Grumman Drive is a commercial street, paved with curb, gutter and 5 ft. wide sidewalk adjacent to the curb along the frontage of this site. Grumman Drive currently has a right-of-way width of 50 ft. and a 36 ft wide paved curb to curb roadway. The City's current standard for a commercial street is 63 ft. of right-of-way, 36 ft. wide pavement curb to curb, 5 ft. wide sidewalks, and 8 ft. planter strips

B. Who has maintenance responsibilities?

Oregon State Highway 62: Oregon Department of Transportation

Kingsley Drive: City of Medford

Grumman Drive: City of Medford

CITY OF MEDFORD  
EXHIBIT # E  
File # ZC-10-047

C: Traffic

The Traffic Impact Analysis (TIA) for the proposed Kingsley Drive zone change project was prepared by Southern Oregon Transportation Engineering and submitted to Public Works for review. The proposed Zone Change from City I-H (heavy industrial) to I-L (light industrial) on a 2.96 acre parcel is located on the west side of Oregon State Highway 62 along the south side of Kingsley Drive and along the east side of Grumman Drive.

The report finds that the proposed zone change will generate 888 (592 net new) average daily trips, 89 of which will be P.M. peak hour trips. The nearest City facility intersection to the development is Crater Lake Avenue and Coker Butte Road with one P.M. peak hour trip impacting the intersection. Pursuant to Medford Municipal Code section 10.461, the threshold for significant impact at an intersection is 25 P.M. peak hour trips.

The Public Works Department agrees with the report's conclusions that no significant impacts are shown to occur on City facilities as a result of the proposed zone change application.

Public Works recommends approval without traffic conditions.

3. Drainage:

This site lies within the Midway Creek Drainage Basin. Development of this site will require storm drainage detention in accordance with Sections 10.486 and 10.729 of the Municipal Code.



BOARD OF WATER COMMISSIONERS

**Staff Memo**

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

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

**SUBJECT:** ZC-10-047

**PARCEL ID:** 371W006 TL 2612

**PROJECT:** Consideration of a request for a zone change from I-H/AR (Heavy Industrial/Airport Radar Overlay) to I-L/AR (Light Industrial/Airport Radar Overlay) on approximately 2.96 acres located at the southwest corner of Crater Lake Highway and Kingsley Drive; Adelia Coffman, Applicant (Scott Sinner Consulting, Inc., Agent). Sandra Johnson, Planner

**DATE:** July 30, 2010

**RECEIVED**  
AUG 04 2010  
PLANNING DEPT.

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

**COMMENTS**

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. The MWC system does have adequate capacity to serve this property.
4. Off-site water facility construction may be required depending on future land development review.
5. On-site water facility construction may be required depending on future land development review.
6. MWC-metered water service does exist to this property. There is a ¾" water meter located approximately mid-block along the Kingsley Drive street frontage.
7. Access to MWC water lines for connection is available. An 8-inch water line is located in Kingsley Drive, and a 24-inch water line is located in Highway 62.

CITY OF MEDFORD  
EXHIBIT # F  
File # ZC-10-047

28



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

**RECEIVED**

AUG 04 2010

## LAND DEVELOPMENT REPORT - PLANNING PLANNING DEPT.

To: Sandra Johnson

LD Meeting Date: 08/04/2010

From: Kleinberg, Greg

Report Prepared: 08/02/2010

File #: ZC - 10 - 47

### Site Name/Description:

Consideration of a request for a zone change from I-H/AR (Heavy Industrial/Airport Radar Overlay) to I-L/AR (Light Industrial/Airport Radar Overlay) on approximately 2.96 acres located at the southwest corner of Crater Lake Highway and Kingsley Drive; Adelia Coffman, Applicant (Scott Sinner Consulting, Inc., Agent). Sandra Johnson, Planner

DESCRIPTION OF CORRECTIONS	REFERENCE
<u>Approved as Submitted</u> Meets Requirement: No Additional Requirements	

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

Fire apparatus access roads are required to be installed 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 # G  
File # ZC-10-047





# ROGUE VALLEY SEWER SERVICES

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

**RECEIVED**

JUL 21 2010

**PLANNING DEPT.**

July 21, 2010

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

**Re: ZC-10-047, Coffman Zone Change (37 1W 06 – 2612, Ref: CP-10-019)**

ATTN: Sandra,

The subject property is currently served by a connection to the 8 inch sewer main on Grumman Drive. The 8 inch sewer main has adequate capacity for most General Industrial uses, however, if the ultimate use of the property involves a large water user, the capacity of the pipe will need to be re-evaluated.

Sincerely,

Carl Tappert P.E.  
District Engineer

**Carl  
Tappert**

Digitally signed by  
Carl Tappert  
DN: cn=Carl Tappert  
Date: 2010.07.21  
09:20:47 -07'00'

CITY OF MEDFORD  
EXHIBIT # H  
File # ZC-10-047

\\BCVSA\_TREE\BCVSA41\_VOL1.MEDOR.BCVSA\DATA\AGENCIES\MEDFORD\PLANNG\ZONE CHANGE\2010\ZC-10-047\_COFFMAN.DOC

30



# Oregon Department of Transportation

Theodore R. Kulongoski, Governor

## Region 3, District 8 Traffic Section

100 Antelope Road  
White City, OR 97503  
Phone: 541-774-6316  
Fax: 541-774-6397

### TECHNICAL MEMORANDUM

**TO:** Thomas Guevara  
Region 3 Development Review Planner

**FROM:** Wei (Michael) Wang, P.E. & M.S. *WW*  
Development Review Traffic Engineer

**DATE:** August 10, 2010

**SUBJECT:** Coffman Zone Change Application

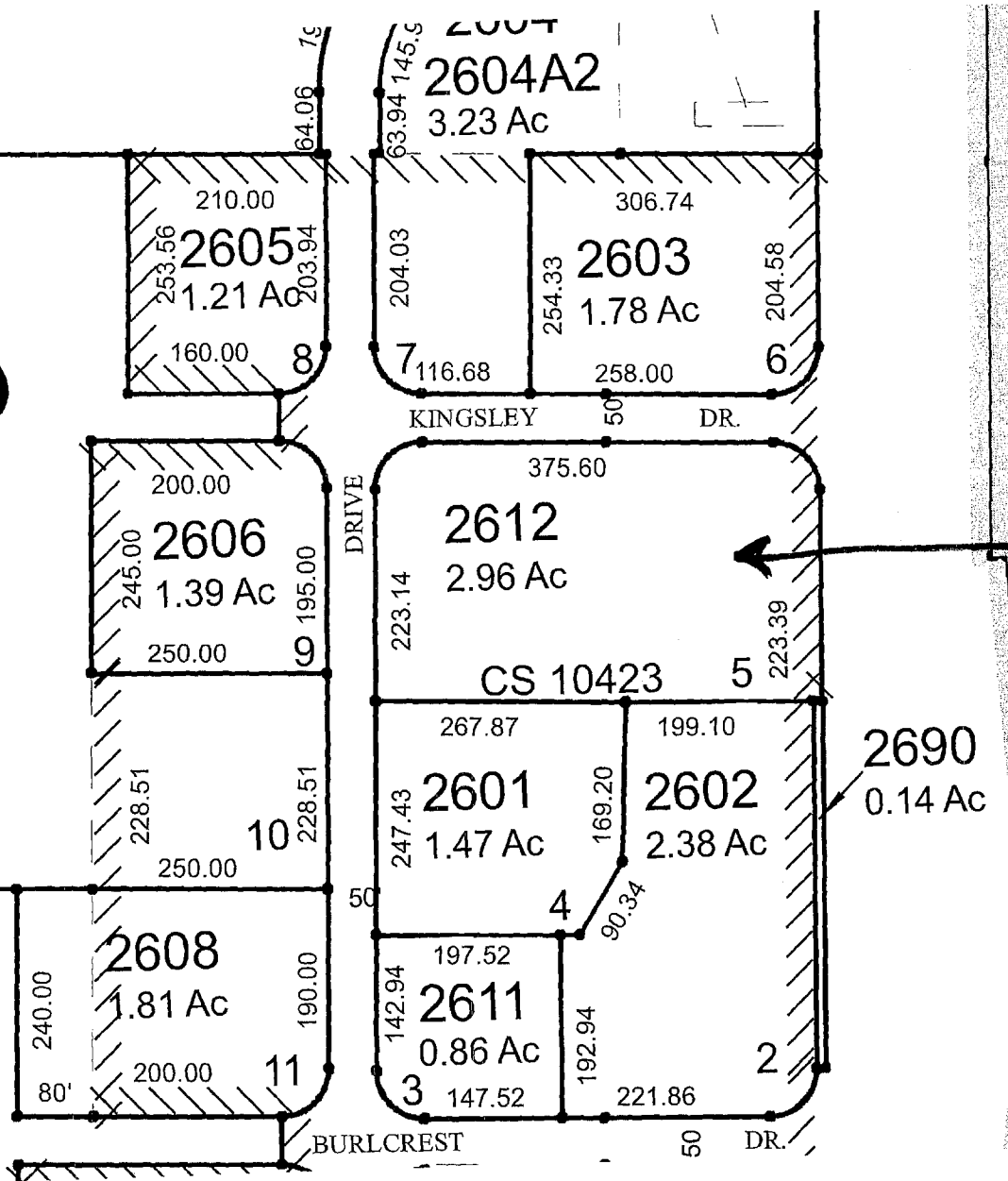
**RECEIVED**  
AUG 12 2010  
PLANNING DEPT.

The proposed zone change from Heavy Industrial/ Airport Overlay to Light Industrial/ Airport Overlay on a 2.96 acres parcel will generate net 59 peak hour trips. There will be 38 peak hour trips from/to the north to impact the existing intersection of Vilas & Highway 62. The Highway 62 solutions project is scheduled to begin construction in year 2013. The project will divert the existing traffic from Highway 62 to the by-pass and will bring the v/c ratio back to the OHP standard at the intersection of Vilas & Highway 62. The project will mitigate the impacts from the proposed zone change.

If you have any questions regarding my comments, please call me at (541) 774-6316 or [Wei.Wang@odot.state.or.us](mailto:Wei.Wang@odot.state.or.us).

CITY OF MEDFORD  
EXHIBIT # I  
File # 20-10-047

NORTH  
MEDFORD  
SOUTH  
WILMINGTON



**SUBJECT  
SITE**

CITY OF MEDFORD  
EXHIBIT # J  
File # ZC-10-047

# City of Medford: GIS



- Legend**
- Street Names
  - Freeway
  - On \ Off Ramps
  - State Highway
  - Major Arterial
  - Minor Arterial
  - Major / Urban Collector
  - Minor Collector
  - Other Public Road
  - Unimproved County Road
  - Local Access Road
  - Major USFS / BLM Road
  - Other USFS / BLM Road
  - Private Road
  - Trail
  - Greenway Trail
  - Railroad - Mainline
  - Railroad - Spur
  - Taxlots
  - Urban Growth Boundary
  - Aerial Photo (2007)
  - RGB
    - Red: Band\_1
    - Green: Band\_2
    - Blue: Band\_3

**Disclaimer Text:**

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.



CITY OF MEDFORD

EXHIBIT # 5

File # 20-10-047

18

ORDINANCE NO. 2010-143

AN ORDINANCE approving a minor amendment to the General Land Use Plan Map of the *Medford Comprehensive Plan* changing the designation from Heavy Industrial (HI) to General Industrial (GI) on one parcel totaling 2.96 acres, in an I-H (Heavy Industrial) zoning district, located on the west side of Crater Lake Highway, approximately 1,500 feet south of Vilas Road.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

Section 1. That a minor amendment to the General Land Use Plan Map of the *Medford Comprehensive Plan* changing the designation from Heavy Industrial (HI) to General Industrial (GI) on one parcel totaling 2.96 acres, in an I-H (Heavy Industrial) zoning district, located on the west side of Crater Lake Highway, approximately 1,500 feet south of Vilas Road, as depicted on the maps attached as Exhibit "A" and incorporated herein, is hereby approved.

Section 2. The approval is based upon the Findings of Fact and Conclusions of Law attached as Exhibit B and incorporated herein.

PASSED by the Council and signed by me in authentication of its passage this 17 day of June, 2010.

ATTEST: Blenda Owens  
City Recorder

[Signature]  
Mayor  
[Signature]  
Mayor

APPROVED June 17, 2010.

CITY OF MEDFORD  
EXHIBIT # L  
File # ZC-10-047



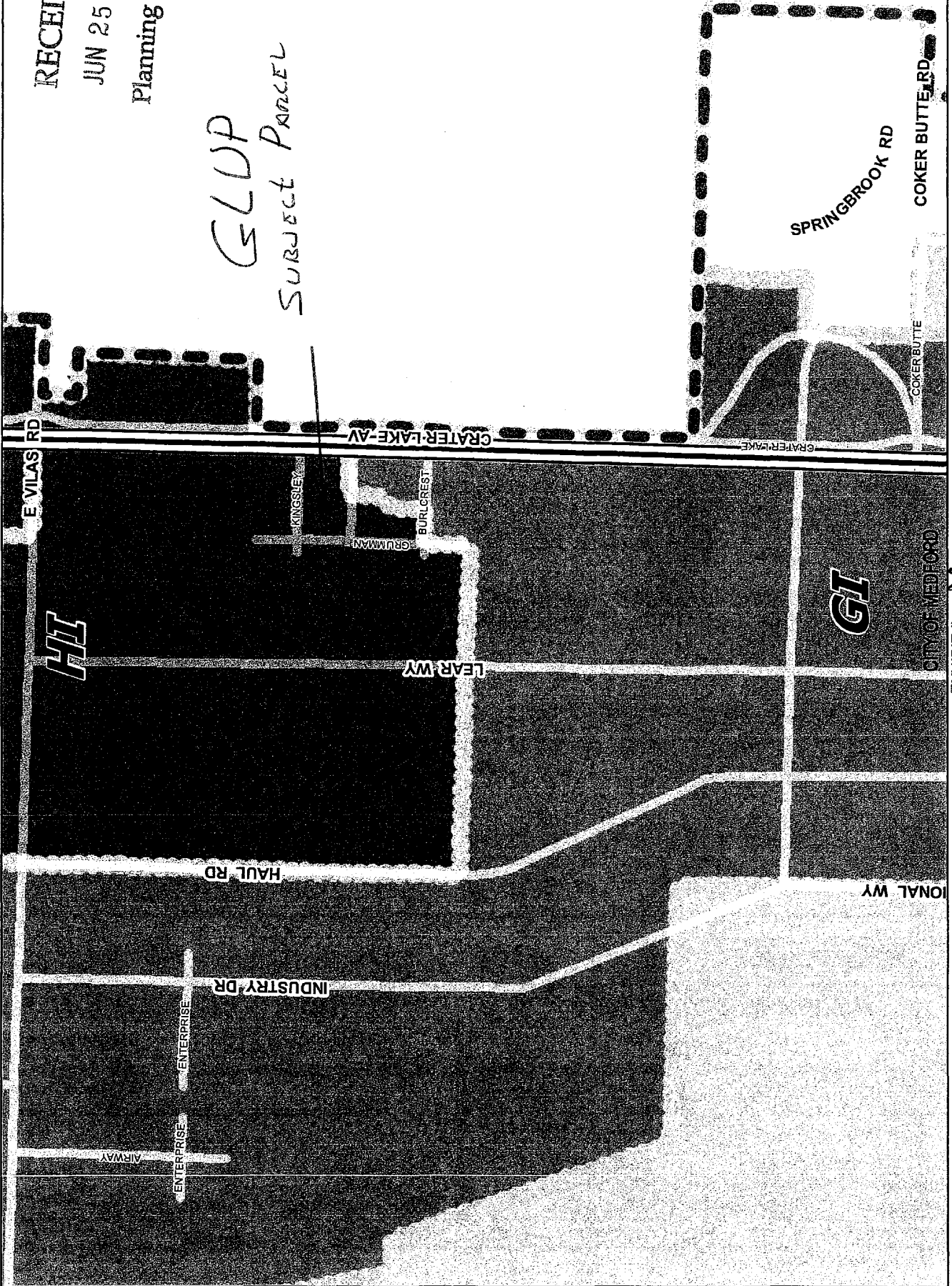
SCANNED

RECEIVED

JUN 25 2010

Planning Dept.

GLUP  
SUBJECT PARCEL



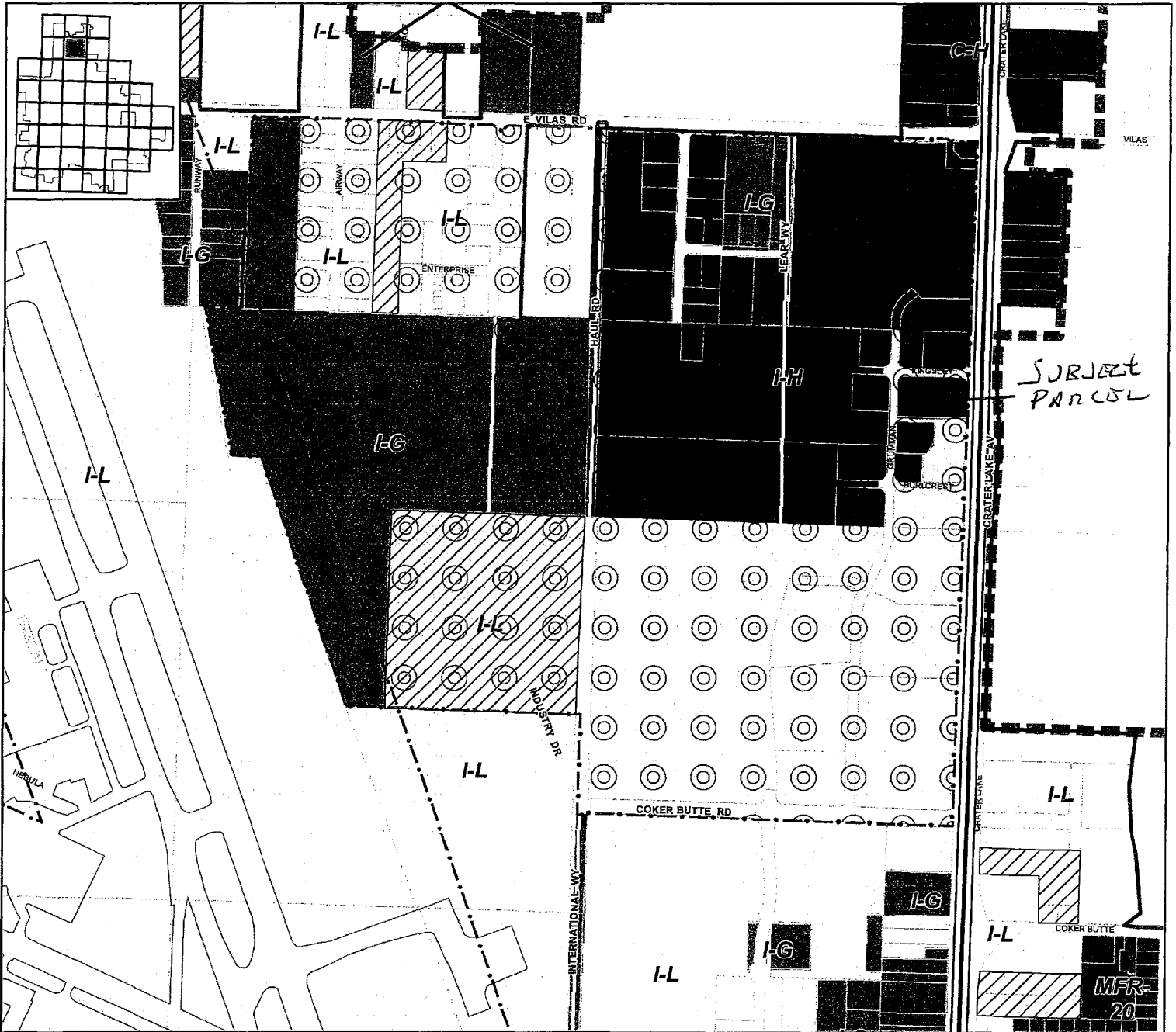
SPRINGBROOK RD  
COKER BUTTE RD

EXHIBIT # 1M  
File # ZC-10-047

12

# Township, Range and Section: 371W6

SCANNED



0 260 520 780 1,040 Feet

Railroad  
 City Limits  
 UGB  
 Outside UGB

N  
 S  
 W  
 E

No guarantee or warranty is expressed or implied in terms of data accuracy or legitimacy. This product is intended for use as public information and precise interpretations of the official record should be solicited from the Medford Planning Department.

## MEDFORD CITY ZONES

### Residential

- Multi-Family - 30 Units/Acre (MFR-30)
- Multi Family - 20 Units/Acre (MFR-20)
- Multi-Family - 15 Units/Acre (MFR-15)
- Single Family - 10 Units/Acre (SFR-10)
- Single Family - 6 Units/Acre (SFR-6)
- Single Family - 4 Units/Acre (SFR-4)
- Single Family - 2 Units/Acre (SFR-2)
- Single Family - 1 Unit/Lot (SFR-00)

### Commercial

- Heavy (C-H)
- Regional (C-R)
- Community (C-C)
- Neighborhood (C-N)
- Service/Professional (C-S/P)

### Industrial

- Heavy (I-H)
- General (I-G)
- Light (I-L)

## COUNTY ZONES IN MEDFORD

### Residential

- Suburban - 2.5 Acre Minimum (SR-2.5)

### Commercial

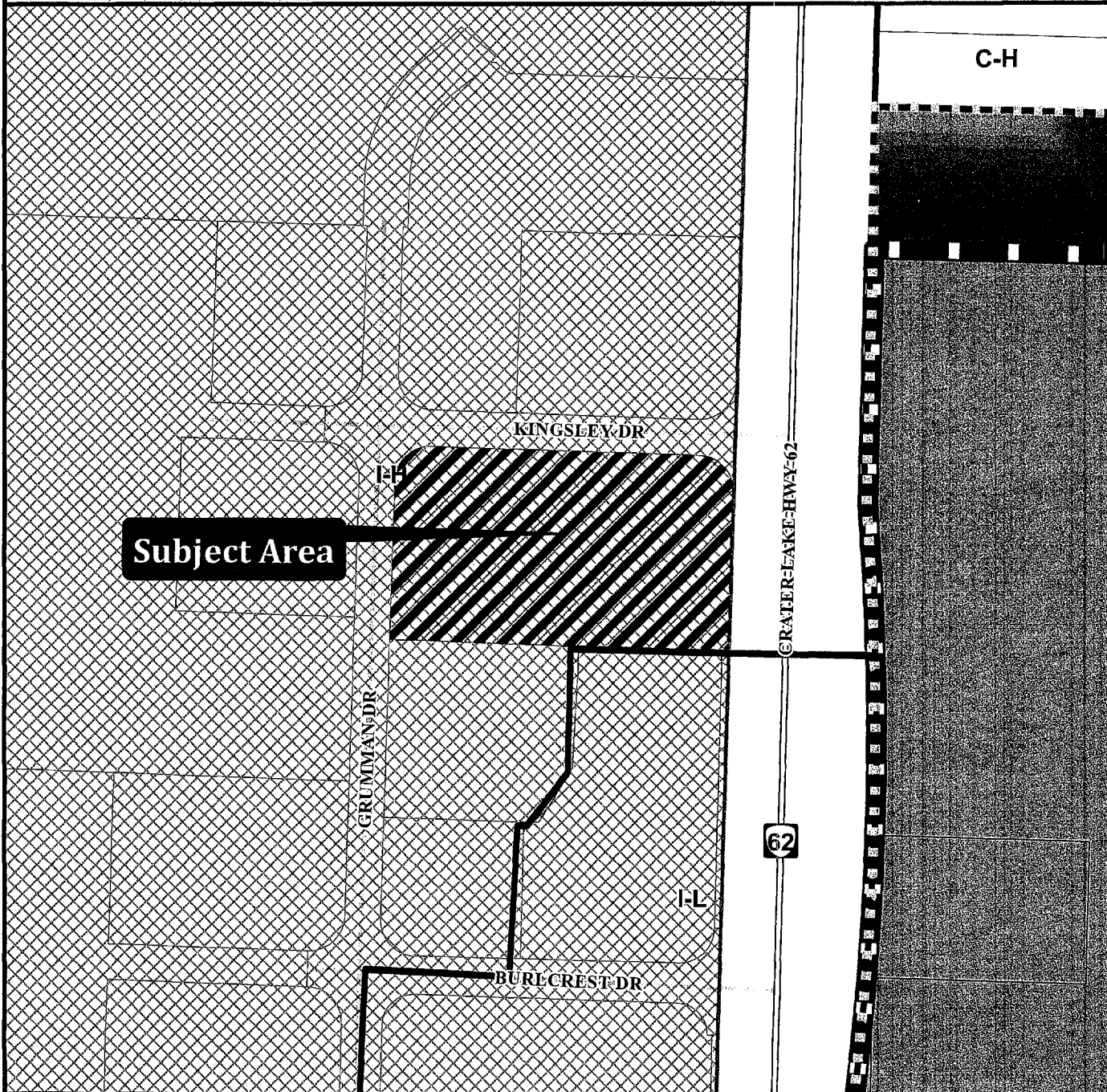
- General (GC)
- Neighborhood (NC)

## OVERLAYS

- Airport Approach
- Airport Radar
- Central Business District
- Exclusive Agricultural
- Freeway
- Historic
- Limited Industrial
- Limited Service
- Planned Development
- Southeast Plan

CITY OF MEDFORD  
EXHIBIT # N

12



Application Name/Description:

**Adelia Coffman**

Proposal:

**Zone Change**

**I-H/AR to I-L/AR**

File no.:

**ZC-10-047**

Applicant:

**Adelia Coffman**

Map/Taxlot nos.:

**371W006 TL 2612**



Airport Radar



Subject Area



Medford Zoning

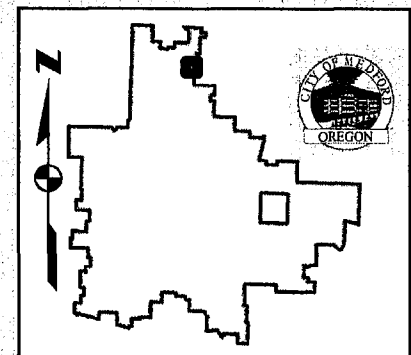


UGB



Tax Lots

City Limits



7/15/2010

LEGAL DESCRIPTION

RECEIVED

JUN 25 2010

Planning Dept.

42g0420871cc

EXHIBIT A

Lot Five (5) in NORTH MEDFORD BUSINESS CENTER, PHASE I, to the City of Medford, Jackson County, Oregon, according to the official plat thereof, recorded in Volume 15, Page 47 Plat Records.

(Account 1-073025-1, Levy Code 49-01, Map 371W06 - 2612)

SUBJECT TO:

1. The effect of said property, or any part thereof, lying within the Rogue River Irrigation District, and subject to all water and irrigation rights, easements for ditches and canals, and all regulations of said District, including any and all assessments, liens and charges assessed, and to be assessed.

2. The premises herein described are within and subject to the statutory powers, including the power of assessment, of Rogue Valley Sewer Services.

3. Access restrictions set out in instrument recorded to the State of Oregon by and through its State Highway Commission, recorded June 3, 1965 in Volume 588 page 360 of the Deed Records of Jackson County, Oregon, and as modified by instrument recorded May 17, 1967 as No. 67-04680 of the Official Records of Jackson County, Oregon, further modified by instrument recorded January 31, 1983 as No. 83-01563 said Official Records.

4. Rights of way for the transmission and distribution of electricity, and for other purposes, granted to Pacific Power & Light Company, a corporation, by instruments recorded August 16, 1965 in Volume 593 page 275 of the Deed Records of Jackson County, Oregon and recorded December 13, 1972 as No. 72-16825 of the Official Records of Jackson County, Oregon.

5. 10-foot public utility easement as set out on the Plat and Dedication of North Medford Business Center, Phase I. (Affects west, north and east lines)

6. 1-foot non access strip as set out on the Plat and Dedication of North Medford Business Center, Phase I. (Affects east line)

7. Height restrictions, as disclosed by Ordinance No. 7065, recorded February 13, 1992 as No. 92-03978 of the Official Records of Jackson County, Oregon.

8. An easement created by instrument, including the terms and provisions thereof,  
Recorded : June 26, 1996  
As : 96-21263  
In favor of : City of Medford  
For : Public utility

9. An easement created by instrument, including the terms and provisions thereof,  
Recorded : June 26, 1996  
As : 96-21264  
In favor of : City of Medford  
For : Public utility

2

CITY OF MEDFORD  
EXHIBIT #  
File # 2C-10-047

7





7007 0710 0001 0567 0360

City Of Medford  
Planning Department  
200 South Ivy Street  
Medford, OR 97501

ATTN: Plan Amendment Specialist  
Dept. of Land Conser. & Develop.  
635 Capitol St. NE, Ste. 150  
Salem, Or 97301-2540



Hasler

016H26507632

\$06.83<sub>0</sub>

09/15/2010

Mailed From 97501

US POSTAGE

RETURN RECEIPT  
REQUESTED