



MEDFORD PLANNING

Date: October 6, 2020

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| <input checked="" type="checkbox"/> Building Department | <input checked="" type="checkbox"/> Avista Utilities | <input checked="" type="checkbox"/> Medford Irrigation District |
| <input checked="" type="checkbox"/> City Attorney – Katie Zerkel | <input checked="" type="checkbox"/> Charter Communications | <input checked="" type="checkbox"/> Medford School Dist. 549C |
| <input checked="" type="checkbox"/> Engineering- Jodi Cope | <input checked="" type="checkbox"/> Pacific Power & Light | <input type="checkbox"/> ODOT |
| <input checked="" type="checkbox"/> Engineering – Mike Casper | <input checked="" type="checkbox"/> Centurylink | <input type="checkbox"/> Phoenix School District 4 |
| <input checked="" type="checkbox"/> Engineering – Karl MacNair | <input checked="" type="checkbox"/> Rogue Disposal | <input type="checkbox"/> Rogue River Valley Irrigation |
| <input checked="" type="checkbox"/> Engineering – Jennifer Ingram | <input checked="" type="checkbox"/> Rogue Valley Transit District | <input checked="" type="checkbox"/> RVSS |
| <input checked="" type="checkbox"/> Fire Department | <input checked="" type="checkbox"/> US Post Office | <input checked="" type="checkbox"/> R.V. International Airport |
| <input checked="" type="checkbox"/> Parks & Recreation | <input checked="" type="checkbox"/> Federal Aviation Administration | <input type="checkbox"/> Talent Irrigation District |
| <input checked="" type="checkbox"/> Police Department | <input type="checkbox"/> Jackson Co. Admin. Officer | <input checked="" type="checkbox"/> OR Dept. of Aviation |
| <input checked="" type="checkbox"/> Water Commission | <input checked="" type="checkbox"/> Jackson Co. Health Department | <input checked="" type="checkbox"/> Engineering - Jon Proud |
| <input type="checkbox"/> City Manager | <input checked="" type="checkbox"/> Jackson Co. Planning | <input type="checkbox"/> |
| <input type="checkbox"/> Floodplain – Liz Conner | <input checked="" type="checkbox"/> Jackson Co. Roads | <input type="checkbox"/> |
| <input type="checkbox"/> Urban Renewal (MURA) | <input checked="" type="checkbox"/> Jackson Co. Surveyor | <input type="checkbox"/> |

File No. LDS-20-249

Project Name: Carrera Hills

Agent Contact:

Steve Swartsley
swartsley@charter.net

Consideration of tentative plat approval for Carrera Hills Subdivision, a proposed 22 lot residential subdivision on a single 4.01 acre parcel abutting Springbrook Road to the west, and located approximately 350 feet south of E. McAndrews Road. The parcel is within the SFR-6 (Single-Family Residential, six dwelling units per gross acre) zoning district (371W20AC TL 1701).

Planner:

Dustin Severs
dustin.severs@cityofmedford.org

Associated files: None

Attached are documents for your review. Please investigate and submit to the Planning Department, within ten (10) working days, a written report setting forth any necessary conditions as required of your department/agency for approval of the above project.

If your proposed conditions of approval include the dedication of land for public use or the provision of public improvements, please submit written findings with supporting data or information that justify the requirements. Specifically, the findings must show that there is an essential connection between your requirements and a legitimate government purpose, and that there is a rough proportionality between the burden of the requirement on the developer and the impacts of the proposed development on public facilities and services. All requirements may be strictly scrutinized by the courts and must have legitimate authority so that they will not result in a taking of private property.

If no comments are received within the 10-day review period, it will be assumed that there are no comments.

A Land Development Committee meeting is scheduled for Wednesday, October 6, 2020, at 9:30 a.m. via Zoom webinar.

Topic: Land Development Meeting

Link to join the webinar: <https://zoom.us/j/451911481>

Webinar ID: 451 911 481

Or iPhone one-tap:

US: +16699006833,,451911481# or +13462487799,, 451911481#

Or Telephone:

Dial (for higher quality dial a number based on your current location):

US: +1 669 900 6800 or +1 346 248 7799 or +1 929 205 6099 or +1 253 215 8782 or +1 301 715 8592

Or +1 312 626 6799

International numbers available: <http://zoom.us/u/aNbmsEjin>

BEFORE THE PLANNING COMMISSION

FOR THE CITY OF MEDFORD, JACKSON COUNTY, OREGON:

IN THE MATTER OF AN APPLICATION FOR)
)
CONSTRUCTION OF 22 SFR LOTS ON)
)
APPROXIMATELY 4.10 ACRES OF LAND,)
) FINDINGS OF FACT
LOCATED ON EAST SIDE OF SPRINGBROOK) &
) NARRATIVE
BETWEEN E. MCANDREWS ROAD AND)
)
SPRING STREET KNOWN AS) LDS no:
)
CARRERA HILLS.)
)
)
SPRINGBROOK PARK, LLC APPLICANT;)
)
STEVEN L. SWARTSLEY, AGENT.)
_____)

I. RECITALS PERTAINING TO THE PROPERTY:

APPLICATION: A request for construction of 22 SFR lots within in the city of Medford, zoned SFR 6, 6 units to the acre on the east side of Springbrook Road between E. McAndrews Road and Spring Street in the city of Medford, Oregon.

PROPERTY Springbrook Park, LLC
OWNER & P.O. Box 8600
APPLICANT: Medford, OR 97501

AGENT: Steven L. Swartsley
P.O. Box 8600
Medford, OR 97504
Phone: 541-779-6000
e-mail: swartsley@charter.net

A. Legal Description and Ownership: The property is described as T.37 1W-Section 20AC, Tax Lot 1701. Owner of the property is Springbrook Park, LLC. A copy

of the legal description for this site, as well as the appropriate plat maps, locating the property, are attached as exhibits to these findings.

- B. Purpose: The purpose of the application is to allow the building of 22 additional SFR lots on 4.10 acres in a SFR 6 Zoning District. This allows the applicant the ability to develop the land consistent with the Comprehensive Plan and the General Land Use Plan Map that designate the site SFR 6. Properties in the vicinity are zoned SFR-4, MFR 10 and CSP (please refer to attached plat map).
- C. Land Use: The subject property consists of approximately 4.10 acres; the property is slightly sloped land and has been fallow farm land for the last 90 years. The property abuts urban zoning district SFR-4 and CSP. The applicants are aware that they bear the responsibility to extend services from the adjacent lands to the subject site.

II. APPLICABLE CRITERIA:

In order to approve 22 lots, the applicant must submit findings addressing applicable Sections of the Land Development Code.

1. A vicinity map, identifying the proposed area for the 22 lots;
2. Assessor's map with the proposed area identified;
3. Legal description of the area, prepared by a licensed surveyor or title company;
4. Property owner's names, addresses and map and tax lot numbers within 200 feet of the subject property, typed on mailing labels;
5. Findings prepared by the applicants or his representative demonstrating conformance with the Medford Land Development Code.
6. The 22 lots be subject to the design standards to be created by Applicant.

FINDING: The Planning Commission finds that this application for constructing 22 lots within the current SFR 6 zoning and with the information presented in support of the application, is consistent with the criteria for submission as required above, accompanied with the applicable maps, the legal description of the area, and the names and addresses of all adjacent properties within 200 feet typed on mailing labels, and findings consistent with the requirements of the Land Development Code.

1. CONSISTENCY WITH THE COMPREHENSIVE PLAN:

A. Compliance with the General Land Use Plan Map:

A review of the general Land Use Plan Map of the City of Medford indicates this area of the City is designated on the General Land Use Plan Map as "Urban Residential". The map designations contained in the General Land Use Plan Element of the Comprehensive Plan indicates that permitted zoning districts within the Urban Residential designation

are: SFR-2, SFR-4, SFR-6 and SFR-10, UM 15, consistent with the provisions of Section 10.306 of the Medford Land Development Code. This is consistent with the Urban Residential Designation as identified on the GLUP map.

FINDING: As the subject property lies within the Urban Growth Boundary and City Limits of the City of Medford, and found to be committed to Urban use.

B. Consistency with the Applicable Goals and Policies:

In general, applications for construction of 22 SFR lots are reviewed against the policies and goals of the Medford Comprehensive Plan to determine compliance with the Statewide Planning Goals and Guidelines.

The Land Development Code requires compliance with applicable Goals and Policies of the Medford Comprehensive Plan. These are noted below:

ENVIRONMENTAL ELEMENT:

The Environmental Element of the Medford Comprehensive Plan is simply a delineation of the various physical attributes that make up the greater Medford urbanizable area including such topics as climate, air and water quality, topography, natural hazards, historic areas and related features.

The Goals and Policies of this element are oriented to assure urban land uses are planned, located, and developed in such a manner as to minimize conflicts with the various environmental issues and potential hazards, such as flood, landslides, agricultural impacts, etc. The Goals and Policies were prepared to guide the Staff and decision makers for the City to assure that physical issues that require special recognition are recognized and dealt with in a development proposal.

CONCLUSION: The City of Medford concludes that there are no adverse environmental impacts contemplated with the future development of this site. This application is consistent with the Environmental Element of the Comprehensive Plan.

HOUSING ELEMENT:

Discussion:

The purpose of the Housing Element is to identify housing needs for the present and future residents of the City of Medford and to develop policies to meet the need.

The provisions of Goal 1 are to:

“Enhance the quality of life of all resident of the City of Medford by promoting a distinctive community character and superior residential environment, emphasizing the unique natural setting of the community”.

Policy 1(A)(1) provides the City is to promote community design guidelines which will be adopted to guide the development and architectural review processes.

The standards listed in the Medford Land Development Code and the Comprehensive Plan ensures that this Goal will be achieved during the development phase of this property.

Goal 2:

“Ensure that residential development in Medford is designed to minimize the consumption and degradation of natural resources, promote energy conservation, and reduce the potential effects of natural hazards.”

Policy 2A provides the City shall strive to prevent sprawl and provide a compact urban form that preserves livability and adjacent resource lands.

The development of this site will help prevent the need to expand the UGB to prevent sprawl, by providing for a planned compact urban form within the City of Medford. There are standards listed in the MLDC to ensure this Goal and Policies will be accomplished during the development phase of this site.

Goal 3:

“Ensure a coordinated balance among the provision of public services, the location of employment centers, and the production of appropriate housing within the City of Medford.”

The development of this site will provide for additional detached single family housing within the Northeast Medford area and is what is commonly called an “infill development”.

CONCLUSION: The Goals and Policies of the Housing Element ensure any development within the City of Medford will be consistent with the standards listed in the MLDC. The development of this site will help prevent sprawl by providing for compact urban form of development within the City of Medford. The development of this site will also provide for additional appropriate housing opportunities for the City. The City of Medford finds the request SFR-6 zoning on the subject property is consistent with the applicable Goals and Policies of the Housing Element.

PUBLIC FACILITIES ELEMENT:

This element is designed to assure there has been adequate planning for public facilities and services.

Discussion:

Goals #1, Policy #3 notes in order to provide for maximum consistency and coordination of individual Public Facility lands, the Land Use Element MATS sectors shall be the basic geographic planning unit whenever possible.

Further, Goal #2 notes the City shall make every reasonable effort to assure a continuing and consistent process for the development, coordination and prioritization of city public facilities Capital Improvement Program.

Goal #3, Policy #1 delineates the essential urban facilities and services necessary for "minimum adequate service levels". These are basically Sanitary sewer, Domestic Water, Storm Drainage and Streets.

In reviewing the element, the policies and goals for the Waste Water/ Drainage, Water Systems are in fact statements of public policy, delineating how the City of Medford will realistically provide the various levels of service within the City Limits and UGB. The traffic and street issues have generally been subordinated to comply with the Statewide Transportation Planning Rule, OAR 660-012-0060.

The subject property is not located within a limited services area.

CONCLUSION: The City of Medford concludes the applicable Goals and Policies of the Comprehensive Plan have been addressed and this application is consistent with them. The City of Medford concludes the area requested to be developed has already generally been developed with public facilities including streets, sewer, storm drainage and water that have been or can be extended to the site.

FINDING: Based upon the fact the City of Medford has implemented the Goals and Policies of the Comprehensive Plan, the City finds the application is consistent with those applicable Goals and Policies, and this application is in compliance with the Medford Comprehensive Plan. This application complies with the MLDC.

2. COMPLIANCE WITH URBAN SERVICES AND FACILITIES

The second criteria for a PUD modification is:

"Urban services and facilities are available to adequately serve the property, or will be made available upon development".

The Medford Comprehensive Plan, Public Facilities Element provides the list of Category "A" public Facilities to be considered. These are:

Sanitary Sewer
Water
Storm Drainage
Streets

Sanitary Sewer: Sanitary Sewer service is provided by City of Medford. There is currently an 12 inch line existing along Springbrook Road. In addition there are lines in adjacent properties that will be extended and looped to adequately serve the subject property. These collection lines will serve the subject site. The Sanitary Sewer collection system is adequate to accommodate the proposed change in land use, as set forth herein. Sewer service will be extended to the proposed project by the owner/developer consistent with existing regulations.

Sewage treatment is provided by the City of Medford Regional Waste Water Treatment Plant. The plant presently serves approximately 125,000 persons. The treatment capacity of the plant is approximately 190,000 persons. The treatment plant has capacity to serve the expected population in the region for the foreseeable future. The issue is not the sewage treatment plant, but the size of approximately ½ mile of main sewer line located near the airport and which will be increased in size in the near future.

The development of the property requires a system development charge which is dedicated to the expansion of the regional plant. This assures the future sewage treatment of the plant remains available.

Water Service: Water service by the Medford Water Commission is currently serving the site. There is an existing 8 inch line located in Springbrook Road that abuts the subject property that serves adjoining property. Extension and development of the water system within the property is the responsibility of the property owner/developer.

Water capacity of the Medford Water Commission system is currently serving a population of approximately 123,000 persons, with a present day average daily consumption of 28,000,000 gallons. The present sources and distribution system have a capacity of 56.5 million gallons per day (Medford Water Commission, 1-96). Adequate water capacity exists to serve the subject site.

Water for fire protection will be a requirement of the design considerations. The placement of fire hydrants and other fire safety features will be accomplished during the development review process.

Storm Drainage: At the time of development storm sewer will be collected in an underground collection system and will be designed in accordance with the City of Medford Master Storm sewer Program.

The development of the site will require an integrated storm sewer system, with a maximum of 0.25 CFS discharge. The construction drawings prepared for the

development of this property will provide the engineering to provide the storm sewer system in accordance with the City of Medford.

Streets: Springbrook Road is on the west side of the subject property. Access to the site will be from Springbrook Road on a cul-de-sac that is the subject of a Type III Exception Application submitted contemporaneously with this application. The maximum potential development of 22 dwelling units will generate an estimated 132 vehicle trips per day based on the Institute of Traffic Engineers manual.

Springbrook Road is developed to City of Medford standards for Collector Streets and the proposed cul-de-sac will be developed to City of Medford Standards for a cul-de-sac that conforms to chapter 10.450 of the Medford Development Code..

The streets have and will have ample capacity in there present form to accommodate the projected vehicle trips from/to the site.

CONCLUSION: Based upon the information contained herein, the City of Medford concludes there are adequate public facilities to supply potable water to the property, as water distribution system improvements have already been in place on the property; sanitary sewer service is available to the site and capacity at the Regional Treatment Plant is adequate to accommodate the area; there is sufficient capacity on the existing local street system to accommodate the proposed use, and the storm drainage facilities will be in compliance with the Medford Master Storm Drain Plan.

FINDING: The City of Medford finds there are adequate Category "A" public facilities available and sufficient capacity exists to extend these facilities to serve the zoning and use of the site as SFR-6.

3. COMPLIANCE WITH OAR 660, DIVISION 12: TRANSPORTATION

Chapter 660, Division 12 of the Oregon Administrative Rules provides for implementation of the Statewide Transportation Goal (Goal 12). It is also designed to explain how local governments and state agencies responsible for transportation planning can demonstrate compliance with other statewide planning goals., and to identify how transportation facilities are provided on rural lands consistent with the goals.

The Transportation Planning Rules direct local governments to incorporate transportation planning processes that will:

- A. Consider all modes of transportation including rapid transit, air, water, rail, highway, bicycle and pedestrian.
- B. Inventory local, regional, and state transportation needs.
- C. Consider the social consequences that would result from using difference combinations of transportation modes.

- D. Avoid total reliance upon any one mode of transportation.
- E. Minimize adverse social, economic, and environmental impacts and costs.
- F. Conserve energy.
- G. Meet the needs of the transportation disadvantaged by improving service.
- H. Facilitate the flow of goods and services so as to strengthen the local and regional economy.
- I. Conform with local and regional comprehensive plans.

More specifically, there are provisions within the chapter that apply specifically to Comprehensive Plan and Land Use Regulation Amendments.

These provisions are contained in OAR 660-012-0060, and state:

1. Amendments to functional plans, known as comprehensive plans, acknowledged comprehensive plans and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and level of service of the facility. This shall be accomplished by either:
 - a. Limiting allowed land uses to be consistent with the planned function, capacity and level of service of the transportation facility;
 - b. Amending the TSP to provide transportation facilities adequate to support the proposed land uses consistent with the requirements of this division; or,
 - c. Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.
2. A plan or land use regulation amendment significantly affects a transportation facility if it:
 - a. Changes the functional classification of an existing or planned transportation facility;
 - b. Changes standards implementing a functional classification system;
 - c. Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility;
 - d. Would reduce the level of service of the facility below the minimum acceptable level identified in the TSP.
3. Determinations under sections 1 and 2 of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

Discussion:

Existing Transportation Facilities: An overview of existing transportation facilities that would provide service to the subject property indicates that ground transportation via

existing City designated residential and collector streets is the sole transportation facility affected by this amendment.

The site does not have access to rail, light rail, water or other alternative transportation facilities or services. Pedestrian and bicycle access is or will be made available via the sidewalks and bicycle lanes in the immediate vicinity; and on the collector Springbrook Road that abuts the property on its west side.

Transportation Planning Issues: An evaluation of the subject property and the orientation, location and size of the existing structural development, as well as the existing and historic uses of the properties, indicate there are basically two transportation issues that should be addressed:

1. The first planning issue is access management, involving the size, location, orientation and control of the access onto Springbrook Road; and
2. Trip generation potential, and if that generation will result in a significant effect on the function, capacity, or level of service on Springbrook Road or any new residential streets.

Access Management: The subject property is located on Springbrook Road. The development plan for the site will conform with all access management and location requirements of the City of Medford and Jackson County to insure adequate and effective Access Management.

This issue will be addressed during the Tentative Plat/development review process. The applicant submits this development will not have a significant effect on the access management for the transportation facility serving the site.

Trip Generation Potential: Existing and potential uses on this property is in essence already documented, and Springbrook Road is such the current capacity of the roadway will not be compromised by the addition of 22 dwelling units, or 132 ADT generated from this site.

A comparison of the traffic capacity and the traffic counts of this immediate area, provided by the City of Medford, indicates there is adequate capacity available to serve the subject site. This capacity of the existing road system will not be adversely affected by this application, due to the fact the capacity exists in excess of the anticipated cumulative generation in the area.

This issue, as part of the overall traffic management plan for this area, can be found to be consistent with the existing traffic facilities for the City of Medford, Jackson County and ODOT.

CONCLUSION: The City of Medford concludes based on the information contained herein this application is consistent with the intent of the statewide Transportation Planning Rule, in that:

1. The site is within an incorporated city with an adopted and acknowledged Comprehensive Plan.
2. The property is approximately 4.10 acres, located on Springbrook Road. Uses proposed are consistent with the Comprehensive Plan and the zoning designation of SFR 6.
3. The additional lots do not significantly affect the overall transportation capacity, including the South/North Medford Interchanges, or service levels of the existing transportation facility, as defined in OAR 660-012-0060(2) since the proposed use will be consistent with the maximum use established for the site.

FINDING: The City of Medford finds this application for the 22 lots is consistent with the Transportation Planning Rule, and is in compliance with the MLDC. There are no adverse impacts contemplated on the South/North Medford Interchanges or the local street system.

LOT DESIGN CRITERIA: There are 22 lots total that fall under this provision and they meet the minimum and maximum sizes allowed in a SFR 6 Zoning District.

LOT ACCESS CRITERIA: The access for 22 lots will from a cul-de-sac that conforms to the provisions of 10.450 of the MLDC. The cul-de-sac will take access from the east side of Springbrook Road and run in a generally easterly direction. The proposed flag lots meet the requirements of 10.450 (3) in that they have the necessary frontage and the proper minimum access easement design.

CUL-DE-SAC: It is necessary to construct a cul-de-sac to serve the 22 lots. This is a result of the development being an infill on a lot that does not permit the necessary width to construct any type of grid street design. In addition the property is surrounded by Springbrook Road to the west, Bonaventure Assisted Living facility to the North and developed housing to the East and South. The proposed cul-de-sac meets the requirements of MLDC 10.450 (1)(b) in that it is not possible to create a street pattern that meets the design requirements for streets; 10.450 (2) in that the proposed cul-de-sac does not exceed the permitted length of 450' and it has proposed turn around of 45' radius for right of way and 37' radius paved area.

CONCLUSION: The city of Medford concludes with the information contained herein the request for the 22 lots, and the design of said lots in the SFR 6 zoning district is consistent with MLDC of the Land Development Code.

FINDINGS: The city of Medford finds the request for 22 lots together with the requested ingress and egress from Springbrook Road and within a SFR 6 zoning district is in compliance with the MLDC.

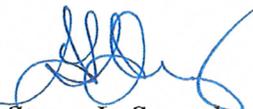
5. SUMMARY AND CONCLUSIONS:

A review of the application and supporting documentation will demonstrate the application complies with the applicable elements of the Comprehensive Plan, and the Land Development Code, in that this application:

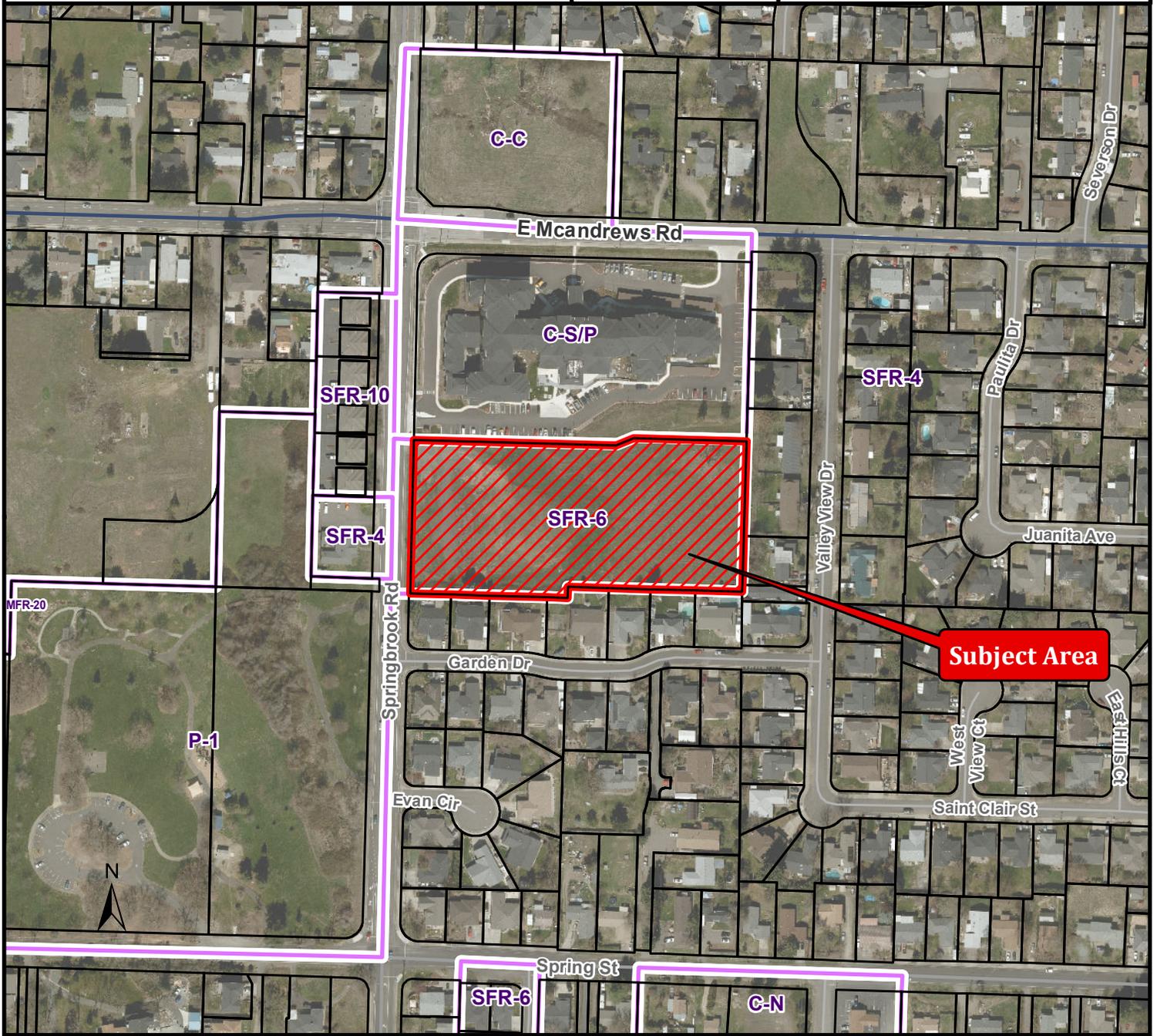
1. Application for the 22 lots in an area noted for similar urban residential uses on the General Land Use Plan Map.
2. That Urban services and facilities are available to adequately serve the property, and cumulative impacts from the development of the site, consistent with the zone change, will not affect the capability of the City to provide the site with water, sanitary sewer, storm drainage, streets and public safety. The capacity of the water system and sanitary sewer facilities indicates this proposal will not tax the capacity of the plants, due to the pre-existing levels of development planning.
3. The applicant is aware they are subject to, with any change of use, the systems development charges adopted by the City of Medford to insure developers pay their fair share of extending public facilities such as water, sanitary sewer and streets if necessary;
4. The 22 lots will not adversely impact the South/North Medford Interchanges or any other state facility. This is in compliance with the Transportation Planning Rule as outlined in OAR 660-012-0060.

The applicant respectfully requests the City of Medford allow for the construction of the 22 lots within a SFR 6 Zoning District,

Respectfully submitted,



Steven L. Swartsley
Agent



Project Name:

Carrera Hills

Map/Taxlot:

371W20AC TL 1701



Legend

-  Subject Area
-  Tax Lots
-  Zoning Districts

Date: 8/18/2020

