

PLANNING COMMISSION AGENDA MARCH 9, 2017



Commission Members

David Culbertson
Joe Foley
Bill Mansfield
David McFadden
Mark McKechnie
E. J. McManus
Patrick Miranda
Jared Pulver

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

City of Medford

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



Planning Commission

Agenda

Public Hearing

March 9, 2017

5:30 PM

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

-
10. **Roll Call**
20. **Consent Calendar/Written Communications (voice vote)**
30. **Minutes**
- 30.1 Consideration for approval of minutes from the February 23, 2017, hearing.
40. **Oral and Written Requests and Communications**
Comments will be limited to 3 minutes per individual or 5 minutes if representing an organization. **PLEASE SIGN IN.**
50. **Public Hearings**
Comments are limited to a total of 10 minutes for applicants and/or their representatives. You may request a 5-minute rebuttal time. All others will be limited to 3 minutes per individual or 5 minutes if representing a group or organization. **PLEASE SIGN IN.**
- Continuance Request**
- 50.1 **LDS-16-152** Consideration of Lilybrook, a 14 lot residential subdivision on a 1.64 acre parcel located at the northeast corner of Agate Street and Hart Avenue, within an SFR-10 (Single-Family Residential, ten dwelling units per acre) zoning district (382W01AB700). (Clyde Akins, Applicant; CSA Planning, Ltd., Mike Savage, Agent). **The applicant has requested that this item be continued to the April 13, 2017, Planning Commission meeting.**
- New Business**
- 50.2 **CP-17-010** Consideration of a minor amendment to the Transportation Element of the Comprehensive Plan, or the Transportation System Plan, to update the project description for the proposed expansion of Foothill Rd. Inconsistencies have been brought to Staff's attention and the amendment is needed to be eligible for Federal funds. (City of Medford, Applicant)
- 50.3 **ZC-17-006** Consideration of a zone change from SFR-00 (Single Family Residential – one dwelling unit per existing lot) to SFR-6 (Single Family Residential – six dwelling units per gross acre) on two lots totaling 3.25 acres. The subject site addresses are 1806 Thomas Road, located on the west side of Thomas Road approximately 460 feet north of Sunset Drive (372W35DC Tax Lot 800) and 2214 Sunset Drive, located on the north side of Sunset Drive

approximately 415 feet west of Thomas Road (372W35DC Tax Lot 3300).
(Timothy McFarlane, Applicant; Scott Sinner Consulting, Agent)

- 50.4 **LDS-17-005** Consideration of a tentative plat for a 21 lot residential subdivision on 4.1 acres zoned SFR-6 (Single Family Residential, 6 dwelling units per gross acre) located on the west side of Kings Highway approximately 300 feet north of Halvorsen Street and east of the Aspen Street terminus and south of the Brock Way terminus. (372W36DA TL 5002) (Vision Homes, Applicant; Neathamer Surveying Inc., Agent)

60. Reports

60.1 Site Plan and Architectural Commission

60.2 Joint Transportation Subcommittee

60.3 Planning Department

70. Messages and Papers from the Chair

80. Remarks from the City Attorney

90. Propositions and Remarks from the Commission

100. Adjournment



Minutes

From Public Hearing on February 23, 2017

The regular meeting of the Planning Commission was called to order at 5:35 PM in the City Hall Council Chambers on the above date with the following members and staff in attendance:

Commissioners Present

Patrick Miranda, Chair
David McFadden, Vice Chair
Joe Foley
Bill Mansfield
Mark McKechnie
E. J. McManus
Jared Pulver

Staff Present

Matt Brinkley, Planning Director
Kelly Akin, Assistant Planning Director
Kevin McConnell, Deputy City Attorney
Alex Georgevitch, City Engineer
Debbie Strigle, Recording Secretary
Carla Paladino, Interim Principal Planner
Sarah Sousa, Planner IV

Commissioner Absent

David Culbertson, Excused Absence

10. **Roll Call**

20. **Consent Calendar/Written Communications.**

20.1 ZC-16-148 Final Order of a request for a zone change from SFR-00 (Single Family Residential, one dwelling per existing lot) to SFR-4 (Single Family Residential, four dwelling units per gross acre) on approximately 0.47 acres located approximately 150 feet south of Pluton View Way and adjacent to the southerly boundary of Panorama Heights Phase 1. (Up to Ginger LLC, Applicant; Herb Farber, Agent)

Motion: Adopt the consent calendar as submitted for item 20.1 ZC-16-148.

Moved by: Vice Chair McFadden

Seconded by: Commissioner Foley

Voice Vote: Motion passed, 7-0.

20.2 GF-17-022 Request to initiate a Comprehensive Plan amendment to reclassify Lone Oak Drive between Barnett Road and Coal Mine Road from a major collector to a standard residential street. (Mahar Homes, Inc., Applicant)

Kelly Akin, Assistant Planning Director stated that this item was discussed at the Planning Commission's study session on February 13, 2017. They discussed three options of whether or not to initiate the site specific TSP amendment in the Southeast Plan area. It is the reach of Lone Oak south of Barnett between Barnett and Coal Mine Road. A property owner requested revising the TSP downgrading Lone Oak from a major collector

to a residential street. The options were: 1) Initiate the amendment and include the request in the current City TSP amendment process; 2) Initiate the amendment independent of the current City TSP amendment process; and 3) Do not initiate the amendment.

Commissioner Foley asked, if the Planning Commission voted for initiating the amendment independent of the current City TSP amendment process, would staff study the request and come back to the Planning Commission with a recommendation to make the change or not to make the change? Is that the process? Ms. Akin reported that a traffic analysis would be conducted with that specific focus in mind.

Commissioner Pulver commented that in the study session the property owner stated he would pay for the traffic study. If the Planning Commission goes with the second option he suggested stipulating that the property owner pays for the traffic study. Ms. Akin replied that this is their request. Regardless if the Planning Commission requires the property owner to pay for it, it is part of the traffic analysis they would provide.

Commissioner Mansfield asked, in terms of process, what is procedurally best for staff? Ms. Akin stated that the TSP is already opened. From staff's perspective it would make sense for staff to continue the work on the TSP. Ms. Akin deferred the question to Alex Georgevitch, City Engineer. It is such a focused request that she does not know the City's TSP work would consider this specifically.

Mr. Georgevitch stated that he is not sure if any outcome of a technical analysis will affect a policy decision. It is going to be a challenging process to go through and have a definitive outcome from Public Works standpoint on whether to recommend for or against making a change. Traffic volume is one factor when building out infrastructure for long term community needs. There are going to be several goals both in the Traffic System Plan and in general how one wants the City to look and operate. Those are questions that are going to be City Council driven and not a technical analysis.

Ms. Akin reported that this is a public request of the initiation for the change. Staff gave alternatives when discussing this with the requestor. If the Planning Commission initiates the process and they change their mind, that may be withdrawn.

Motion: The Planning Commission initiates the amendment independent of the current City TSP amendment process.

Moved by: Commissioner Mansfield

Seconded by: Vice Chair McFadden

Voice Vote: Motion passed, 7-0.

30. Minutes

30.1. The minutes for February 9, 2017, were approved as submitted.

40. Oral and Written Requests and Communications. None.

The Quasi-Judicial Statement was not read since it was not applicable to this evening's hearing.

50. Public Hearings – New Business

50.1 TF-16-149 The City proposes a transportation facility project to construct street improvements (specifically sidewalk installation) on portions of Plum Street, Stewart Avenue, Tennessee Drive, and Chico Street. (City of Medford, Applicant)

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

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

Sarah Sousa, Planner IV, referenced a letter that was submitted this evening by Shawn Adams, residing at 1040 Murray, Medford, Oregon, 97501. Mr. Adams was unable to stay for the hearing. The Planning Commissioners have a copy of the letter at their seats. Ms. Sousa read the transportation facility criteria and gave a staff report.

Commissioner Foley is curious about why planter strips on Plum Street and nowhere else. Ms. Sousa stated that Public Works has not budgeted for plants in the planter strip. Ms. Sousa deferred the question to the City Engineer.

Alex Georgevitch stated that the reason they are installing planter strips is because it is a code requirement shown in the Medford Land Development Code and the Transportation System Plan. If it is adequate right-of-way Public Works will install a planter strip. They could look at purchasing additional right-of-way but those impacts to surrounding neighborhoods would be great and they are using Community Block Grant funds which are very limited. There is no requirement for plants in the planter strips. Adjoining property owners are responsible for the maintenance of the planter strips.

Commissioner Mansfield stated in the presentation staff talked about many of the places had sufficient right-of-way to place the sidewalks and some were not. Are they talking about street right-of-way? He believes that many of the property owners would like to have the sidewalk even if there were not enough right-of-way space they would willingly grant the opportunity to place the sidewalks in their lots outside of the right-of-way. Is that a fair thought? Ms. Sousa reported that all of the right-of-way is existing.

Commissioner McKechnie asked, does all the streets in the project have curbs? There was an affirmative nod.

Commissioner McKechnie asked, is the recommendation of the sleeves from the Medford Water Commission Conservation Coordinator going to be done? Ms. Sousa stated all the recommendations would be forwarded to the City Council. There is no issue from Public Works.

The public hearing was opened.

a. Alex Georgevitch, City Engineer, reported that there is a small amount of right-of-way that needs to be purchased at the corner of Chico and Tennessee. Both intersections have right-of-way needs because of existing conditions. They are minimal. Public Works can offer to pay for the right-of-way and the owner can choose to donate it but by the time Public Works offers someone to pay them they typically do not want to donate it. Public Works has to follow the federal process.

Regarding the community mail box on Plum Street. There is a planter strip approximately 6-feet in width in front of it. The mail box can and will be moved. Public Works will also do all they can to work with the community. If there are fences slightly over the right-of-way Public Works will do what they can to shift it over. That is part of their application.

The Medford Water Commission requested two different items. One is to put sleeves under the sidewalks. Public Works does not have an issue with that. The Medford Water Commission in their staff report has requested some specifics that contradict their later exhibits. They ask Public Works to move the water meters along Tennessee to the back of the sidewalk. That is an expensive venture. Then on page 44 of the agenda packet they state on the north half of the project there are five water meters to be reset in new sidewalk and four water meters to be reset in new sidewalk. Public Works requests that these be reset in new sidewalk and not moved to the back.

Mr. Georgevitch reserved rebuttal time.

b. Marc Haefling, 1041 Mt. Pitt, Medford, Oregon, 97501. Mr. Haefling stated that is the southeast corner of Mt. Pitt and Plum. Elizabeth Brandenburg that is with Mr. Haefling is the owner of the house for twenty-six years. He is also speaking for Damien Oliver who owns the northeast corner of Winchester and Plum. None of them want the sidewalk. It would be disruptive. The all have foliage and Mr. Oliver has a 100-150 year old chestnut tree that the sidewalk would have to be moved around. They do not want to lose any of the foliage because it is a privacy hedge. He has concerns with his dogs and possible injuries if a child sticks their finger through the chain link fence. He is also concerned with the property value and tax assessment.

c. Elizabeth Brandenburg, 1041 Mt. Pitt, Medford, Oregon, 97501. Ms. Brandenburg does not understand why a sidewalk on that strip would be an improvement. No one walks up and down that street. If she is the owner of the property can the City make a decision to put a sidewalk in and she does not want it? The legalities are not clear to her.

Vice Chair McFadden stated that the City is stating there is enough room behind the curb that is road right-of-way and not Ms. Brandenburg's property. She would have an obligation as the property owner adjacent to a facility like this to maintain it.

Mr. Haepling testified that the traffic zooms down the street trying to bypass Columbus. Can they get a speed limit sign installed?

Vice Chair McFadden reported that there is a City Committee that handles traffic control issues but more importantly there is the City Police Department that they can request to have someone watch that area.

Commissioner Pulver asked, if the applicant would object if a motion was made to move forward with the sidewalks without planter strips? Mr. Georgevitch stated that is an option up to the Planning Commission as the recommended body. Public Works is trying to follow what is in the code.

Mr. Georgevitch commented that the concerns about people walking along this street and the liability of what happens if a sidewalk is installed. Nothing changes. If a person sticks their hand through a fence and the dog bites the person, no conditions have changed. It is in public right-of-way and one's legal right to be there. He deferred any liabilities to the Deputy City Attorney.

The public hearing was closed.

Motion: The Planning Commission finds the approval criteria is met and forwards a favorable recommendation to the City Council for TF-16-149, per the Staff Report dated February 16, 2017, including Exhibits A through M.

Moved by: Commissioner McKechnie Seconded by: Commissioner Foley

Friendly amendment made by Commissioner Foley: Eliminate the planter strips on the Plum Street section.

Commissioner McKechnie reported that he would vote against that. The reason is it is part of the City plan and he is reluctant to go arbitrarily changing things. If the Commission believe planter strips are not a good idea that should be worked through the process. There needs to be consistency. Opting to do that on Plum Street ultimately will cause chaos. He stands with his motion.

Commissioner Mansfield is also opposed to eliminating the planter strips.

Motion: Amend eliminating the planter strips on the Plum Street Section.

Moved by: Commissioner Mansfield Seconded by: There was no second

Kevin McConnell, Deputy City Attorney, stated regarding the arguments in favor and against eliminating the planter strips the Planning Commission's recommendation could be that the Planning Commission forwards TF-16-149 with a favorable recommendation including the arguments in favor and against eliminating the planter strips.

Commissioner Mansfield reported that he would like it to be recorded by vote.

Commissioner Pulver stated that the applicant requested that a clarification be made to where the water meters need to be.

Friendly Amendment made by Commissioner Pulver: The water meters are to be reset in the new sidewalks.

Commissioner McKechnie and Commissioner Foley agree to the friendly amendment.

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

60. Reports

60.1 Site Plan and Architectural Commission.

Commissioner Culbertson submitted in writing a report that the Site Plan and Architectural Commission met on Friday, February 17, 2017. They considered plans for a 1,900 square foot expansion of the deli, offices and restroom facilities within an existing Astro Mart located at the southwest corner of East Vilas Road and Crater Lake Highway. They approved that application

60.2 Report of the Joint Transportation Subcommittee.

Commissioner Pulver reported that the Joint Transportation Subcommittee met in January. He was unable to attend. Updates had been done on the goals and policies. Their meeting yesterday was furthering updating the goals and policies. There was concern in the meeting that six or twelve months of meetings did not appropriately get reflected in the latest draft.

Matt Brinkley, Planning Director, stated that he was not at meeting yesterday. There was some confusion that hopefully will be sorting that out. The work that had gone in the previous draft was migrated into the new draft. It is different both structurally and in terms of some of the goals and objectives. Comments will be coming from JTS and BPAC over the next couple of weeks. The vision goals and objectives of the TSP to the Planning Commission relatively soon.

60.3 Planning Department

Kelly Akin, Assistant Planning Director, reported that the next Planning Commission study session is scheduled for Monday, February 27, 2017. Discussions will be on National Hazard Mitigation Plan update, Greenway Trail amendment and initiation and an update on the TSP for Foothills. Please note that meeting will be held in the Medford Room.

There is business scheduled for the Planning Commission through April.

The Planning Department did not have any business before the City Council. Staff received an appeal on the Bed and Breakfast on Mallard Lane. It will go before City Council on March 2, 2017. The applicant is appealing the decision to limit the number of occupants from his requested ten to six.

There is a partial term vacancy on the Planning Commission. The City Council has scheduled interviews in the next couple of weeks.

Mr. Binkley commented that Carla Paladino has been promoted to Principal Planner for the Long Range Division.

Mr. Brinkley and Ms. Paladino will be back in front of the Jackson County Planning Commission on Thursday, March 9, 2017, to hear public testimony on the UGB amendment.

- 70. Messages and Papers from the Chair.
- 80. Remarks from the City Attorney. None.
- 90. Propositions and Remarks from the Commission. None.

Adjournment

The meeting was adjourned at 6:40 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by:

 Terri L. Rozzana
 Recording Secretary

 Patrick Miranda
 Planning Commission Chair

Approved: March 9, 2017

RECEIVED

FEB 23 2017

PLANNING DEPT.



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February 23, 2017

Praline McCormack, Planner II
City of Medford Planning,
200 South Ivy Street,
Lausmann Annex, Room 240
Medford, Oregon 97501

RE: *Extension / Lilybrook Subdivision / LDS-16-152 / 38-2W-01AB-700*

Dear Ms. McCormack,

On behalf of Applicant Clyde Akins, we request the hearing for the above-noted application, that is currently scheduled for Thursday March 9thth, be continued / re-scheduled for approximately 30 days.

As noted in our previous correspondence, our intent is to file an application for zone change, for a portion of the subject property within the coming weeks and have that application processed in advance of or concurrent with the subdivision request. We are working toward completion of the requisite submittal materials.

Please accept this letter as a 40-day extension of the timeframe for which a City is required to render a decision on the subdivision application under ORS 227.178(f) and MLDC Section 10.166, to accommodate the request.

Should you have any questions, please do not hesitate to contact me and thank you for the comments on this project.

Very truly yours,

CSA Planning, Ltd.

A handwritten signature in black ink, appearing to read 'Michael Savage', written in a cursive style.

Michael Savage
Associate

Clyde Akins

cc. File



Project Name:

Lilybrook Subdivision

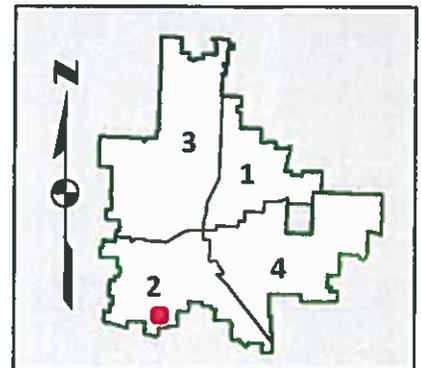
Map/Taxlot:

382W01AB TL 700



Legend

-  Subject Area
-  Medford Zoning
-  Tax Lots
-  Streets





STAFF REPORT

for a Class-B legislative decision: **Minor Comprehensive Plan Amendment, Transportation System Plan (TSP) – Minor Text Amendment**

Project TSP Amendment – Foothill Rd.
File no. CPA-17-010
To Planning Commission *for 03/09/2017 hearing*
From Kyle Kearns, Long-Range Planning
Reviewer Carla Angeli Paladino, Interim Principal Planner
Date March 02, 2017

BACKGROUND

Proposal

CP-17-010 is a legislative, minor amendment to the Transportation System Plan (TSP) of the City's Comprehensive Plan. Direction to initiate the procedure for a minor comprehensive plan amendment was given to staff by the Planning Director. The amendment is meant to correct inconsistencies within the TSP as it relates to the description of Foothill Road. Currently Foothill is described as a three-lane road with bike lanes and sidewalks; however it is being constructed as a five-lane road with bike lanes, sidewalks and a multi-use path. The clarification is needed to be eligible for Federal funds.

Specifically, the changes will be for project numbers 469 and 223 on the Tier 2 Project list which includes the portions of Foothill Road between Hillcrest and McAndrews Road and between McAndrews and Delta Waters Road.

History

The City had submitted an application for discretionary funds available through the Rogue Valley Metropolitan Planning Organization (RVMPO) to help fund the development of Foothill Rd, specifically the segment between Cedar Links Dr. and Delta Waters Rd. These particular funding sources come from Federal resources, administered by the RVMPO, the first being the Surface Transportation Program (STP) and the second being Congestion Mitigation and Air Quality Improvement (CMAQ) Program. How the funding distribution works is that the RVMPO Technical Advisory Committee (TAC) votes to make a recommendation to the RVMPO Policy Committee on which projects should be funded through the STP and CMAQ funds. From there, the Policy Committee then votes

to approve, amend or deny the list. If projects meet the criteria and make the funding list, they are then eligible to use STP and CMAQ funds.

In the case of Medford’s submission for funding of the expansion of Foothill Road some inconsistencies were found between the Regional Transportation Plan (RTP) and Medford’s TSP in which the RVMPO TAC had determined the project was ineligible for consideration of STP and CMAQ funds on January 11, 2017; the RVMPO Policy Committee upheld this determination on January 24, 2017. It is a requirement of the application for discretionary funds that the proposed project be included within an existing/adopted plan and shall be consistent with the application and the RTP; here is where the inconsistencies reside.

The TSP, having been adopted in 2003, will not always reflect the current development patterns and needs of the City. Ultimate development of Foothill Road will be that of a Major Arterial, as defined by the Medford Street Functional Classification Plan (Exhibit B). When developed to its fullest potential, a Major Arterial will have four travel lanes, with a middle turn-lane/median, bike lanes and sidewalks. However, when the TSP was adopted in 2003 the development of Foothill Road was not expected to exceed three lanes. Therefore the TSP project list (which must be financially-constrained at the time of adoption) identifies Foothill Road as a three-lane road. Since 2003, funding has shifted and local priorities have changed. City Council, in 2013, directed the development of Foothill Road and the southern connecting road N. Phoenix Road to be the highest transportation priority for the City of Medford.

With this direction, both Foothill and N. Phoenix Road, when improved, will be developed to their fullest potential as defined within the Medford Street Functional Classification Plan (Exhibit B). Although this development is not reflected in the project list in either the TSP or the RTP, it is ultimately reflected in the adopted Functional Classification Plan that is used to guide roadway projects throughout the City. The intent of CPA-17-010 is to fix any inconsistencies that may cause issues for funding opportunities

Authority

This proposed plan authorization is a Class-B legislative Minor Comprehensive Plan Amendment. The Planning Commission is authorized to recommend, and the City Council to approve, amendments to the Comprehensive Plan under Medford Municipal Code §§10.102–122, 10.164, and 10.184.

ANALYSIS

Subject site characteristics

Zoning	Varies	(Mostly SF Residential)
GLUP	Varies	(Commercial, Residential)

Use Major Arterial Road

Surrounding site characteristics

North	EFU	Jackson County, farm land
South	SFR-4	Single lot development, leading to larger commercial areas
East	SFR-4	Dense single lot development with East-West connections
West	Varies	Farm land, SFR-2 and green space

The TSP defines a Major Arterial as:

“...a 70-foot paved width with four 11-foot travel lanes (two in each direction), a 14-foot raised center median (with left turn channelization where appropriate), and two 6-foot shoulder bikeways (one in each direction). Five-foot sidewalks with a 10-foot planter strip would be required....” (Page 5-20 Medford TSP)

Through the process of adopting the TSP, consideration had been given to the design of Foothill Road and it had been vetted through various workshops and public meetings. With the various policies and goals of the TSP, the City has established a long term vision for how the transportation system is to function in Medford. In working through the RTP and TSP, the City was required to compose a project list that was financially-constrained per Federal law.

A financially-constrained project list is created when a city looks at projected incomes (taxes & fees) and potential expenditures (projects), and works within the constraints of the future incomes to create a project list of improvements to the transportation system. In 2003 the project list of the TSP, as it relates to Foothill Road, had the improvements within the project list defined as a three-lane road for the planning period of the TSP; this was based on past financial projections and past priorities. A project list does not restrict the development of a Foothill Road when the Goals, Policies and Implementation Strategies of the TSP support the ultimate development of the transportation system. Support for the development of Foothill to a five-lane arterial lies within:

- **Policy 2-F:** “The City of Medford shall bring Arterial and Collector streets up to full design standards where appropriate...” (page 59 Medford TSP).
- **Figure 5-2:** Medford Street Functional Classification Plan (Exhibit B)
- **Medford Land Development Code (MLDC):** Section 10.428(1) Major Arterial.

The need for the amendment came in large part due to inconsistencies within the project list of the TSP and the project list of the RTP, current development of Foothill Road and the denial of application for Federal funding. The City had applied for CMAQ and STP funds through the RVMPO and upon application had been denied eligibility due to inconsistencies with how the project was listed in the TSP and RTP (three-lane) and how

it was proposed to develop (five-lane). The intent of this amendment is to correct these inconsistencies in order to be eligible for future Federal and State funds.

FINDINGS AND CONCLUSIONS

Applicable criteria

For the applicable criteria the Medford Municipal Code §10.184(1) redirects to the criteria in the "Review and Amendments" chapter of the Comprehensive Plan. The applicable criteria in this action are those for conclusions, goals and policies, and implementation strategies. The criteria are set in *italics* below; findings and conclusions are in roman type.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Conclusions] shall be based on the following [criterion 1]:

1. *A change or addition to the text, data, inventories or graphics which substantially affect the nature of one or more conclusion.*

Findings

The changing of the description for Foothill Road within the Tier 2 project list, specifically projects 469 and 223, does not change or substantially affect any of the conclusions within the Comprehensive Plan. The update reflects specific policies within the Transportation System Plan that support the change (i.e. Policy 2-F).

Conclusions

Medford's Comprehensive Plan does not include any conclusions pertaining to Foothill Road. Criterion one has been satisfied.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Goals and Policies] shall be based on the following [criteria 2-7]:

2. *A significant change in one or more Conclusion.*

Findings

As criterion one has previously stated, no Conclusions within the TSP are directly related to the project list update.

Conclusions

Criterion two is not applicable to the amendment.

3. *Information reflecting new or previously undisclosed public needs.*

Findings

The amendment to the TSP does not reflect any new or previously undisclosed public needs regarding Foothill Road.

Conclusions

Within the TSP Foothill Road is defined as a Major Arterial which allows for the construction of a five-lane road. Therefore no information is new or undisclosed. Criterion three has been satisfied.

4. *A significant change in community attitude or priorities.*

Findings

City Council has directed the development of Foothill Road to be a top transportation priority for the City of Medford dating back to 2013. This was reaffirmed on August 11, 2016 as Council discussed the key transportation projects in Southern Oregon that needed to be addressed at the State level through the Joint Committee on Transportation Preservation and Modernization. This is in large part due to continued development in East Medford as well as the need for a freight connection that will service the Rogue Valley when a disaster renders Interstate 5 unpassable. At the time of adoption in 2003, the TSP did not reflect the high amounts of growth in the East nor the fullest extent for the potential of natural disasters to render major roadways inoperable.

Conclusions

The growth in East Medford indicates the community's desire to grow on the East, thus reflecting their attitudes and priorities. The policy that enables the development of a five-lane road as opposed to a three-lane road is Policy 2-F within the TSP, which states:

“The City of Medford shall bring Arterial and Collector streets up to full design standards where appropriate...” (Policy 2-F, page 59 Medford TSP).

Foothill Road as defined by the Functional Classification Plan (Exhibit B) is a Major Arterial. When Major Arterials are designed to their “full design standards” they have a total of five lanes, which includes: four travel lanes, a turn lane/median, bike lanes, planter strips and a sidewalk. Given the population growth and need for disaster relief to the other local roadways, public priorities have shifted since 2003 when the TSP was adopted. Criterion four has been met.

5. *Demonstrable inconsistency with another Plan provision.*

Findings

As previously stated, the Functional Classification Plan (Exhibit B) defines Foothill Road as Major Arterial. The Functional Classification Plan serves as the City's basis for determining future right-of-way and improvement needs. However, when the TSP was adopted, the project list reflected past and projected future needs based on past and projected financial climates. It is a requirement of Federal and State law that the project list is financially-constrained as to limit Cities from over budgeting and spending money that Cities do not have. Therefore, when the TSP project list was created the foreseeable development of Foothill Road, using past projections from 2003, was that of a three-lane road, which was also reflected in the RTP.

Fast-forward to 2017, and development within East Medford has exceeded the projections of the 2003 TSP. The change in development has caused inconsistencies in two plans; the first being within the Medford TSP in which the project list does not reflect current development or the Functional Classification Plan and the second being in the 2017 update of the RVMPO RTP (Exhibit D) which is going to show the development of Foothill Road as a five-lane major arterial. The lack of consistency within the City's TSP has caused issues with applying for Federal funds, thus the amendment.

Conclusions

The direction given from Council to construct a five-lane road works within current TSP Policies; however the inconsistencies lie within the project list and the 2017 update to the RTP (Exhibit D). In order to remain consistent across the board the City will need to fix the inconsistencies to ensure compliance with Federal requirements when applying for funds in the future.

6. *Statutory changes affecting the Plan.*

Findings

The Rogue Valley Metropolitan Planning Organization is updating the RTP in 2017 and has asked that Municipalities participating in the MPO keep their plans consistent with the RTP. The update will list Foothill Rd. as a five-lane road.

Conclusions

The amendment is working to correct inconsistencies that exist in the TSP and the future RTP. The RVMPO is the guiding policy-making body surrounding regional transportation projects. In order to be a participating member it is important to follow statutory requirements of the MPO. This amendment would aid in complying with the aforementioned requirements. Criterion six has been met.

7. *All applicable Statewide Planning Goals.*

Goal 1—Citizen Involvement

Findings

The ability to provide input to the public process is clearly identified in both the Comprehensive Plan (per Goal 1) and in the MLDC. Notice of the amendment to the TSP was provided to the Department of Land Conservation and Development (DLCD) for review and comment. Furthermore, there will be ample time for citizen input. Since the amendment is a Class B Land Use Review it will be required to go before two hearings bodies, the Planning Commission and City Council.

The Planning Commission will recommend an action to the City Council on March 9, 2017 then the City Council will move to approve, deny or amend the amendment on April 6, 2017; both bodies will have public hearings allowing for citizens to provide input specifically on the TSP amendment. Additionally the amendment will be available on the City's website for review prior to the hearing.

Conclusions

The amendment complies with the Citizen Involvement Goal of the Statewide Planning Goals and the Medford Comprehensive Plan.

Goal 2— Land-use Planning

Findings

The intent of Statewide Planning Goal 2 is to ensure appropriate measures are in place to have Cities create and adopt appropriate Local, State and Federal plans. It is expected that plans periodically, local or not, will need to be reviewed for consistency and will be updated as needed. With the changes in the RTP and the inconsistencies in the TSP it is necessary to change the TSP to remain inside the perimeters of Goal 2. All of the appropriate Federal, State and local agencies have been informed of the amendment for opportunity to comment.

Conclusions

The amendment complies with the Land-use Planning Goal of the Statewide Planning Goals and the Medford Comprehensive Plan.

Goal 3—Agricultural Lands does not apply in this case.

Goal 4—Forest Lands does not apply in this case.

Goal 5—Natural Resources, Scenic & Historic Areas, and Open Spaces

Findings

The right-of-way has already been obtained to develop Foothill Road as a five-lane road and has not been found to affect any natural resources, scenic & historic areas or open spaces. Furthermore, the ultimate plan for Foothill Road is to have a mixed-use path run parallel to the road established per the 2016 Leisure Services Plan. This would add to the City's expansive and growing trail system and open spaces.

Conclusions

The amendment complies with the Natural Resources, Scenic & Historic Area and Open Spaces goal of the Statewide Planning Goals.

Goal 6—Air, Water, and Land Resources Quality

Findings

There are several waterways, wetlands and canals that currently exist east and west of Foothill Road. The City will adhere to Local, State and Federal standards as it pertains to preserving water and land resources. Additionally, the development of Foothill Road as a Major Arterial, with the addition of the multi-use path and bike lanes, is projected to reduce CO emissions by 6,174 kg/year (assuming a modal switch) further improving the air quality in Medford (Exhibit E).

Conclusions

The amendment complies with the Air, Water and Land Resources Quality Goal of the Statewide Planning Goals as well as the Environment Element of the Medford Comprehensive Plan.

Goal 7—Areas Subject to Natural Hazards does not apply in this case.

Goal 8—Recreation Needs

Findings

As previously stated, the development of Foothill Road to a five-lane Major Arterial will include a multi-use path. This will further foster a non-motorized connection on the eastside of Medford and will provide a connection that is intended more broadly for recreational use as opposed to commuting. The north to south bike and pedestrian connection will ultimately serve a larger network of trails that connects parks, neighborhoods, shopping centers and other destinations for the City's residents and visitors to use and enjoy.

Conclusions

The amendment complies with the Recreation Needs goal of the Statewide Planning Goals as well as the City of Medford Leisure Services Plan.

Goal 9—Economic Development

Findings

The expansion of Foothill Road to a five-lane arterial is intended to aid with the development of the eastside of Medford. Serving as the only north to south arterial on the east, Foothill serves as a connection for both residents and freight alike. It is also the intent of the RVMPO and the State of Oregon to designate Foothill Road as a Critical Urban Freight Corridor, if designated Foothill would be opened up for more Federal dollars. Furthermore, Foothill Road would provide relief as a north to south connection during disaster events that have rendered Interstate 5 unpassable and until its full recovery. This would be crucial to the economic resilience of the City in recovering from any large scale disaster event.

Conclusions

The amendment complies with the Economic Development Goal of the Statewide Planning Goals as well as the Economy Element of the Medford Comprehensive Plan.

Goal 10—Housing does not apply.

Goal 11—Public Facilities and Services

Findings

The expansion of Foothill Road does not substantially alter existing or proposed public facilities within the City of Medford. With the addition of a multi-use path, the City will come closer to achieving its goal of having an interconnected trail system leading to the various destinations throughout the City.

Conclusions

The amendment complies with the Public Facilities and Services Goal of the Statewide Planning Goals as well as the Public Facilities Element of the Medford Comprehensive Plan.

Goal 12—Transportation

Findings

When the TSP was adopted in 2003 it was determined, with financial constraints, that the development of Foothill Road would be incremental. The project list reflected the current financial conditions of the City, and for that reason Foothill was designated as a three-lane road. However, the TSP gave some flexibility in these pro-

ject list through adoption of policies like Policy 2-F which states “The City of Medford shall bring Arterial and Collector streets up to full design standards where appropriate...” Overtime priorities in the City have shifted and development of Foothill to its fullest potential has become needed. It is consistent with the TSP and explicitly permitted per the aforementioned policy.

Conclusions

The amendment complies with the Transportation Goal of the Statewide Planning Goals and the Transportation System Plan of the City of Medford.

Goal 13—Energy Conservation does not apply.

Goal 14—Urbanization does not apply.

Goals 15–19 do not apply to this part of the State.

RECOMMENDED ACTION

Based on the findings and conclusions that all of the approval criteria are either met or are not applicable, initiate the amendment, and forward a favorable recommendation for adoption of CP-017-010 to the City Council, per the Staff Report dated March 2, 2017 including, Exhibits A through E

EXHIBITS

- A Proposed TSP Amendment Text
- B Figure 5-2 Medford Street Functional Classification Plan
- C Table 5-6 Major Street Cross-Sections and Dimensions
- D RVMPO RTP Project List Update – February 1, 2017
- E CMAQ Project Analysis - Foothill Rd. (Cedar Links to Delta Waters)
Vicinity map

PLANNING COMMISSION AGENDA:

MARCH 09, 2017

Exhibit A

Proposed TSP Amendment Text

[Cover sheet]

New Text ~~Deleted Text~~

City of Medford

Transportation System Plan

**Adopted
November 20, 2003**

**Last revised by City Council April 9, 2017 by
Ordinance No. 2017 - XX**

Prepared for:

City of Medford

Prepared by:

Parametrix
700 NE Multnomah Street, Suite 1160
Portland, OR 97232
(503) 233-2400

* * *

Chapter 5 Street Plan

* * *

**Table 5-8 Continued
Summary of Street System
Capacity and Operations Improvements**

Project No.	Location	Improvement	Source of Improvement
<i>Medford Street Improvements Continued</i>			
469	Foothill Rd, Hillcrest to McAndrews Rd	Widen to three lanes with bike lanes and sidewalks Widen to five lanes curb, gutter, sidewalk, bike lanes and multi-use path.	RTP
470	Hillcrest, Highcrest to Cherry	Widen to three lanes with bike lanes and sidewalks	RTP
471	Spring St, Pierce to Foothill Rd	Construct new three lane road with bike lanes and sidewalks	RTP

* * *

Chapter 13 Plan Goals and Implementation

* * *

**Table 13-5
Transportation System Improvements
Medford UGB – Tier 2 (Projects without Funding or Beyond 2023)**

Project ID No.	Location	Improvements	Funding Agency		Cost
			Medford	Other	
<i>Medford Tier 2 Improvements</i>					
444	N Fir Street Extension	Extend Fir Street as three-lane section from Jackson to McAndrews	◆		\$8,676,000
<i>Sub-total 17-Project List</i>					<i>\$8,676,000</i>
422	Columbus at Prune	Install new traffic signal	◆		\$225,000
427	Crater Lake at Roberts (west)	Install new traffic signal	◆		\$225,000
430	Keene at McAndrews	Install new traffic signal	◆		\$225,000
510	Biddle at Jackson	Add WBR lane	◆		\$450,000
511	Biddle at Lawnsdale	Add SBL lane and widen Bullock to accommodate the added lane	◆		\$700,000
521	McAndrews at Columbus	Add second SBL lane (on McAndrews)	◆		\$770,000
526	McAndrews Rd at Foothills ramp terminus	Install signals when warranted	◆		\$350,000
540	McAndrews at Springbrook	Add second EBL lane and widen Springbrook to accommodate the	◆		\$1,640,000

541	McAndrews <u>McAndrews</u> at Riverside	added lane Add second WBR lane	◆	\$290,000
Sub-total Congestion				\$4,875,000
447	Table Rock Rd, Merri- man Rd to I-5	Widen to three lanes with curb, gut- ter, bike lanes and sidewalks.	◆	\$1,000,000
455	Garfield, Columbus to Peach	Widen to three lanes with bike lanes and sidewalk	◆	\$1,074,000
456	Sunset, South Stage Rd to Orchard Home	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$780,000
457	Pierce, Hillcrest to Spring	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$650,000
458	Diamond, Peach to Kings Hwy	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$520,000
459	Highland, Keene to Main	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$390,000
460	12 th , Central to Cottage	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$390,000
461	Barneburg, Keene to Main	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$390,000
462	Edwards, Niantic to Riv- erside	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$130,000
465	Columbus, South Stage to Stewart	Widen to three lanes with bike lanes and sidewalks	◆	\$2,080,000
466	Spring St, Crater Lake Ave to Sunrise	Widen to five lanes with curb, gutter, bike lanes and sidewalks	◆	\$1,920,000
468	Spring St, Sunrise to Pierce Rd	Widen to three lanes with curb, gut- ter, bike lanes and sidewalks	◆	\$1,120,000
469	Foothill Rd, Hillcrest to McAndrews Rd	Widen to three lanes with bike lanes and sidewalks <u>Widen to five lanes curb, gutter, sidewalk, bike lanes and multi-use path.</u>	◆ ◆	\$1,120,000
470	Hillcrest, Highcrest to Cherry	Widen to three lanes with bike lanes and sidewalks	◆	\$1,120,000
<u>223</u>	<u>Foothill Rd, McAndrews to Delta Waters</u>	<u>Widen to five lanes curb, gutter, sidewalk, bike lanes and multi-use path.</u>	◆ ◆	<u>\$4,340,000</u>

Exhibit B

Figure 5-2 Medford Street Functional Classification Plan

[Cover sheet]

Figure 5-2: Medford Street Functional Classification Plan

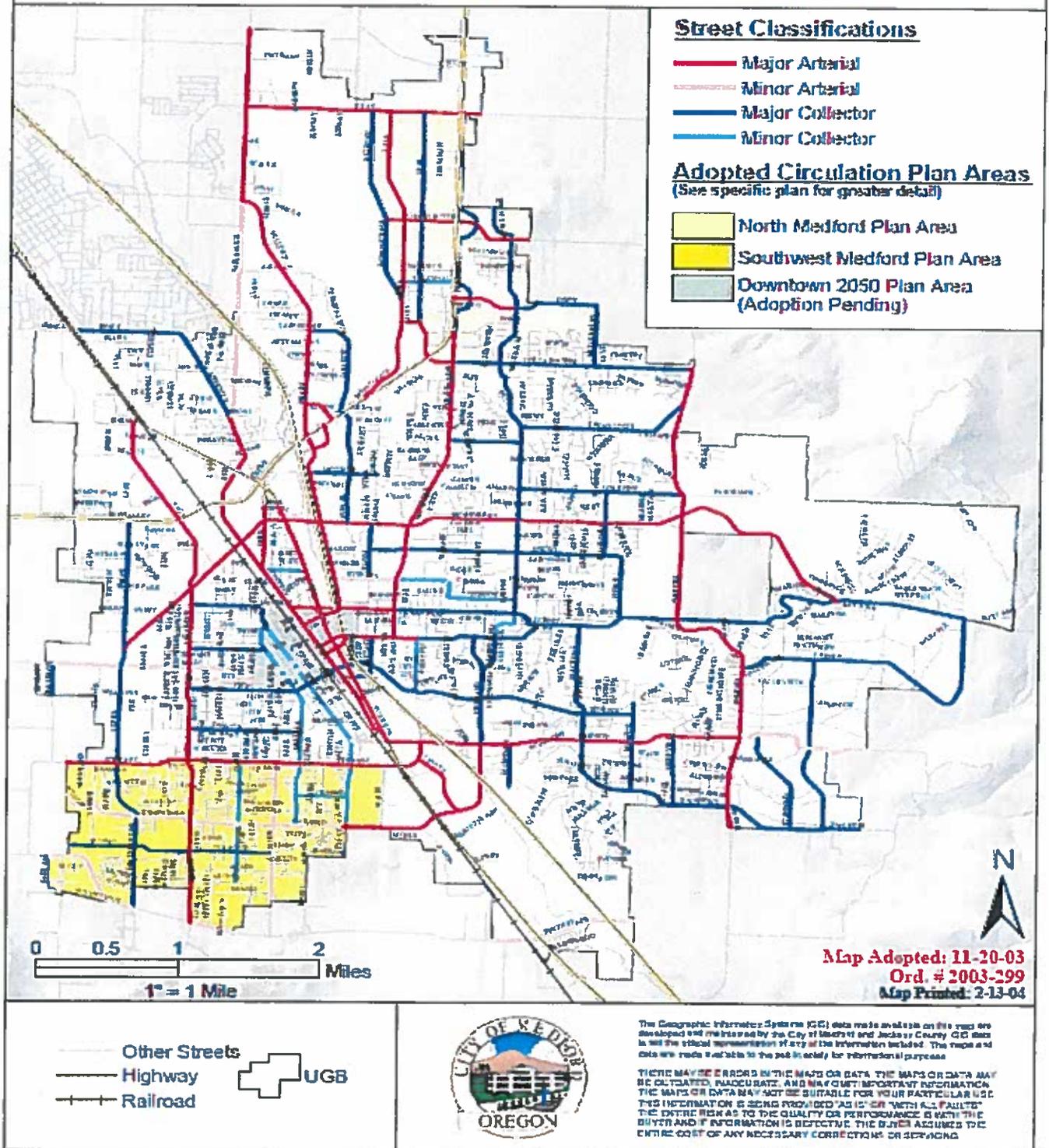


Exhibit C

Table 5-6 Major Street Cross-Sections and Dimensions

[Cover sheet]

**Table 5-6
Major Street Cross-Sections and Dimensions**

Functional Classification	Features/Dimensions (Each Direction)					Left or Center Turn Lane/ Median **	Total Paved Width	Total Right-of-Way Width
	Travel Lanes	Bike Lane	On-Street Parking	Sidewalk	Planter Strip *			
Major Arterial	11' 11'	6'	None	5'	10'	14'	70'	100'
Minor Arterial	12'	5'	None	5'	10'	14'	48'	78'
Major Collector	11'	5'	None	5'	10'	12'	44'	74'
Alternative	11'	5'	7'	5'	10'	None	46'	76'
Minor Collector	11'	5'	7'	5'	8'	None	46'	72'
Commercial Street	11'	None	7'	5'	8'	None	36'	63'
Industrial Street	12'	None	8'	5'	8'	14'	54'	80'
Standard Residential	11'	None	7'	5'	8'	None	36'	63'
Minor Residential	11'	None	7'	5'	8'	None	28' +	55'

Bold font indicates changes from existing city street standards.

Note 1: These street standards would only apply to new or reconstructed streets owned and maintained by the City of Medford. Jackson County and ODOT have their own street design standards that are applicable to facilities owned and maintained by these agencies.

Note 2: See Downtown 2050 Plan and other adopted specific or Neighborhood Circulation Plans for exceptions to these standards. Adopted downtown standards are also included in Table H-4 of Appendix H.

- * Need to provide a pedestrian pad at all bus stops to ensure ADA compliance. Planter strip could be paved in areas with greater pedestrian activity (such as Downtown or in transit-oriented districts) thus providing up to 13 feet of walking areas (including a "furniture zone" for utilities, benches, trees and other streetscape components).
- ** Raised median shall always be installed with turn bays as necessary. Traffic analysis shall be conducted to determine need for turn bays and required vehicle storage length.
- + Street width numbers are not additive. When cars are parked on both sides of the street, travel lane width is effectively reduced to accommodate only a single car at any one time.

Exhibit D
RVMPO RTP Project List Update –
February 1, 2017
[Cover sheet]

RVMPO 2017-2042 RTP Project List
February 1, 2017

Attachment 2
(Agency Item 6)

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Medford									
503	Foothill Rd. Hillcrest to McAndrews	Widen to 5 lanes curb, gutter, sidewalk and bike lanes (Approx. 5,100 LF)	short	\$ 15,000,000					
5012	Columbus Ave. McAndrews to Sage	New roadway section and urban upgrade 5 lane major arterial	short	\$4,000,000				Non-Exempt	PM10/CO
5014	Delta Waters Rd. Provincial to Foothill	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 1,100 LF) no new travel lanes	short	\$1,200,000				Non-Exempt	PM10/CO
5015	Springbrook at Spring	Install new traffic signal or roundabout (intersection, no linear distance)	short	\$575,000				Exempt - Table 2	PM10/CO
5018	4th at Riverside	Add NBR lane (City/MURA) (Approx. 250 LF)	short	\$500,000				Exempt - Table 3	PM10/CO
5017	Main St at Barneburg	Install new traffic signal or roundabout (intersection, no linear distance)	short	\$300,000				Exempt - Table 3	PM10/CO
5018	Crater Lake at Jackson	Add left-turn lanes on all approaches and protect movements (Intersection, total length approx. 500 LF)	short	\$2,500,000				Exempt - Table 3	PM10/CO
5020	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications (ITS Project, N/A)	short	\$400,000				Exempt - Table 3	PM10/CO
Short Range (2017-2023) Total					\$ 22,475,000	\$ 47,997,000	\$		
5024	Barnett at N. Phoenix	Widen and add WBR lane and second EBL lane (Intersection, approx. 500 LF) no new travel lanes	medium	\$800,000				Exempt - Table 3	PM10/CO
5025	Crater Lake at Delta Waters	Add EBL and WBL turn lanes and protect movements. Add EBR lane (Intersection, approx. 500 LF)	medium	\$2,500,000				Exempt - Table 3	PM10/CO
5026	Main at Columbus	Add NBL and SBL lanes and protect movements. Extend second WB lane further west. Add SBR lane. (Intersection, approx. 500 LF)	medium	\$1,500,000				Exempt - Table 3	PM10/CO
5027	Springbrook. Cedar Links to Delta Waters	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 2,500 LF) no new travel lanes	medium	\$3,500,000				Exempt - Table 2	PM10/CO
5028	Highland. Siskiyou Blvd to E. Main	Widen to three lanes with bike lanes and sidewalks (Approx. 2,550 LF) no new travel lanes	medium	\$2,500,000				Exempt - Table 2	PM10/CO
5029	Arterial or collector locations as needed	2070 signal controller upgrades (ITS, N/A)	medium	\$800,000				Exempt - Table 2	PM10/CO
5031	10th Street Bridge at Bear Creek	Repair bridge (assume 80% federal share/20% city share - city share shown) (N/A, replace bridge)	medium	\$2,000,000				Exempt - Table 2	PM10/CO
5032	Garfield. Holly to Kings Highway	Widen to provide curb, gutter, bike lanes and sidewalk (Approx. 2,700 LF) no new travel lanes	medium	\$1,900,000				Exempt - Table 2	PM10/CO
Medium Range (2023-2042) Total					\$14,752,000	\$ 52,593,000	\$		
5037	Hillcrest at N. Phoenix	Add EBR turn lane and provide signal overlap (Intersection, 200 LF)	long	\$750,000				Exempt - Table 3	PM10/CO
5038	McAndrews at Royal	Add second NBL lane from Royal onto McAndrews (Intersection approx. 200 LF)	long	\$750,000				Exempt - Table 3	PM10/CO
5039	McAndrews at Springbrook	Add SBR lane (Intersection, approx. 200 LF)	long	\$750,000				Exempt - Table 3	PM10/CO
5040	Black Oak, Hillcrest to Acorn	Widen to two lanes with curb, gutter and sidewalks (Approx. 1,500 LF), no new travel lanes	long	\$750,000				Exempt - Table 2	PM10/CO
5041	Cherry Lane. N Phoenix Rd to Hillcrest	Widen to three lanes with bike lanes and sidewalks (eastern 1/2) (Approx. 5,200 LF), no new travel lanes	long	\$2,500,000				Exempt - Table 2	PM10/CO
568	Lear Way. Coker Butte to Vilas	Construct new two lane road with bike lanes and sidewalks (Approx. 4,700 LF)	long	\$2,500,000				Non-Exempt	PM10/CO
5042	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications	long	\$200,000				Exempt - Table 2	PM10/CO
5043	Foothill Rd. McAndrews to Delta Waters	Widen to three lanes with bike lanes and sidewalks (Approx. 7,000 LF), no new travel lanes	long	\$22,000,000				Exempt - Table 2	PM10/CO
5044	Kings Hwy. South Stage Rd to Stewart Ave	Widen to three lanes with bike lanes and sidewalks (Approx. 7,400 LF), no new travel lanes	long	\$4,000,000				Exempt - Table 2	PM10/CO
Long Range (2043-2042) Total					\$34,200,000	\$ 129,574,000	\$		

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Exhibit E

**CMAQ Project Analysis – Foothill Rd. (Ce-
dar Links to Delta Waters**



**ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION
REGIONAL TRANSPORTATION PLANNING**

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

CMAQ Project Analysis

Project Name: Foothill Rd – Cedar Links to Delta Waters
Applicant: City of Medford
Date of Analysis: December 22, 2016

Project Description

Construct Foothill Road from Cedar Links Drive to Delta Waters Road to City of Medford major arterial standards. The roadway will include two travel lanes for northbound and southbound traffic along with bike lanes, planter strips (where applicable) and sidewalks in each direction. Either a center turn lane or raised median will also be constructed. The project length is approximately 2,400 LF and will provide approximately 4,800 LF of bike lanes and sidewalks.

Analysis

Implementation of this project will impact PM_{10} and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM_{10} and CO PM_{10} tailpipe, paved road, and CO emissions factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:

1. Volume (ADT) = 560 (based on 5% reduction (bike/pedestrian shift) of 11,200 Foothill Rd. ADT)
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = $(560 * 5.4) = 3,024$
4. Paved Road PM_{10} Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM_{10} Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM_{10} Analysis

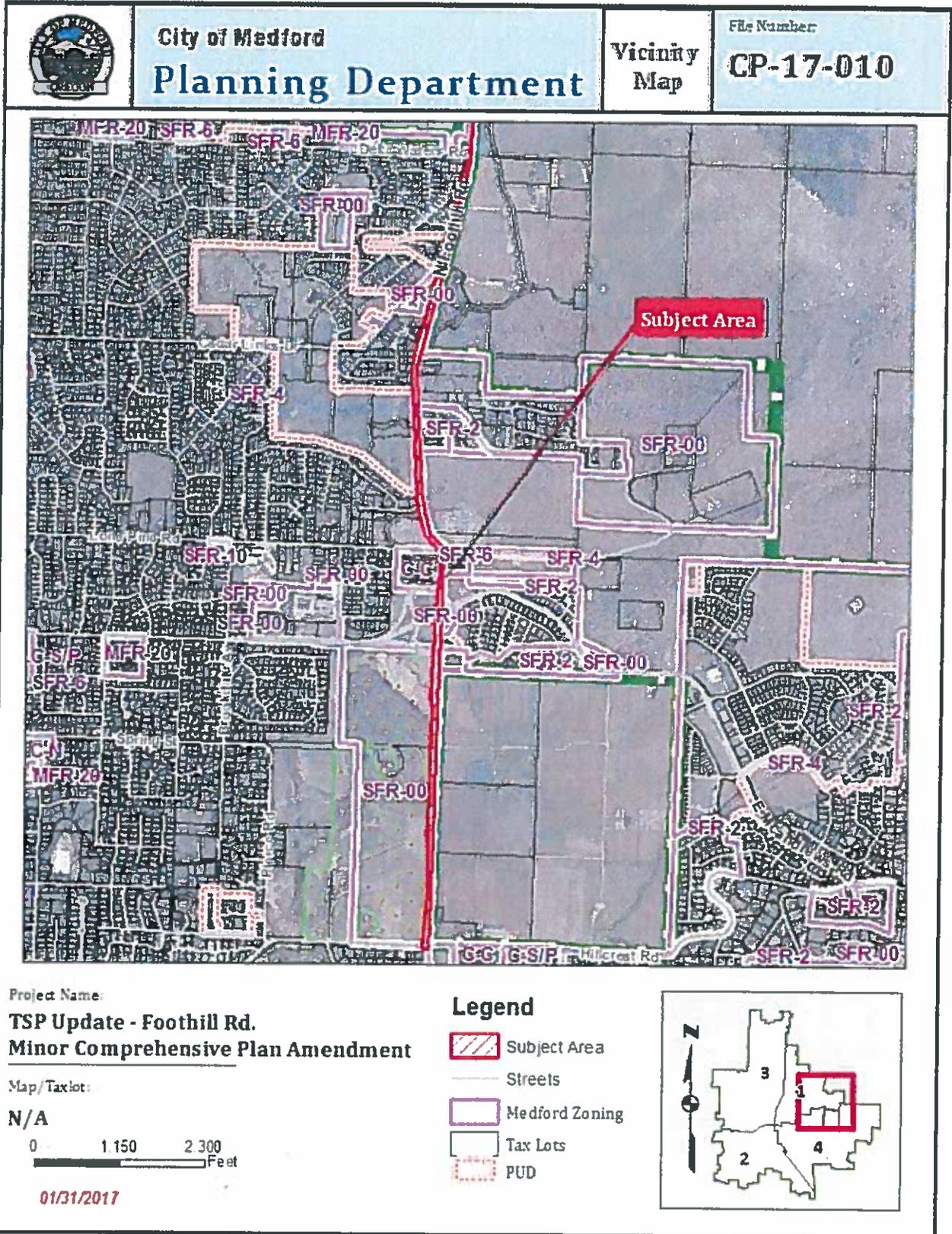
Daily Paved PM_{10} Reduction = $(\text{Reduced VMT} * 0.00045 \text{ kg}) = 1.3608 \text{ kg/day}$
Daily PM_{10} Tailpipe Reduction = $(\text{Reduced VMT} * 0.000111 \text{ kg}) = 0.335664 \text{ kg/day}$
 PM_{10} Paved Annual Reduction = $(1.3608 \text{ kg} * 365 \text{ days}) = 497 \text{ kg/year}$
 PM_{10} Tailpipe Annual Reduction = $(0.335664 \text{ kg} * 365 \text{ days}) = 122.517 \text{ kg/year}$
Total PM_{10} Annual Reduction = 620 kg/year

CO Analysis

CO Annual Reduction = $((\text{CO Emission Factor} * \text{VMT}) * 365) / 907134.7 = 5.6 \text{ tons}$
Tons → kg
1 English short ton = 0.907 metric ton
1 metric ton = 1000 kg
CO Annual Reduction = $((5.6 / 0.907) * 1000) = 6,174 \text{ kg/year}$

Vicinity Map

[Cover sheet]





STAFF REPORT

For a Type-C quasi-judicial decision: **Zone Change**

PROJECT McFarlane Zone Change
Applicant: Timothy McFarlane
Agent: Scott Sinner Consulting, Inc.

FILE NO. ZC-17-006

TO Planning Commission *for March 9, 2017 hearing*

FROM Liz Conner, Planner II

REVIEWER Kelly Akin, Assistant Planning Director *ka*

DATE February 28, 2017

BACKGROUND

Proposal

Request for a zone change from SFR-00 (Single Family Residential – one dwelling unit per existing lot) to SFR-6 (Single Family Residential – six dwelling units per gross acre) on two lots totaling 3.25 acres. The subject site addresses are 1806 Thomas Road, located on the west side of Thomas Road approximately 460 feet north of Sunset Drive (372W35DC Tax Lot 800) and 2214 Sunset Drive, located on the north side of Sunset Drive approximately 415 feet west of Thomas Road (372W35DC Tax Lot 3300).

Subject Site Characteristics

Zoning SFR-00
GLUP UR (Urban Residential)
Use Single Family Residence on each parcel

Surrounding Site Characteristics

North	SFR-6	Vacant, with active SFR building permits
South	SFR-00/RR-2.5	Single Family Residences
East	SFR-00	Single Family Residences
West	SFR-00	Single Family Residences

Related Projects

A-04-255 Annexation

Applicable Criteria

ZONE CHANGE APPROVAL CRITERIA – MEDFORD LAND DEVELOPMENT CODE SECTION 10.227

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

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.

(b) For zone changes to SFR-6 or SFR-10 where the permitted density is proposed to increase, one (1) of the following conditions must exist:

(i) At least one (1) parcel that abuts the subject property is zoned the same as the proposed zone, either SFR-6 or SFR-10 respectively; or

(ii) The area to be rezoned is five (5) acres or larger; or

(iii) The subject property, and any abutting parcel(s) that is (are) in the same General Land Use Plan Map designation and is (are) vacant, when combined, total at least five (5) acres.

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

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

upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction of covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following:

- (i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards,
- (ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule,
- (iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

ISSUES AND ANALYSIS

Subject Site History

At the time of annexation in 2004, the subject property was given a holding zone of SFR-00 (Single Family Residential, one dwelling unit per existing lot) (A-04-255).

Issues/Analysis

Staff has reviewed the zone change request and finds that it meets the approval criteria in Medford Land Development Code Section 10.227. The proposed SFR-6 zone district is permitted within the UR GLUP designation, and the proposal is consistent with the Transportation System Plan (TSP). In regards to facility adequacy, the agency reports in Exhibits B, C, and D demonstrate that Category "A" Urban Services and Facilities are available or can and will be made available to serve the site at the time of issuance of building permits.

Per the Medford Irrigation District letter (Exhibit F) there is an active pipeline that runs the length of the easterly side of the property that borders Thomas Road, and that tax lot 800 located at 1796 Thomas Road still has one acre of irrigation rights. Medford Irrigation District requires that the irrigation rights be transferred through the District.

The requirement to transfer irrigation rights is not supported by Section 10.227 criteria, and is more appropriately addressed at the time of land division. Therefore, a condition has not been included.

FINDINGS AND CONCLUSIONS

Staff has reviewed the Applicant's Findings (Exhibit A) and recommends the Commission adopt the findings as presented.

RECOMMENDED ACTION

Adopt the Findings as recommended by staff and direct staff to prepare a Final Order for approval of ZC-17-006 per the staff report dated February 28, 2017, including Exhibits A through F.

EXHIBITS

- A Applicant's Findings of Fact received January 13, 2017
- B Rogue Valley Sewer Services Report received February 6, 2017
- C Public Works Department Staff Report received February 8, 2017
- D Medford Water Commission memo received February 8, 2017
- E Medford Fire Department Report received February 3, 2017
- F Medford Irrigation District letter received February 1, 2017
Vicinity map

PLANNING COMMISSION AGENDA:

MARCH 9, 2017

FINDINGS OF FACT

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

IN THE MATTER OF AN APPLICATION FOR)
A ZONE CHANGE ON PROPERTIES IDENTIFIED AS) FINDINGS OF FACT
T37-R2W-35DC TL 4100 AND 800) AND
APPLICANT TIMOTHY MCFARLANE) CONCLUSIONS
SCOTT SINNER CONSULTING, INC. AGENT) OF LAW

RECEIVED
JAN 13 2017
PLANNING DEPT.

I. BACKGROUND INFORMATION

Applicant:

Timothy McFarlane
2214 Sunset Dr
Medford, OR 97501

Agent:

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

Property 1:

312W35DC TL 3300
Timothy McFarlane
2214 Sunset Dr
Medford, OR 97501
1.92 net acres SFR-00 City Zoning District

Property 2:

312W35DC TL 800
Toby Munroe
1796 Thomas Road
Medford, OR 97501
1.19 net acres SFR-00 City Zoning District

Summary:

12

FINDINGS OF FACT

This application will demonstrate the subject properties are consistent with the approval criteria as contained in the Medford Land Development Code (MLDC) section 10.227 for a zone change to the city of Medford SFR 6 zoning district.

Approval Criteria:

The applicable approval criteria for a zone change to the SFR-6 zoning district are as follows:

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.

(b) For zone changes to SFR-6 or SFR-10 where the permitted density is proposed to increase, one (1) of the following conditions must exist:

(i) At least one (1) parcel that abuts the subject property is zoned the same as the proposed zone, either SFR-6 or SFR-10 respectively; or

(ii) The area to be rezoned is five (5) acres or larger; or

(iii) The subject property, and any abutting parcel(s) that is(are) in the same General Land Use Plan Map designation and is(are) vacant, when combined, total at least five (5) acres.

(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.

FINDINGS OF FACT

(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

FINDINGS OF FACT

the improvement(s) will make the street adequate in condition and capacity.

(c) In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction or covenant, which must be recorded with proof of recordation returned to the Planning Department, and may include, but are not limited to the following:

(i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards,

(ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule,

(iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.

Findings of Fact

(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.

(b) For zone changes to SFR-6 or SFR-10 where the permitted density is proposed to increase, one (1) of the following conditions must exist:

(i) At least one (1) parcel that abuts the subject property is zoned the same as the proposed zone, either SFR-6 or SFR-10 respectively; or

(ii) The area to be rezoned is five (5) acres or larger; or

FINDINGS OF FACT

(iii) The subject property, and any abutting parcel(s) that is(are) in the same General Land Use Plan Map designation and is(are) vacant, when combined, total at least five (5) acres.

The Oregon Transportation Planning Rule requires a jurisdiction considers all modes of transportation in a land use decision. A review of this property determines water and rail transportation are not available.

The subject properties are 7.6 miles from the Rogue Valley International Airport, and 3.75 miles from Interstate Highway 5 (I-5). The subject properties have frontage on Sunset Avenue and Thomas Road.

Referring to the adopted South West Circulation Plan within the adopted Transportation System Plan (TSP), Sunset Drive is classified as a Major Collector street. Thomas Road is a standard residential street.

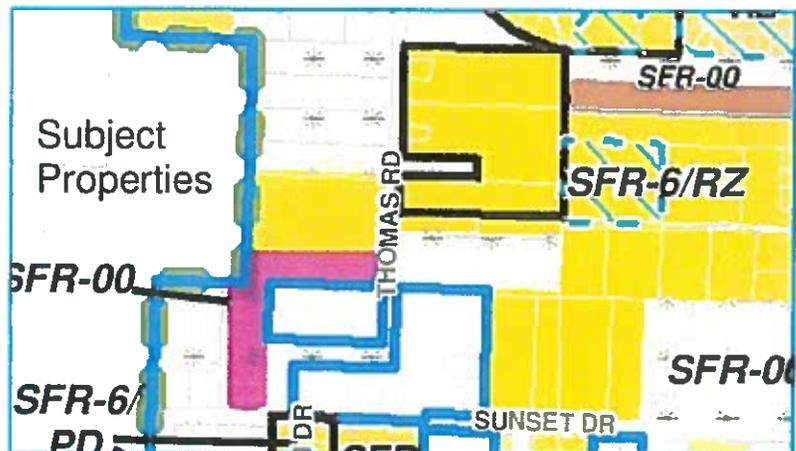
Sunset Drive, when fully improved to the standards identified in the MLDC will include bicycle lanes and sidewalks to promote both bicycle and pedestrian modes of transportation. The standards for a standard residential street include sidewalks, but no bike lane.

These standards are consistent with the adopted Medford Transportation System Plan, therefore also consistent with the Oregon Transportation Planning Rule.

The General Land Use Plan Map (GLUP) map designation for the subject properties is the UR Urban Residential designation. The UR designation allows for the SFR-2, SFR-4, SFR-6 and SFR-10 zoning districts. The requested zone change proposed with this application is the SFR-6 zoning district and is consistent with the GLUP designation.

The subject parcels are within the City limits of Medford and are currently within the SFR-00 zoning district. The properties are contiguous to the requested SFR-6 zoning district on the north property line of Property 2.

The subject properties are abutting the requested SFR-6 zoning district as required by the MLDC.



FINDINGS OF FACT

Conclusions of Law:

The Planning Commission can conclude this application is consistent with the adopted Medford Transportation System Plan, the Oregon Transportation Planning Rule and the and the locational standards for the SFR-6 zoning district. The SFR-6 zoning district is appropriate within the UR GLUP designation.

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.

Findings of Fact

Storm Drainage

Property 1 has direct access to Sunset Drive. Sunset Drive at the subject property uses roadside storm ditches for storm water facilities. Property 2 has direct access to the Thomas Road frontage and Tivoli Drive. Thomas Road has roadside storm ditched and Tivoli Drive has storm water facilities stubbed to the property line.

The owner of Property 2 has granted a public storm water easement to allow Property 1 to have access to the Tivoli storm water facilities to satisfy the storm drainage requirements of the MLDC for the zone change criteria.

Future development, a land division, of either of the properties will require improvements consistent with the current standards within the MLDC for storm drainage facilities.

Sanitary Sewer Drainage

The subject parcels are within the Rogue Valley Sewer Service (RVS) service territory. According to Carl Tappert of RVS, both properties are currently connected to RVS facilities and the system has adequate capacity for the requested zone change.

FINDINGS OF FACT

Future development, a land division, of either of the properties will require improvements consistent with the current RVS standards. The owner of Property 2 has granted a public sanitary sewer easement to allow Property 1 to have access to the Tivoli sanitary facilities.

Domestic Water

The Medford Water Commission (MWC) manages the water supply and delivery system in the area of the subject properties. According to Eric Johnson of the Medford Water Commission, Water is available, in adequate capacity, for the purposes of the requested zone change.

At the time of future development, the applicants will comply with the current design standards.

Streets

Referring to the adopted South West Circulation Plan within the adopted Transportation System Plan (TSP), Sunset Drive is classified as a Major Collector street. Thomas Road is a standard residential street. The City of Medford Public Works Department stated the streets have adequate capacity for the purposes of the requested SFR-6 zone change.

Traffic Impact

The gross acreage for this zone change is 3.25 acres including the frontage rights of way for Sunset Road and Thomas Road. The maximum density for the SFR 6 zoning district would be 19 dwelling units, less the 2 existing dwellings is a maximum net impact of 17 dwelling units. At 9.56 ADT per dwelling unit, the traffic impact is 162 ADT.

MLDC 10.461 (3) states:

10.461 Applicability

(3) When required:

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

The traffic impact of the proposed zone change is less than 250 ADT and a TIA is not required and the traffic impact is not substantial.

FINDINGS OF FACT

Conclusions of Law:

The Planning Commission can conclude this The category A public Facilities are currently available or can be extended at the time of future development as identified in the Medford Land Development Code.

Application Summary and Conclusion

These Findings of Fact have demonstrated this application is consistent with the Medford Land Development Code section 10.227. The proposed zone change to the SFR-6 zoning district is consistent with the Oregon Transportation Planning Rule, the Transportation System Plan, and the General Land Use Plan Map.

The properties are abutting a property currently in the SFR-6 zoning district as required in MLDC 10.227 (1) (b) (i).

The Category A Public Facilities are currently available or can be made available at the time of future development consistent with MLDC 10.227 (2).

On behalf of the applicants, I respectfully request the approval of this zone change application to include the subject properties in the SFR-6 zoning district.

Regards,



Scott Sinner, President
Scott Sinner Consulting, Inc.



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

February 6, 2017

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

Re: ZC-17-006, Timothy McFarlane (372W35DC – 800 & 3300)

ATTN: Liz,

There is a 15" inch sewer in along Sunset Drive to the south and a 15" inch sewer along Thomas Road to the east. There is also an 8" sewer extended to TL 800 from the adjacent subdivision to the north. Currently there is adequate capacity to serve the proposed density. Future development must be reviewed for compliance with RVSS standards.

Sincerely,

Nicholas R. Bakke

Nicholas R. Bakke, P.E.
District Engineer

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Continuous Improvement Customer Service

CITY OF MEDFORD

LD Date: 2/8/2017
File Number: ZC-17-006

PUBLIC WORKS DEPARTMENT STAFF REPORT **2214 Sunset Dr & 1796 Thomas Rd** **(372W35DC TL 800 & TL 3300)**

- Project:** Consideration of a zone change from SFR-00 (Single Family Residential – one dwelling unit per existing lot) to SFR-6 (Single Family Residential – six dwelling units per gross acre) on two lots totaling 3.25 acres.
- Location:** The subject site addresses are 1806 Thomas Road, located on the west side of Thomas Road approximately 460 feet north of Sunset Drive (372W35DC Tax Lot 800) and 2214 Sunset Drive, located on the north side of Sunset Drive approximately 415 feet west of Thomas Road (372W35DC Tax Lot 3300).
- Applicant:** Timothy McFarlane, Applicant (Scott Sinner Consulting, Inc., Agent). Liz Conner, Planner.

The Medford Land Development Code (MLDC), Section 10.227 (2) requires a zone change application demonstrate Category 'A' urban services and facilities are available or can and will be provided to adequately serve the subject property. The Public Works Department reviews zone change applications to assure the services and facilities under its jurisdiction meet those requirements. The services and facilities that Public Works Department manages are sanitary sewers within the City's service boundary, storm drains, and the transportation system.

I. Sanitary Sewer Facilities

This site lies within the Rogue Valley Sewer Service (RVSS) area. The applicant shall contact RVSS to see if sanitary sewer services and facilities are available and have capacity to serve this property under the proposed zoning.

II. Storm Drainage Facilities

This site lies within the Little Elk Creek Drainage Basin. The subject properties currently drain to the northwest. The City of Medford has existing storm drain facilities in the area. This site

P:\Staff Reports\CP, DCA, & ZC\ZC only\2017\ZC-17-006 2214 Sunset Dr & 1796 Thomas Rd (TLs 800 & 3300)\ZC-17-006 Staff Report.docx

Page 1

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION

200 S. IVY STREET
MEDFORD, OREGON 97501
www.ci.medford.or.us

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

CITY OF MEDFORD
EXHIBIT # C 1 of 2
File # ZC-17-006

would be able to connect to these facilities at the time of development. This site will be required to provide stormwater quality and detention at time of development in accordance with Medford Land Development Code (MLDC), Section 10.729 and/or 10.486.

III. Transportation System

No traffic impact analysis (TIA) will be required for this zone change. The proposed application doesn't meet the requirements for a TIA, per Medford Municipal Code (MMC), Section 10.461 (3).

No conditions pertaining to streets, street capacity, or access are requested by Public Works at this time.

At the time of future land division or development permit, Public Works may require additional right-of-way and public utility easement (PUE) dedications and will condition the developer to improve their street frontage to the City's current standards. Improvements shall include paving, drainage, and curb, gutter, street lighting, sidewalk, and planter strips.

Prepared by: Doug Burroughs

The above report is based on the information provided with the Zone Change Application submittal and is subject to change based on actual conditions, revised plans and documents or other conditions. A full report with additional details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection shall be provided with a Development Permit Application.

P:\Staff Reports\CP, DCA, & ZC\ZC only\2017\ZC-17-006 2214 Sunset Dr & 1796 Thomas Rd (TLs 800 & 3300)\ZC-17-006 Staff Report.docx

Page 2

PUBLIC WORKS DEPARTMENT
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CITY OF MEDFORD
EXHIBIT # C 2 of 2
File # ZC-17-006



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: ZC-17-006

PARCEL ID: 372W35DC TL's 800 & 3300

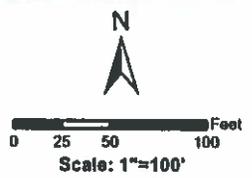
PROJECT: Consideration of a zone change from SFR-00 (Single Family Residential – one dwelling unit per existing lot) to SFR-6 (Single Family Residential – six dwelling units per gross acre) on two lots totaling 3.25 acres. The subject site addresses are 1806 Thomas Road, located on the west side of Thomas Road approximately 460 feet north of Sunset Drive (372W35DC Tax Lot 800) and 2214 Sunset Drive, located on the north side of Sunset Drive approximately 415 feet west of Thomas Road (372W35DC Tax Lot 3300). Timothy McFarlane, Applicant (Scott Sinner Consulting, Inc., Agent). Liz Conner, Planner.

DATE: February 8, 2017

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 these properties.
4. Off-site water facility construction will be required depending on future land development review.
5. On-site water facility construction will be required depending on future land development review.
6. MWC-metered water service does not exist to these two (2) properties.
7. Access to MWC water lines for connection is available. There is an existing 12-inch water line in Sunset Drive between Trivoli Drive and Thomas Road. There is a 8-inch water line in Thomas Road.



**Water Facility Map
for
ZC-17-006**

Legend

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



This map is based on a plan approved by the Medford Water Commission. It is not a warranty of accuracy or liability for any errors or omissions. It is intended for informational purposes only. Medford Water Commission reserves the right to modify this map at any time without notice.



Medford Fire Department

200 S. Ivy Street, Room #180
Medford, OR 97501
Phone: 774-2300; Fax: 541-774-2514;
E-mail www.fire@ci.medford.or.us

LAND DEVELOPMENT REPORT - PLANNING

To: Liz Conner

LD Meeting Date: 02/08/2017

From: Fire Marshal Kleinberg

Report Prepared: 02/03/2017

File #: ZC - 17 - 6

Site Name/Description:

Consideration of a zone change from SFR-00 (Single Family Residential - one dwelling unit per existing lot) to SFR-6 (Single Family Residential - six dwelling units per gross acre) on two lots totaling 3.25 acres. The subject site addresses are 1806 Thomas Road, located on the west side of Thomas Road approximately 460 feet north of Sunset Drive (372W35DC Tax Lot 800) and 2214 Sunset Drive, located on the north side of Sunset Drive approximately 415 feet west of Thomas Road (372W35DC Tax Lot 3300). Timothy McFarlane, Applicant (Scott Sinner Consulting, Inc., Agent). Liz Conner, Planner

DESCRIPTION OF CORRECTIONS	REFERENCE
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Approved as Submitted

Meets Requirement: No Additional Requirements

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

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

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

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

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

MEDFORD IRRIGATION DISTRICT

P.O. BOX 70
5045 Jacksonville Hwy
Jacksonville, Oregon 97502
Office (541)899-9913

City of Medford
Planning Department
Lausmann Annex, Room 240
200 South Ivy St.
Medford, OR 97501

February 1, 2017

Project Name: Timothy Mc FARLANE
Agents: Scott Sinner
Liz Conner
File # ZC-17-006

The Medford Irrigation District has an active pipeline running the length of the easterly side of this property, bordering Thomas Rd., also this tax lot still has one acre of irrigation rights which will need to be legally transferred off through the District. The Developers / owner will need to contact us at 541-899-9913 prior to development or division of the current tax lot.

The map enclosed has the pipeline marked in yellow.

Sincerely,
Carol Bradford
District Manager





City of Medford Planning Department

Vicinity
Map

File Number:
ZC-17-006



Project Name:

Tim McFarlane

Map/Taxlot:

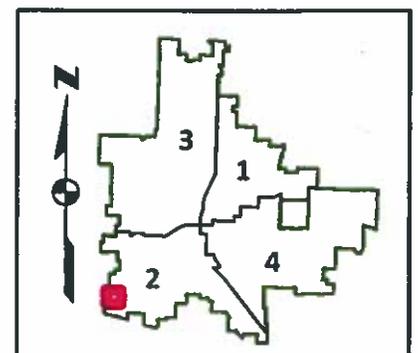
372W35DC TL 800, 3300



01/20/2017

Legend

-  Subject Area
-  Medford Zoning
-  Tax Lots
-  Streets





STAFF REPORT

for a Type-C quasi-judicial decision: Land Division

Project Franklin Place
 Applicant: Vision Homes Inc.; Agent: Neathamer Surveying, Inc.

File no. LDS-17-005

To Planning Commission *for March 9, 2017 hearing*

From Liz Conner, Planner II

Reviewer Kelly Akin, Assistant Planning Director *ka*

Date February 28, 2017

BACKGROUND

Proposal

Consideration of a tentative plat for a 21 lot residential subdivision on 4.1 acres zoned SFR-6 (Single Family Residential, 6 dwelling units per gross acre) located on the west side of Kings Highway approximately 300 feet north of Halvorsen Street and east of the Aspen Street terminus and south of the Brock Way terminus.

Subject Site Characteristics

Zoning	SFR-6	Single Family Residential – 6 dwelling units per gross acre
GLUP	UR	Urban Residential
Use	Occupied by one single family residence	

Surrounding Site Characteristics

North

Zoning: SFR-6 and SFR-00
 Use: Single family homes

South

Zoning: SFR-00 (Single Family Residential – 1 dwelling unit per existing lot)
 Use: El Camino Real Mobile Home Park

East

Zoning: SFR-4 (Single Family Residential – 4 dwelling units per gross acre)
 SFR-6 (Single Family Residential – 6 dwelling units per gross acre)
 Use: Single Family Homes

West

Zoning: SFR-6

Use: Single Family Homes

Related Projects

A-03-28 Annexation

ZC-06-251 Zone Change

Applicable Criteria

Medford Land Development Code §10.270, Land Division Criteria

The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

- (1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;
- (2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;
- (3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;
- (4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;
- (5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;

- (6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

ISSUES AND ANALYSIS

Project Summary

The subject site is composed of one lot totaling 4.1 gross acres located within the SFR-6 zoning district. The applicant is proposing a tentative plat consisting of a single phase development with 21 lots (Exhibit B).

Code Compliance

Density

The standard density calculation for the SFR-6 zone is between four and six dwelling units per gross acre. The net parcel size is 4.1 acres and the gross parcel size including the fronting half-street is 4.27 acres. Based on the gross acreage, a minimum of seventeen dwelling units is required and the maximum number of units permitted is twenty five. The agent is proposing 21 parcels and single family dwelling units for a total of 21 units. Therefore, the tentative plat meets density standards.

Street Circulation

The subject property fronts Kings Highway and has the terminis of both Aspen Street and Brock Way into the property. The property is within the Southwest Circulation Plan and is proposing the connection of Aspen Street easterly to Kings Highways.

Brock Way will extend south with the terminus at the southern boundary of the subject property. Per the agents supplemental findings (Exhibit F) the subject property has two approved subdivisions to the south, Kings Meadow Subdivision filed December 4, 1997, and Wolff Run Subdivision filed August 5, 1999, which prevent any connectivity of Brock Way past the southern boundary of the subject property.

Block Length and Accessway

The tentative plat exceeds the maximum block length and perimeter length standard of Section 10.426 (C) with a dimension of 2,405 feet. Per the agent's supplemental findings (Exhibit F), a reconfiguration with the extension of Brock Way shows that the block length and perimeter length is 2,403 feet still exceeding the maximum of 2,100 feet. Per the MLDC Section 10.426 (C)(2) The approving authority may find that proposed block that exceed the maximum block and/or perimeter standards are acceptable when it is demonstrated by the findings that one or more of the constraints, conditions exist on the site.

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

Street Dedications & Improvements

Kings Highway is classified as a minor arterial street and Section 10.248 (2) requires a total right-of-way width of 78 feet, which include a 48 foot wide paved section. Per the Public Works Staff Report (Exhibit G) the applicant shall dedicate for public right-of-way sufficient width of land along the frontage of the proposed tentative plat and shall comply with the half width of right-of-way which is 39 feet as well as improve the west half plus 12 feet east of centerline, or to the far edge of the existing pavement, whichever is greater.

Aspen Street and Brock Way are proposed as minor residential streets. The applicant shall dedicate for public right-of-way, sufficient with the land along the frontages to comply with the full width of right-of-way, which is 55 feet and shall be developed in accordance with MLDC Section 10.430.

In accordance to MLDS Section 10.471, the applicant shall dedicate 10 feet wide, public utility easements along the street frontage of all lots within the development.

Minimum Access Easement

The tentative plat proposes a Minimum Access Easements to serve Lots 10 and 11. It shall be developed in accordance to MLDC Section 10.430 (1) and 10.450 with proper width and turn-around dimensions. Per the Public Works Staff Report (Exhibit G) the applicant shall record a shared access maintenance agreement for the mutual benefit and responsibility of all the respective parcels, including the storm water run-off from the asphalt.

Per the Staff Memo from the Address technician (Exhibit L), the applicant shall install a minimum access drive sign. A condition of approval has been included requiring the applicant comply with the Address Technician Staff Memo (Exhibit L).

Lot Standards

According to the MLDC Section 10.710, the minimum lot depth for SFR-6 zoned parcels is 90 feet. The tentative plat shows a dimension of 89 feet 6 inches which does not meet the minimum standards.

The agent has provided additional information has been provided (Exhibit O) depicting Lot 1 of the tentative plat. The lot depth is measured at 90.1 feet, therefore meeting the minimum requirements of MLDC 10.710.

Storm Drainage

The subject property is located in what appears to be Type B hydrologic soils. The applicant may elect to test the soil to determine classification; otherwise the applicant shall implement Low Impact Development techniques for all storm drainage systems. The applicant shall provide storm water detention according to Section 10.486. A condition of approval has been included requiring the applicant to comply with the Public Works Staff Report (Exhibit G).

Sanitary Sewer

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

Water Facilities

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

Public Comment

An adjacent property owner submitted a letter (Exhibit P) objecting to the current configuration of the tentative plat. Mr. Hess states that the proposed tentative plat will prevent him from developing the remainder of his property. Mr. Hess requests that access continue to be provided for access to the undeveloped portion of his property.

More information will be provided at the public hearing by City of Medford Legal Counsel.

No other issues were identified by staff.

FINDINGS AND CONCLUSIONS

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

RECOMMENDED ACTION

Adopt the findings as recommended by staff and adopt the Final Order for approval of LDS-17-005 per the staff report dated February 29, 2017, including Exhibits A through Q.

EXHIBITS

- A Conditions of Approval, dated February 28, 2017
- B Tentative Plat
- C Conceptual Grading and Drainage Plan
- D Conceptual Utility Plan
- E Agent's findings and conclusions received January 10, 2017
- F Agent's supplemental findings and conclusions received February 7, 2017
- G Public Works Department Staff Report received February 15, 2017
- H Medford Water Commission Memo received February 8, 2017
- I Medford Fire Department Land Development Report received February 3, 2017
- J Rogue Valley Sewer Services Report received February 6, 2017

- K Medford Building Department Memo received February 8, 2017
- L Address Technician Memo received February 8, 2017
- M Density Calculation
- N Adopted Southwest Medford Circulation Plan
- O Lot 1 Depiction received February 15, 2017
- P Letter from Greg Hess received February 28, 2017
- Q Jackson County Assessor's Page
Vicinity map

PLANNING COMMISSION AGENDA:

MARCH 9, 2017

Exhibit A
Franklin Place
LDP-17-005
Conditions of Approval
February 28, 2017

CODE REQUIREMENTS

1. Comply with the Public Works Department Staff Report dated February 15, 2017 (Exhibit G);
2. Comply with the Medford Water Commission Staff Memo dated February 8, 2017 (Exhibit H);
3. Comply with the Medford Fire Department Land Development Report dated February 3, 2017 (Exhibit I).
4. Comply with the Rogue Valley Sewer Services Report dated February 6, 2017 (Exhibit J);
5. Comply with the Address Technician Memo, dated February 8, 2017 (Exhibit L)

RECEIVED

FEB 15 2017
Planning Dept.

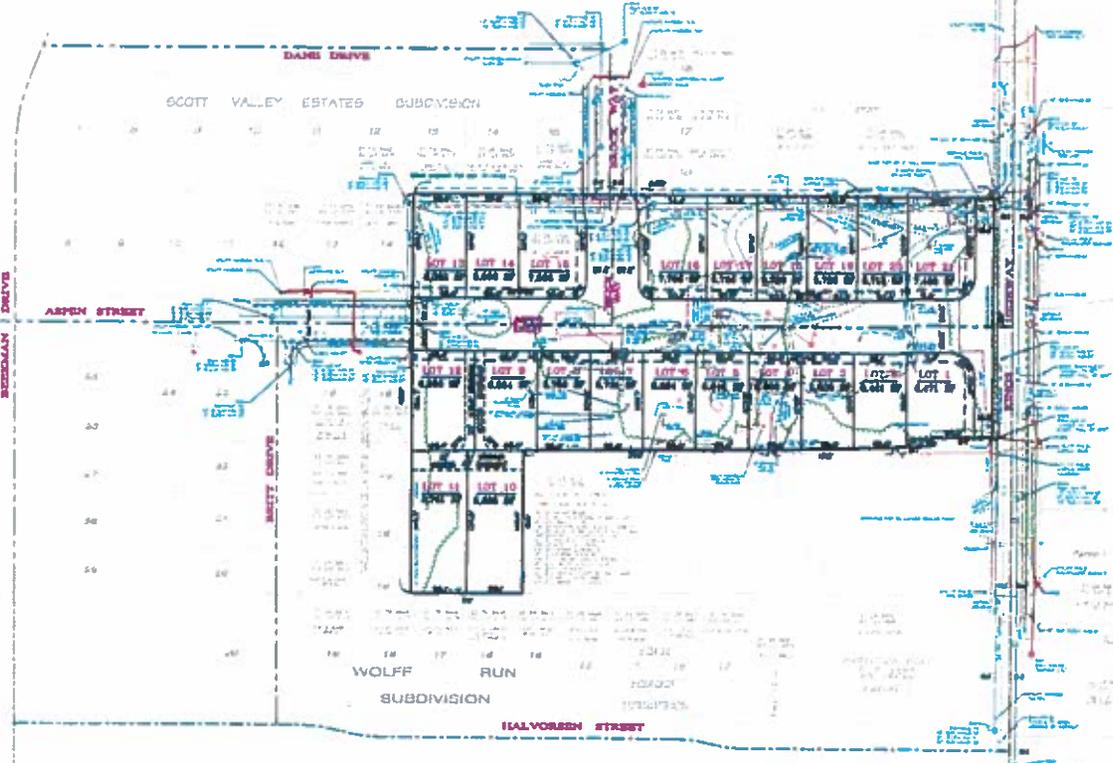


PREPARED FOR:

VISION HOMES, INC.
P.O. Box 3680
Central Point, OR
97502

TENTATIVE SUBDIVISION PLAT FOR:
FRANKLIN PLACE

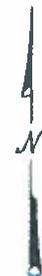
Located within Donation Land Claim Number 84 in the Northeast One-quarter of the Southeast One-quarter of Section 36, Township 31 South, Range 2 West of the Willamette Meridian, in the City of Medford, Jackson County, Oregon.



LEGEND:

- Indicates a utility marked natural gas line
Indicates an existing natural gas valve
Indicates an existing natural gas meter
Indicates an existing natural gas fiberglass placard
Indicates a utility marked sanitary sewer line
Indicates an existing sanitary sewer manhole
Indicates an existing sanitary sewer cleanout
Indicates an existing sanitary sewer lateral
Indicates a utility marked storm drain line
Indicates an existing storm drain manhole
Indicates an existing storm area drain
Indicates an existing mail box
Indicates an existing decorative light pole, 8' tall or on poles
Indicates an existing electric pedestal
Indicates an existing electric meter base
Indicates an existing utility pole and guy anchor
Indicates an existing aerial utility line
Indicates an existing aerial electric line
Indicates a utility marked electric line
Indicates a utility marked cable tv line
Indicates a utility marked telephone line
Indicates an existing cable television pedestal
Indicates an existing telephone pedestal
Indicates an existing telephone manhole
Indicates a utility marked water line
Indicates an existing water meter
Indicates an existing water valve
Indicates an existing fire hydrant
Indicates an existing pop-up water sprayer
Indicates an existing domestic irrigation box
Indicates a deciduous tree with drip-line diameter drain to street
Indicates a non-deciduous tree with drip-line diameter drain to street
Indicates the elevation of the top of a valve riser for a water valve
Indicates centerline of an existing fence line as noted hereon

REDUCED SCALE



GENERAL SURVEY NOTES:

Contours: 1-foot contour interval, 2-foot index contour interval.
All existing underground utilities, as depicted hereon, were located with reasonable accuracy, as marked on the ground by affected agencies and utility companies, Oregon Administrative Rules Chapter 432, Division 1, Definitions, 432-001-0000 (2) states: "reasonable accuracy" means location, within 24 inches, of the outside lateral dimensions of both sides of an underground facility.
All existing on-site structures to be removed.

SURVEY REFERENCE NOTES:

Base of Bearings: Geodetic North based on the NAD83 datum, established by Global Positioning System Observations. Bearing applied to the Centerline of Kings Highway, as depicted hereon.
Base of Elevations: City of Medford Bench Mark Number C-250, with a published elevation of 1450.521.

REGISTERED PROFESSIONAL LAND SURVEYOR

Robert V. Neathamer

OREGON JULY 19, 1994
ROBERT V. NEATHAMER
2675

Renewal Date 12/31/18

PREPARED BY: Neathamer Surveying, Inc.
3188 State St, Suite 203
P.O. Box 1884
Medford, Oregon 97501
Phone (541) 758-8800
FAX (541) 758-1382

PLOT DATE: February 18, 2017 PROJECT NUMBER: 18048
Sheet 1 of 1

Page 66

CITY OF MEDFORD
EXHIBIT # 8
File # LDS-17-005

ABBREVIATIONS:

- Indicates a chain link fence.
Indicates an existing corrugated metal pipe.
Indicates an existing cable television pedestal.
Indicates the edge of a paved surface.
Indicates a mesh wire fence.
Indicates an existing polyvinyl chloride pipe.
Indicates an existing re-reinforced concrete pipe.
Indicates an existing storm drain drop inlet.
Indicates an existing storm drain curb inlet.

ABBREVIATIONS:

- SDCO+ Indicates an existing storm drain cleanout.
SST++ Indicates an existing sanitary sewer manhole.
TBC+ Indicates the top back of a curb line.
T++ Indicates an existing telephone manhole.
MFB+ Indicates a wood board fence.
MPP+ Indicates a white painted flag line.
V6+ Indicates an existing water spigot.
HV+ Indicates an existing water valve.
N, NE, SW Indicates a general direction: northerly, northeasterly, southwesterly, etcetera.

PROJECT INFORMATION:

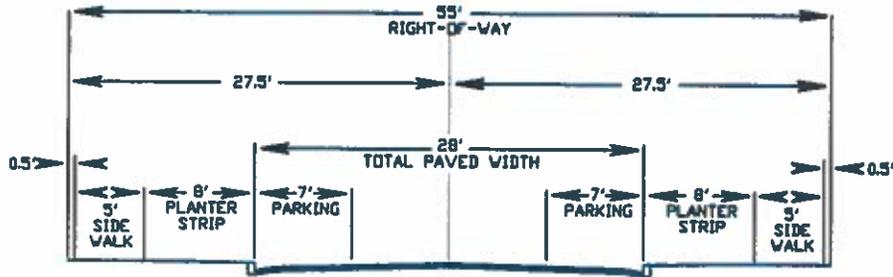
- SCHOOL DISTRICT: 5444
IRRIGATION DISTRICT: MEDFORD
SANITATION DISTRICT: RV58
PROJECT AREA (GROSS): 4.30 ACRES
PROJECT AREA (NET): 4.04 ACRES
EXISTING ZONING: SPR-8
EXISTING USE: VACANT
PROPOSED USE: RESIDENTIAL

RECEIVED

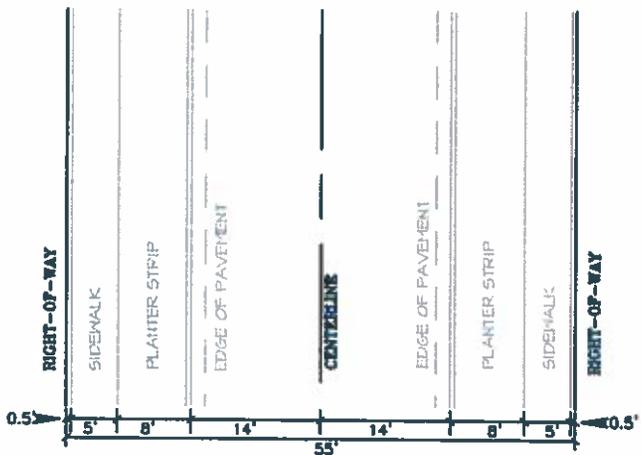
FEB 15 2017

Planning Dept.

55' RIGHT-OF-WAY TYPICAL



20' MINIMUM ACCESS EASEMENT (PRIVATE)



MINOR RESIDENTIAL



MINIMUM ACCESS

REGISTERED PROFESSIONAL LAND SURVEYOR

Robert V. Neathamer

ROBERT V. NEATHAMER
2675

RENEWAL: DEC. 31, 2018

RECEIVED

JANUARY 10, 2017

PLANNING DEPARTMENT

EXHIBIT

CITY OF MEDFORD

FRANKLIN PLACE
CONCEPTUAL
GRADING & DRAINAGE PLAN

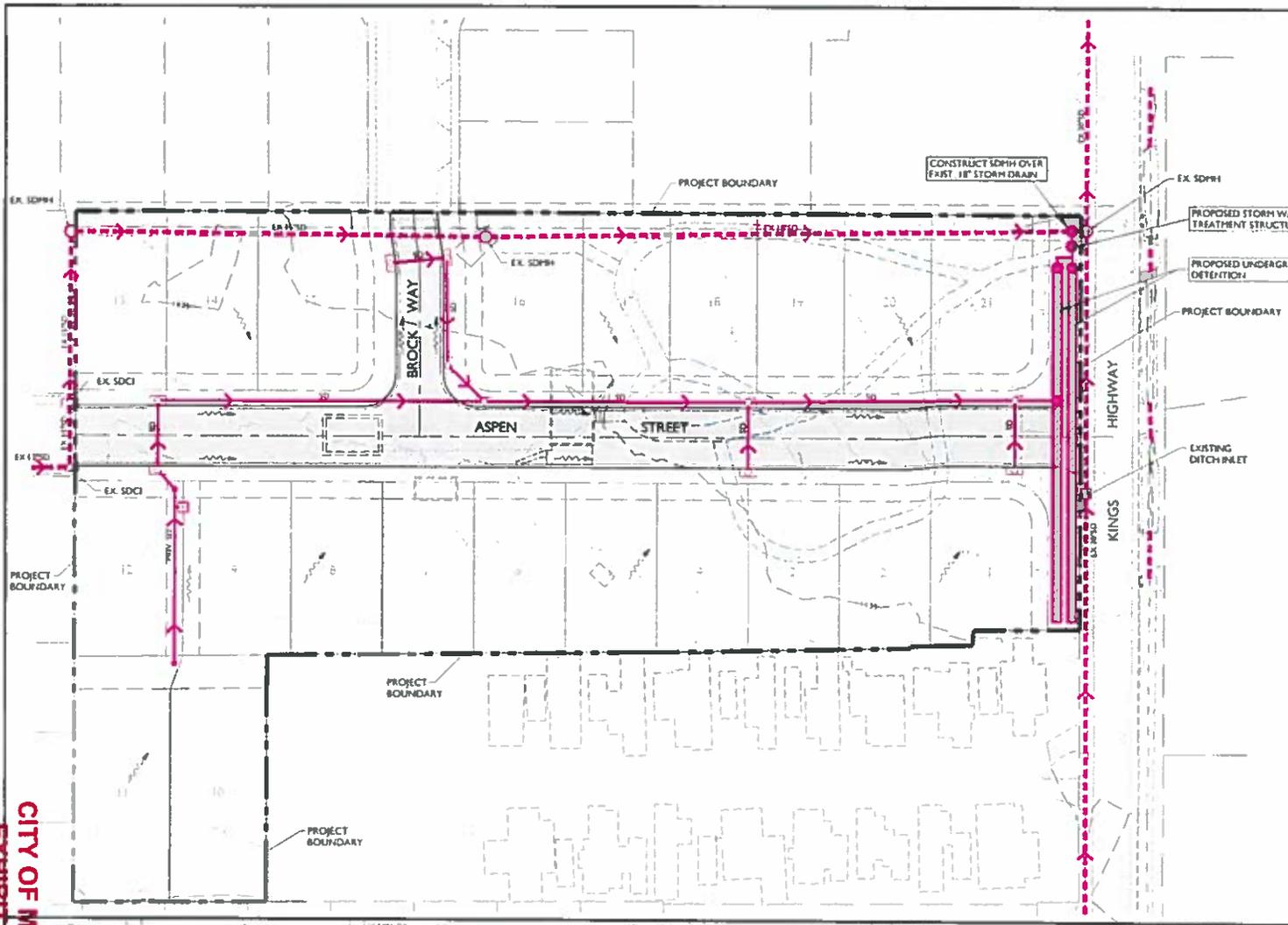


LEGEND

- EXISTING STORM MAN-HOLE OR CLEANOUT
- PROPOSED STORM MAN-HOLE OR CLEANOUT
- EXISTING/PROPOSED CURB INLET
- PROPOSED CATCH BASIN
- EXISTING/PROPOSED DITCH INLET
- PROPOSED STORM MAIN
- EXISTING STORM MAIN
- DRAINAGE DIRECTION

NORTH
GRAPHIC SCALE
(1" = 100')

NOTE: EXTENSIVE GRADING OF THE PROJECT SITE IS NOT ANTICIPATED. PROPOSED SITE GRADING SHALL GENERALLY MATCH THE EXISTING SITE TOPOGRAPHY.



NO.	REVISION	DATE	BY

CONSTRUCTION ENGINEERING CONSULTANTS
P.O. BOX 1724 • MEDFORD, OREGON 97561
PH: (541) 779-0888



a

RECEIVED

JANUARY 10, 2017

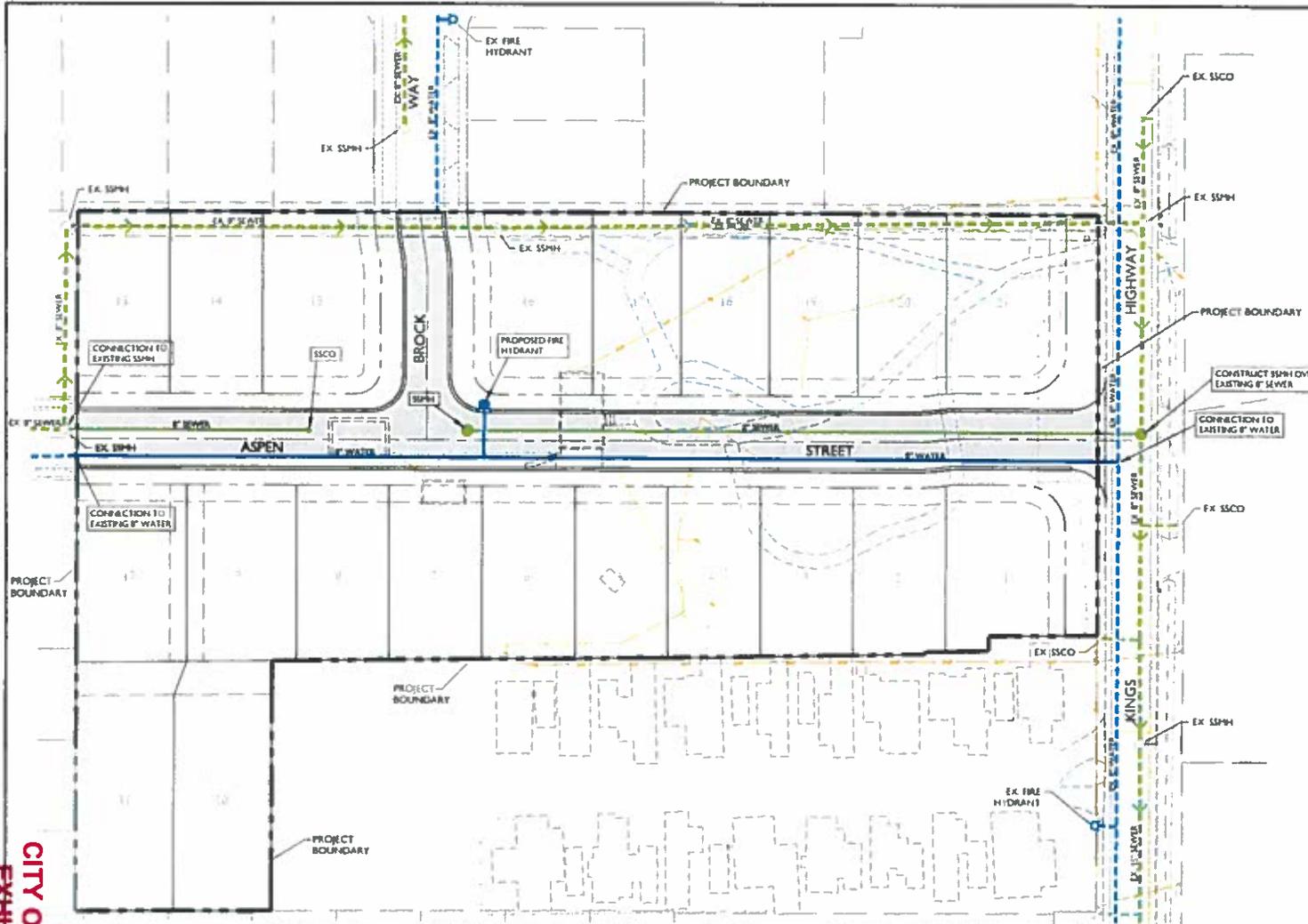
PLANNING DEPARTMENT

EXHIBIT
CITY OF MEDFORD
FRANKLIN PLACE
CONCEPTUAL
UTILITY PLAN

NOTE
PROJECT IS LOCATED WITHIN AVSS SERVICE AREA



- LEGEND**
- EXISTING WATER MAIN
 - EXISTING FIRE HYDRANT
 - PROPOSED WATER MAIN
 - PROPOSED FIRE HYDRANT
 - EXISTING SEWER MANHOLE OR CLEANOUT
 - PROPOSED SEWER MANHOLE OR CLEANOUT
 - PROPOSED SANITARY SEWER MAIN
 - EXISTING SANITARY SEWER MAIN
 - EXISTING POWER LINE
 - EXISTING GAS LINE



DESIGNED BY	DLC	DATE	12/16	NO. 1	REVISION	DATE	BY
CHECKED BY	AMB	DATE	12/16				
		DATE					
		DATE					
		DATE					



CITY OF MEDFORD

EXHIBIT #

File # LDS-17-005

Page 69

FINDINGS OF FACT AND CONCLUSIONS OF LAW

**BEFORE THE CITY OF MEDFORD
PLANNING COMMISSION**

**IN THE MATTER OF AN APPLICATION
FOR THE TENTATIVE PLAT APPROVAL
OF FRANKLIN PLACE.**

APPLICANT: Vision Homes, Inc.
P.O. Box 3550
Central Point, OR 97502

AGENT: Neathamer Surveying, Inc.
P.O. Box 1584
Medford, OR 97501

A. BACKGROUND INFORMATION

The subject property is located at 1470 Kings Highway (Jackson County Assessor's Map Number 37 2W 36DA, Tax Lot 5002), between Halvorsen Street and Summer Glen Drive. The property has a gross acreage of 4.20 acres, is currently zoned as Single Family Residential - 6 units/acre (SFR-6) and has a General Land Use Map (GLUP) designation of Urban Residential (UR).

The property currently contains a single existing residence and an accessory structure, which will be removed during the construction of the proposed subdivision.

Surrounding the subject site to the north and west are fully developed residential single-family lots. To the south is the fully developed mobile home park, "El Camino Real Mobile Home Park".

There are no other applications associated with the proposed development at this time.

B. SCOPE, PURPOSE, AND OVERVIEW OF THE APPLICATION

The purpose of this application is for the approval of a Tentative Plat for a 21-lot residential subdivision consisting of detached, single-family dwelling units. Included in the proposal is the extension of the two adjoining streets, Aspen Street and Brock Way.

C. APPROVAL CRITERIA

CITY OF MEDFORD LAND DEVELOPMENT CODE

SECTION 10.270 – LAND DIVISION CRITERIA

Section 10.270 of the Medford's Land Development Code (MLDC) states that:

The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

- 1. Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;*
- 2. Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;*
- 3. Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;*
- 4. If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;*
- 5. If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;*
- 6. Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.*

D. FINDINGS OF FACT AND CONCLUSIONS OF LAW

CRITERION NO. 1

- 1. Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design*

standards set forth in Article IV and V;

FINDINGS OF FACT

The proposed use and development is consistent with the Comprehensive Plan, and the existing surrounding uses. Furthermore, the development is consistent with all the relevant design criteria specified in Article IV and V of the MLDC.

The subject property is located within the Adopted Southwest Medford Circulation plan. According to said circulation plan, Brock Way is shown to extend to intersect Halvorsen Street. However, there are existing, fully developed lots along Halvorsen Street that prohibit Brock Way from extending to Halvorsen Street. This office discussed the matter with Doug Burroughs, the Development Services Manager for the City of Medford. Through the discussion, it was determined that since it is not possible to extend Brock Way all the way to Halvorsen Street, Brock Way could terminate at its intersection with Aspen Street. The proposal contained herein is consistent with said discussion.

Aspen Street extends from its current location, to its intersection with Kings Highway, being consistent with said circulation plan. However, it should be noted that a minor reverse curve was included in the design of Aspen Street in order to accommodate the minimum lot depth for proposed Lot 1.

CRITERION NO. 2

- 2. Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;*

FINDINGS OF FACT

The proposed tentative application includes the development of the property in its entirety, no remainder is being proposed. As such, the approval of the land division contained herein will not prevent the development of the remainder of the property under the same owner, or the adjoining lands.

CRITERION NO. 3

- 3. Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;*

FINDINGS OF FACT

The name of the subdivision, Franklin Place, is a name that has been approved by the Jackson County Surveyor on October 12, 2016. No new subdivision name is being proposed.

CRITERION NO. 4

- 4. *If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;*

FINDINGS OF FACT

Other than the modifications as previously stated in Findings of Fact for Criterion 1 hereinabove, Aspen Street and Brock way are consistent with the Adopted Southwest Medford Circulation Plan and are designed to meet at the existing street centerlines/right-of-ways.

CRITERION NO. 5

- 5. *If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;*

FINDINGS OF FACT

There are no private streets or alleys that are proposed to be held for private use.

CRITERION NO. 6

- 6. *Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.*

FINDINGS OF FACT

There are no lands that adjoin the subject plat that have an EFU zoning.

CONCLUSION OF LAW

Based upon the submitted application materials and the above Findings of Facts, the Planning Commission concludes that the application complies with the applicable provisions of all city ordinances.

E. ULTIMATE CONCLUSION

The Planning Commission concludes that the application for Franklin Place is consistent with the relevant criteria for a land division found in Section 10.270 of Medford's Land Development Code, and can therefore be approved.

Respectively Submitted,

Neathamer Surveying, Inc.


Robert V. Neathamer, President

Agent for Applicant:
Vision Homes, Inc.

Dated: January 6, 2017

**SUPPLEMENTAL
FINDINGS OF FACT AND CONCLUSIONS OF LAW**

**BEFORE THE CITY OF MEDFORD
PLANNING COMMISSION**

**IN THE MATTER OF AN APPLICATION
FOR THE TENTATIVE PLAT APPROVAL
OF FRANKLIN PLACE.**

APPLICANT: Vision Homes, Inc.
P.O. Box 3550
Central Point, OR 97502

AGENT: Neathamer Surveying, Inc.
P.O. Box 1584
Medford, OR 97501

A. BACKGROUND INFORMATION

An application for the approval of the Tentative Plat for Franklin Place (LDS-17-005) was submitted on January 10, 2017. Pursuant to a review by the City of Medford Planning and Public Works staff members, it has been requested to submit additional findings addressing the proposed exceedance of the maximum block length.

B. SCOPE, PURPOSE, AND OVERVIEW OF THE APPLICATION

The purpose of the findings herein are to address the matters pertaining to the block length of the proposed development and to satisfy the request stated hereinabove.

C. APPROVAL CRITERIA

CITY OF MEDFORD LAND DEVELOPMENT CODE

SECTION 10.426 – STREET CIRCULATION DESIGN AND CONNECTIVITY

Section 10.426(C) of the Medford's Land Development Code (MLDC) states that:

C. Maximum Block Length and Block Perimeter Length.

- 1. Block lengths and block perimeter lengths shall not exceed the following dimensions as measured from centerline to centerline of through intersecting streets, except as provided in Subsections 10.426 C.2.*

MAXIMUM BLOCK LENGTH AND PERIMETER LENGTH Table 10.426-1		
Zone or District	Block Length	Block Perimeter Length
a. Residential Zones	660'	2,100'
b. Central Business Overlay District	600'	1,800'
c. Transit Oriented Districts (Except SE Plan Area)	600'	1,800'
d. Neighborhood, Community, and Heavy Commercial Zones, and Service Commercial-Professional Office Zones	720'	2,880'
e. Regional Commercial and Industrial Zones	940'	3,760'

2. *The approving authority may find that proposed blocks that exceed the maximum block and/or perimeter standards are acceptable when it is demonstrated by the findings that one or more of the constraints, conditions or uses listed below exists on, or adjacent to the site:*

- a. *Topographic constraints, including presence of slopes of 10% or more located within the boundary of a block area that would be required by subsection 10,426 C.1.,*
- b. *Environmental constraints including the presence of a wetland or other body of water,*
- c. *The area needed for a proposed Large Industrial Site, as identified and defined in the Medford Comprehensive Plan Economic Element, requires a block larger than provided by section 10.426 C.1.e. above. In such circumstances, the maximum block length for such a Large Industrial Site shall not exceed 1,150 feet, or a maximum perimeter block length of 4,600 feet,*
- d. *Proximity to state highways, interstate freeways, railroads, airports, significant unbuildable areas or similar barriers that make street extensions in one or more directions impractical,*
- e. *The subject site is in SFR-2 zoning district,*
- f. *Future development on adjoining property or reserve acreage can feasibly satisfy the block or perimeter standards,*
- g. *The proposed use is a public or private school, college or other large institution,*
- h. *The proposed use is a public or private convention center, community center or arena,*

- i. *The proposed use is a public community service facility, essential public utility, a public or private park, or other outdoor recreational facility.*
 - j. *When strict compliance with other provisions of the Medford Land Development Code produce conflict with provisions in this section.*
3. *Block lengths are permitted to exceed the maximum by up to 20% where the maximum block or perimeter standards would require one or more additional street connections in order to comply with both the block length or perimeter standards while satisfying the street and block layout requirements of 10.426 A or B or D,*
4. *When block perimeters exceed the standards in accordance with the 10.426 C.2. above, or due to City or State access management plans, the land division plat or site plan shall provide blocks divided by one or more public accessways, in conformance with Sections 10.464 through 10.466.*

D. FINDINGS OF FACT AND CONCLUSIONS OF LAW

FINDINGS OF FACT

The primary purpose of these findings are to address the block length. However, in order to do so, we must first address why it is not reasonable to design the street circulation to meet the Adopted Southwest Medford Circulation plan, which was adopted on November 20, 2003.

According to said circulation plan, Brock Way is shown to extend to intersect Halvorsen Street. However, on December 4, 1997, Kings Meadow Subdivision was filed for record, which created four lots with frontage along the northerly right-of-way of Halvorsen Street. Furthermore, on August 5, 1999, Wolff Run Subdivision was filed for record, which created five lots with frontage along said northerly right-of-way. With the approval/recording of Kings Meadow Subdivision and Wolff Run Subdivision, there was and is no longer any land available to extend Brock Way to Halvorsen Street. Additionally, all lots are now fully developed with residential dwellings. As a result, it is reasonably impossible (without the use of the condemnation process) for future development to adhere to the current adopted circulation plan.

Consequently, the associated block perimeter length of the subject block will not be able to meet the allowed maximum block perimeter length of 2100 feet, regardless of the design of the development that could potentially occur. To explain, Franklin Place, as proposed, would complete the connectivity of Aspen Street to Kings Highway, and Brock Way to Aspen Street. In doing so, the block perimeter length equates to approximately 2405 feet. Theoretically, even if Brock Way would extend southerly past Aspen Street, and even if the

property adjacent to the south of the subject proposal would continue Brock Way, it would only be able to route Brock Way to intersect with Kings Highway. This would have no significant change in the block perimeter length, as it would equate to approximately 2403 feet. For reference, please find the attached Exhibit "A".

The matters discussed above were taken into account during the design of the proposed Franklin Place, which only extends Brock Way to intersect the proposed extension of Aspen Street. The design is able to infill and maximize the number of potential lots based on the layout of the property and the existing conditions surrounding the property.

Pursuant to MLDC Section 10.426 C(3), "*Block lengths are permitted to exceed the maximum by up to 20% where the maximum block or perimeter standards would require one or more additional street connections in order to comply with both the block length or perimeter standards (...)*". As the proposed block perimeter length would be within the allowable 20% exceedance, and due to the circumstances surrounding the proposal, this office respectfully requests the approval of block length as proposed.

According to MLDC Section 10.426 C(4), when the proposal exceeds the maximum block length, the proposed land division, "*shall provide blocks divided by one or more public accessways, in conformance with Sections 10.464 through 10.466*". However, MLDC Section 10.464 (1) states:

(1) Accessways shall be provided for cul-de-sacs, long blocks or dead-end streets except when the approving authority determines based on evidence in the record, that construction of a separate accessway is infeasible or inappropriate. Such evidence may consist of the following:

(a) when other federal, state or local requirements prevent construction of an accessway,

(b) when the nature of abutting existing development makes construction of an accessway impractical,

(...)

Adjacent to the south of the proposed development is a fully developed mobile home park, "El Camino Real Mobile Home Park". Within the mobile home park, there is a private access which connects to Kings Highway, thus providing the residents with a means to access the property. Additionally, surrounding the property, is a six-foot tall wood board fence. Due to the nature of the existing development, requiring the proposed development to construct an accessway to the south would be impractical as it would not

provide any beneficial means of connectivity that was intended in the MLDC Section 10.424. Furthermore, MLDC Section 10.465 states, “*Accessways shall be located to provide a reasonably direct connection between pedestrian destinations. A reasonably direct connection is a route which minimizes out-of-direction travel for most of the people who use the walkway/bikeway considering terrain, safety and destinations*”. Constructing an accessway would not provide reasonably direct routing as defined above. The existing use of the site adjacent to the south prevents any additional pedestrian connectivity. Also, even if the property were to be developed, an accessway would not provide a connection that is not already established via Aspen Street (or a private/public access within the development). Therefore, the creation of an accessway would not minimize out-of-direction travel to destinations for a majority of those who would utilize the accessway.

MLDC Section 10.464 1(B) allows the approving authority to deem the construction of an accessway as unnecessary under circumstances such as those pertaining to this proposal. Since the routing of an accessway would not meet the definition of reasonably direct, and due to the impracticality surrounding the existing uses, layout of the properties and infill nature of the project, this office respectfully requests the approval of the development, as proposed, without the construction of an accessway.

CONCLUSION OF LAW

Based upon the submitted application materials and the above Findings of Facts, the Planning Commission concludes that the application complies with the applicable provisions of all city ordinances.

Respectively Submitted,

Neathamer Surveying, Inc.


Robert V. Neathamer, President

Agent for Applicant:
Vision Homes, Inc.

Dated: February 15, 2017

EXHIBIT "A"

BLOCK LENGTH PERIMETERS

--- 2405'

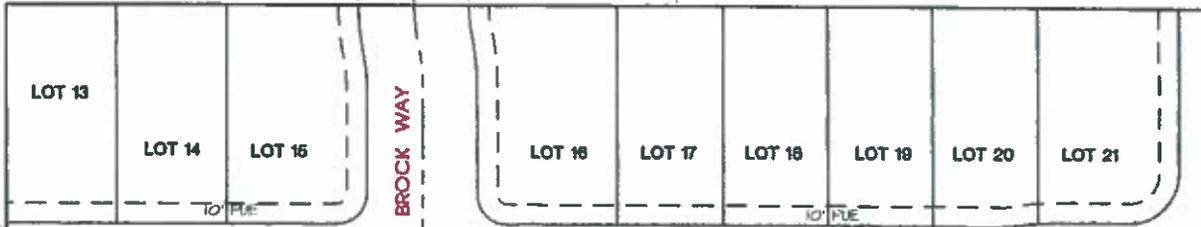
--- 2403'

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BRITT DRIVE

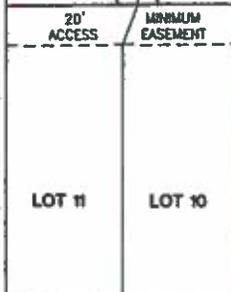
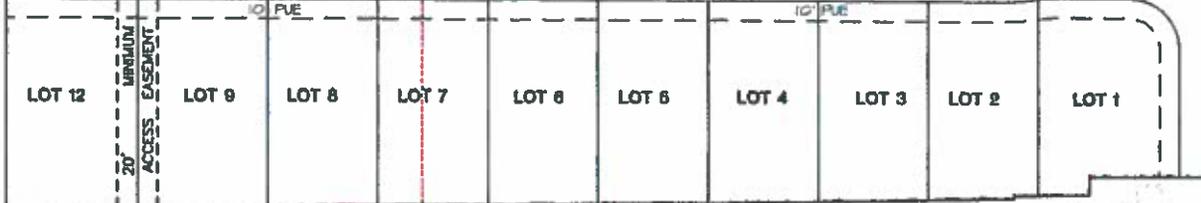
425'

VALLEYVIEW VILLAGE SUBDIVISION



766' ASPEN STREET

349'



245'

418'

448'

KINGS HIGHWAY



Parcel 1

19 18 17 16 15 14 13
WOLFF RUN SUBDIVISION

KINGS MEADOW SUBDIVISION

PARTITION PLAT
P-5-1918
SN 15048
Parcel 1

200'

HALVORSEN STREET 766'

REGISTERED PROFESSIONAL LAND SURVEYOR

Robert V. Neathamer

OREGON
JULY 19, 1994
ROBERT V. NEATHAMER
2675

Renewal Date 12/31/18

File # 155-17-005
EXHIBIT # F 6 of 6
CITY OF MEDFORD



Continuous Improvement Customer Service

CITY OF MEDFORD

Revised Date: 2/15/2017
File Numbers: LDS-17-005

PUBLIC WORKS DEPARTMENT STAFF REPORT Franklin Place (372W36DA5002)

- Project:** Consideration of a tentative plat for a 21 lot residential subdivision on 4.1 acres zoned SFR-6 (Single Family Residential, 6 dwelling units per gross acre).
- Location:** Located on the west side of Kings Highway approximately 300 feet north of Halvorsen Street and east of the Aspen Street terminus and south of the Brock Way terminus (372W36DA TL 5002).
- Applicant:** Vision Homes Inc., Applicant (Neathamer Surveying, Inc., Agent). Liz Conner, Planner.

The following items shall be completed and accepted prior to the respective events under which they are listed:

- Approval of Final Plat:
Right-of-way, construction and/or assurance of the public improvements in accordance with Medford Land Development Code (MLDC), Section 10.666 & 10.667 (Items A, B & C)
- Issuance of first building permit for residential construction:
Construction of public improvements (Items A through E)
- Issuance of Certificates of Occupancy for individual units:
Sidewalks (Items A2)

A. STREETS

1. Dedications

Kings Highway is classified as a Minor Arterial street within the MLDC, Section 10.428. The developer shall dedicate for public right-of-way, sufficient width of land along the frontage of this proposed subdivision to comply with the half width of right-of-way, which is 39-feet. **The Developer's surveyor shall verify the amount of additional right-of-way required.**

The developer will receive SSDC (Street System Development Charge) credits for the public right-of-way dedication on **Kings Highway**, per the methodology established by the MLDC 3.815. **Should the developer elect to have the value of the land be determined by an appraisal, a letter to that effect must be submitted to the City Engineer within sixty (60) calendar days of the date of the Final Order of the Planning Commission. The City will then select an appraiser, and a cash deposit will be required as stated in Section 3.815.**

Aspen Street is proposed as a Minor Residential street within the MLDC 10.430. The Developer shall dedicate for public right-of-way, sufficient width of land along the frontage to comply with the full width of right-of-way, which is 55-feet.

Brock Way is proposed as a Minor Residential street within the MLDC 10.430. The Developer shall dedicate for public right-of-way, sufficient width of land along the frontage to comply with the full width of right-of-way, which is 55-feet.

The **Minimum Access Drives** shall be private and constructed in accordance with MLDC Section 10.430A(1) and have a minimum width of 20-feet.

Corner radii shall be provided at the right-of-way lines of all intersecting streets per MLDC 10.445.

Public Utility Easements, 10-feet in width, shall be dedicated along the street frontage of all the Lots within this development (MLDC 10.471).

The right-of-way and easement dedications shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the right-of-way and easement dedication, including an exhibit map; a copy of a current Lot Book Report, Preliminary Title Report, or Title Policy; a mathematical closure report (if applicable), and the Planning Department File Number; for review and City Engineer acceptance signature prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the right-of-way and PUE area.

2. Public Improvements

a. Public Streets

Kings Highway shall be improved to Minor Arterial street standards, along the frontage of this development, in accordance with MLDC 10.428. **The Developer shall improve the west half**

plus 12-feet east of the centerline, or to the far edge of the existing pavement, whichever is greater, along the frontage of this development.

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

Brock Way shall be improved to Minor Residential street standards, along the frontage of this development, in accordance with MLDC 10.430.

Aspen Street shall be improved to Minor Residential street standards, along the frontage of this development, in accordance with MLDC 10.430.

Minimum Access Drives (Private) shall be built consistent with MLDC 10.430A(1) and improved to a minimum width of 20 feet with AC pavement. The minimum TI for the structural section shall be 3.5, the minimum AC section shall be 3" thick, and the base aggregate shall extend one foot beyond the edge of pavement. The minimum access drives shall be designed by a civil engineer licensed in the State of Oregon and plans submitted to the Public Works-Engineering Division for approval. A drainage system shall be incorporated into the paved access design to capture stormwater and direct it to the storm drain system.

b. Street Lights and Signing

The developer shall provide and install in compliance with Section 10.495 of the Medford Municipal Code (MMC). Based on the preliminary plan submitted, the following number of street lights and signage will be required:

Street Lighting – Developer Provided & Installed:

- A. 2 – Type A-310
- B. 5 – Type R-100

Traffic Signs and Devices – City Installed, paid by the Developer:

- A. 2 – Street Name Signs
- B. 1 – Stop Sign

Note – There could be an overhead PP&L power line conflict for street lights on Kings Hwy.

Numbers are subject to change if changes are made to the plans. All street lights shall be installed per City standards and be shown on the public improvement plans. Public Works will provide preliminary street light locations upon request. All street lights shall be operating and turned on at the time of the final "walk through" inspection by the Public Works Department.

The Developer shall pay for City installed signage required by the development. City installed signs include, but are not limited to, street name signs, stop signs, speed signs, school signs, dead end signs, and dead end barricades. Sign design and placement shall be per the Manual on Uniform Traffic Control Devices (MUTCD). All signs shall be shown on the public improvement plans and labeled as City installed.

The Developer shall be responsible for the preservation and re-installation of all signs removed during demolition and site preparation work. The Developer's contractor shall coordinate with the City of Medford Public Works, Maintenance and Operations Division to remove any existing signs and place new signs provided the Developer.

c. Pavement Moratoriums

There is a pavement cutting moratorium currently in effect along Kings Highway, which is set to expire July 7th, 2018. Street improvements to Kings Highway as noted above will not be subject to the moratorium cut fee.

The developer shall be responsible for notifying by certified letter all utility companies, as well as all current property owners of parcels which are adjacent to any Public Street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City's street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer at least 6 months before a street is resurfaced or rebuilt per Medford Municipal Code (MMC), Section 3.070. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

d. Soils Report

The Developer's engineer shall obtain a soils report to determine if there is shrink-swell potential in the underlying soils in this development. If they are present, they shall be accounted for in the roadway and sidewalk design within this Development. The soils report shall be completed by a licensed Geotechnical Engineer in the state of Oregon.

e. Access to Public Street System

Driveway access and street circulation to and through the proposed development shall comply with MLDC 10.550 and 10.426.

Kings Highway is classified as a Minor Arterial street; therefore lots along this frontage may not take direct vehicular access from Kings Highway, per MLDC Section 10.383.

In accordance with MLDC 10.450 and 10.430A(1), lots 10 and 11 shall take access via a 20-foot wide minimum access easement. The Developer shall record a shared access maintenance agreement for the mutual benefit and responsibility of all the respective parcels, including the maintenance of stormwater run-off from the asphalt.

3. Section 10.668 Analysis

To support a condition of development that an applicant dedicate land for public use or provide a public improvement, the Medford Code requires a nexus and rough proportionality analysis which is essentially a codification of the constitutional provisions in Nollan and Dolan cases.

10.668 Limitation of Exactions

Notwithstanding any other provisions of this Chapter 10, an applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless:

(1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose and that there is a rough proportionality between the burden of the exaction on the developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or

(2) a mechanism exists and funds are available to fairly compensate the applicant for the excess burden of the exaction to the extent that it would be a taking.

1. Nexus to a legitimate government purpose

The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. Further, these rights-of-way are used to provide essential services such as sanitary sewer, domestic water and storm drains to serve the developed parcels. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

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

No mathematical formula is required to support the rough proportionality analysis. Furthermore, benefits to the development resulting from the dedication and improvements when determining "rough proportionality" have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

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

Kings Highway is classified as a Minor Arterial street per the adopted Circulation Plan. It is the primary connector between Stewart Avenue and Garfield Street. As a Minor Arterial, Kings Highway will have one travel lane in each direction, a center-turn median, bike lanes in each direction, and sidewalks. It will provide safe travel for vehicles, bicycles, and pedestrians. As a higher order street, it is eligible for street SDC credits for both the right-of-way and roadway improvements, per MMC, Section 3.815 (5). Street SDC's credits offset costs to the developer and is the mechanism provided by the City of Medford to fairly compensate the applicant for the excess burden of dedicating for and constructing higher order streets.

Brock Way and Aspen Street: In determining rough proportionality, the City averaged the lineal footage of roadway per dwelling unit for road improvements and averaged square footage

of right-of-way per dwelling unit for dedications. The proposed development has 21 dwelling units and will improve approximately 720 lineal feet of roadway which equates to 34 lineal feet per dwelling unit. Also the development will dedicate approximately 39,600 square feet of right-of-way which equates to approximately 1,886 square feet per dwelling unit.

To determine proportionality a neighborhood with similar characteristics was used. The development used was Orchard Court Subdivision just west of this development between Diamond St. and Orchard Home Court and consisted of 7 dwelling units. The previous development improved approximately 430 lineal feet of roadway and dedicated approximately 10,800 square feet of right-of-way (GIS data used to calculate, approximations only). This equates to approximately 61 lineal feet of road per dwelling unit and approximately 1,543 square feet of right-of-way per dwelling unit.

- a. Dedication will ensure that new development and density intensification provides the current level of urban services. This development will create an additional 21 Lots within the City of Medford and increase vehicular traffic by approximately 200 average daily trips. The proposed street improvements will provide a safe environment of all modes of travel (vehicular, bicycles, & pedestrians) to and from this development.
- b. Dedication will ensure adequate street circulation is maintained. The street layout and connectivity proposed in this development will provide alternate route choices for the residents that will live in this neighborhood. This will decrease emergency vehicle response times and will decrease overall vehicle miles traveled.
- c. Dedication will provide access and transportation connections at urban level of service standards for this development. Each Lot in this development will have direct access to a public street with facilities that will allow for safe travel for vehicles, bicycles and pedestrians. There is also sufficient space for on-street parking. The connections proposed in this development will enhance the connectivity for all modes of transportation and reduce trip lengths. As trip lengths are reduced, it increases the potential for other modes of travel including walking and cycling.
- d. Dedication of connecting streets will decrease emergency response times and provide emergency vehicles alternate choices in getting to an incident and reducing miles traveled.
- e. Dedication of PUE will benefit development by providing public utility services, which are out of the roadway and more readily available to each Lot being served.
- f. The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated and improved for this development is necessary and roughly proportional to that required in previous adjacent developments to provide a transportation system that meets the needs for urban level services.

The additional traffic of all modes of travel generated by this proposed development supports the

dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated and improved for this development is necessary and roughly proportional to that required in previous developments in the vicinity to provide a transportation system that meets the needs for urban level services.

B. SANITARY SEWERS

This site lies within the Rogue Valley Sanitary Sewer (RVSS) service area. Contact RVSS for availability and connection. A separate individual sanitary sewer lateral shall be constructed to each lot prior to approval of the Final Plat.

C. STORM DRAINAGE

1. Hydrology

The Design Engineer shall provide an investigative report of the off-site drainage on the subdivision perimeter, a distance not less than 100 feet in all directions. All off-site drainage affecting the subdivision shall be addressed on the subdivision drainage plan. A hydrology map depicting the amount of area the subdivision will be draining shall be submitted with hydrology and hydraulic calculations. The opening of each curb inlet shall be sized in accordance with ODOT design standards. These calculations and maps shall be submitted with the public improvement plans for approval by the Engineering Division.

2. Stormwater Detention and Water Quality Treatment

This development shall provide stormwater detention in accordance with MLDC, Section 10.486, and water quality treatment in accordance with the Rogue Valley Stormwater Quality Manual per MLDC, Section 10.481. For developments over five acres, Section 10.486 requires that the development set a minimum of 2% of the gross area as open space to be developed as open ponds for stormwater detention and treatment.

It appears that this development is on soils classified as belonging to the Type B hydrologic soil group as mapped by the Soil Survey of Jackson County, and on a slope of 5% or less. As such, the project will need to implement Low Impact Development techniques as listed in the Rogue Valley Stormwater Quality Design Manual. The Applicant may elect to test the soil to determine classification, and if so, testing must be conducted by a licensed Geotechnical Engineer in the state of Oregon.

Upon completion of the project, the developer's design engineer shall provide written certification to the Engineering Division that the construction of the controlled storm water release drainage system was constructed per plan. This letter shall be received by the City of Medford Public Works Engineering Department prior to certificate of occupancy of the new building.

The City is responsible for operational maintenance of the public detention facility, irrigation and maintenance of landscape components shall be the responsibility of the developer or a Home Owners Association (HOA). The developers engineer shall provide an operations and

maintenance manual for the facility that addresses responsibility for landscape maintenance prior to subdivision acceptance. Regarding water quality maintenance, the Rogue Valley Stormwater Quality Design Manual states: "Vegetation shall be irrigated and mulched as needed to maintain healthy plants with a density that prevents soil erosion."

3. Grading

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

4. Mains and Laterals

The Developer shall show all existing and proposed Storm Drain mains, channels, culverts, outfalls and easements on the Conceptual Grading and Drainage Plan and the final Construction Plans.

In the event the lot drainage should drain to the back of the lot, the developer shall be responsible for constructing a private drain line, including a tee at the low point of each lot to provide a storm drain connection. All roof drains and foundation drains shall be connected directly to a storm drain system.

A storm drain lateral shall be constructed to each tax lot prior to approval of the Final Plat. Easements shall be shown on the Final Plat for storm drain laterals crossing lots other than the one being served by the lateral.

All public storm drain mains shall be located in paved public streets or within easements. All manholes shall be accessible by paved, all-weather roads. All easements shall be shown on the Final Plat and the public improvement plans.

5. Erosion Control

Subdivisions of one acre and greater require a run-off and erosion control permit from DEQ. The approved permit must be submitted to the Engineering Division prior to public improvement plan approval. The erosion prevention and sediment control plan shall be included as part of the plan set. All disturbed areas shall have vegetation cover prior to final inspection/"walk-through" for this subdivision.

D. SURVEY MONUMENTATION

All survey monumentation shall be in place, field-checked, and approved by the City Surveyor prior to the final "walk-through" inspection of the public improvements by City staff.

E. GENERAL CONDITIONS

1. Design Requirements and Construction Drawings

All public improvements shall be constructed in accordance with the "Engineering Design Standards for Public Improvements", adopted by the Medford City Council. Copies of this document are available in the Public Works Engineering office.

2. Construction Plans

Construction drawings for any public improvements for this project shall be prepared by a professional engineer currently licensed in the State of Oregon, and submitted to the Engineering Division of Medford Public Works Department for approval. Construction drawings for public improvements shall be submitted only for the improvements to be constructed with each phase. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings (3 copies) shall be accepted for review, including plans and profiles for all streets, minimum access drives, sanitary sewers, storm drains, and street lights as required by the governing commission's Final Order, together with all pertinent details and calculations. A checklist for public improvement plan submittal can be found on the City of Medford, Public Works web site (<http://www.ci.medford.or.us/Page.asp?NavID=3103>). The Developer shall pay a deposit for plan review and construction inspection prior to final plan approval. Public Works will keep track of all costs associated with the project and, upon our acceptance of the completed project, will reconcile the accounting and either reimburse the Developer any excess deposit or bill the Developer for any additional amount not covered by the deposit. The Developer shall pay Public Works within 60 days of the billing date or will be automatically turned over for collections.

In order to properly maintain an updated infrastructure data base, the Surveyor of Record shall submit an as-built survey prior to the Final Inspection and, the Engineer of Record shall submit mylar "as-constructed" drawings to the Engineering Division within sixty (60) calendar days of the Final Inspection (walk through). Also, the engineer shall coordinate with the utility companies, and show all final utility locations on the "as built" drawings.

3. Phasing

The proposed plans do not show any phasing.

4. Draft of Final Plat

The developer shall submit 2 copies of the preliminary draft of the final plat at the same time the public improvement plans (3 copies) are submitted. Neither lot number nor lot line changes shall be allowed on the plat after that time, unless approved by the City and all utility companies.

5. Permits

Building Permit applications for vertical construction shall not be accepted by the Building Department until the Final Plat has been recorded, and a "walk through" inspection has been

conducted and approval of all public improvements as required by the Planning Commission has been obtained for this development.

Concrete or block walls built within a PUE, or within sanitary sewer or storm drain easements require review and approval from the Engineering Division of Public Works. Walls shall require a separate permit from the Building Department and may also require certification by a professional engineer.

6. System Development Charges (SDC)

Buildings in this development are subject to sewer treatment and street SDCs. These SDC fees shall be paid at the time individual building permits are taken out.

This development is also subject to storm drain system development charges, the Developer is eligible for storm drain system development charge credits for the installation of storm drain pipe which is 24-inches in diameter or larger and is not used for storm drain detention in accordance with Medford Municipal Code (MMC), Section 3.891. The storm drain system development charge shall be collected at the time of the approval of the final plat

7. Construction and Inspection

Contractors proposing to do work on public streets, sewers, or storm drains shall 'prequalify' with the Engineering Division prior to starting work. Contractors shall work off a set of public improvement drawings, that have been approved by the City of Medford Engineering Division. Any work within the County right-of-way shall require a separately issued permit from the County.

For City of Medford facilities, the Public Works Maintenance Division requires that public sanitary sewer and storm drain mains be inspected by video camera prior to acceptance of these systems by the City.

Where applicable, the developer shall bear all expenses resulting from the adjustment of manholes to finish grades as a result of changes in the finish street grade.

Prepared by: Doug Burroughs
Revised by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL
Franklin Place (372W36DA5002)
LDS-17-005

A. Streets

1. Street Dedications to the Public:

- Dedicate additional right-of-way on **Kings Highway**.
- Dedicate full width right-of-way on **Aspen Street**.
- Dedicate full width right-of-way on **Brock Way**.
- Dedicate 10-foot public utility easements (PUE).

2. Improvements:

Public Streets

- Improve **Kings Highway** to Minor Arterial street standards.
- Construct **Aspen Street** to Minor Residential street standards.
- Construct **Brock Way** to Minor Residential street standards.

Lighting and Signing

- Developer supplies and installs all street lights at own expense.
- City installs traffic signs and devices at Developer's expense.

Other

- Pavement moratorium currently in effect along this frontage to Kings Highway.
- Provide pavement moratorium letters.
- Provide soils report.
- Ensure access and circulation is in accordance with MLDC 10.550 and 10.426.
- No direct access to Lots 10 or 11 from Kings Highway.

B. Sanitary Sewer

- The site is situated within the RVSS area. Provide private laterals to each lot.

C. Storm Drainage

- Provide an investigative drainage report.
- Provide water quality and detention facilities. Low impact development (LID) required if in type 'A' or 'B' soils.
- Provide a comprehensive grading plan.
- Provide storm drain laterals to each tax lot.
- Provide Erosion Control Permit from DEQ.

D. Survey Monumentation

- Provide all survey monumentation.

E. General Conditions

- Provide public improvement plans and drafts of the final plat.

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



Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: LDS-17-005

PARCEL ID: 372W36DA TL 5002

PROJECT: Consideration of a tentative plat for a 21 lot residential subdivision on 4.1 acres zoned SFR-6 (Single Family Residential, 6 dwelling units per gross acre) located on the west side of Kings Highway approximately 300 feet north of Halvorsen Street and east of the Aspen Street terminus and south of the Brock Way terminus. (372W36DA TL 5002). Vision Homes Inc., Applicant (Neathamer Surveying, Inc., Agent). Liz Conner, Planner.

DATE: February 8, 2017

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

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. Installation of an 8-inch water line is required in proposed Aspen Street between the existing end of the 8-inch water line in Aspen Street, and the 8-inch water line along the west side of Kings Hwy.
4. Installation of an 8-inch water line is required in proposed Brock Way between the north property line of this subdivision and the required water line in Aspen Street.
5. The existing water meter located near the northeast property corner along Kings Hwy is required to be abandoned.
6. Applicants' civil engineer shall coordinate with Medford Fire Dept for proposed fire hydrant location, and spacing.
7. Water meters for minimum access lots (Lot 10 and Lot 11) are required to be installed per MWC standards within the public right-of-way and shall be grouped together next to water meters for Lots 9 and Lot 12 on each respective side of the minimum access easement.

Continued to Next Page



Staff Memo

Continued from Previous Page

COMMENTS

1. Off-site water line installation is not required.
2. On-site water facility construction is required. (See Condition 3, 4, and 5 above)
3. MWC-metered water service does exist to this property. There is an existing ¾-inch water meter located near the northeast property corner along Kings Hwy that serves the existing home at 1470 Kings Hwy. (See Condition 5 above)
4. Access to MWC water lines is available. There is an 8-inch CI water line in Kings Hwy, an 8-inch DI water line in Aspen Street, and an 8-inch DI water line in Brock Way.

CITY OF MEDFORD
EXHIBIT A H 2 of 3
FILED WDS-17-005



Medford Fire Department

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

LAND DEVELOPMENT REPORT - PLANNING

To: Liz Conner

LD Meeting Date: 02/08/2017

From: Greg Kleinberg

Report Prepared: 02/03/2017

Applicant: Vision Homes Inc., Applicant (Neathamer Surveying, Inc., Agent

File #: LDS - 17 - 5

Site Name/Description:

Consideration of a tentative plat for a 21 lot residential subdivision on 4.1 acres zoned SFR-6 (Single Family Residential, 6 dwelling units per gross acre) located on the west side of Kings Highway approximately 300 feet north of Halvorsen Street and east of the Aspen Street terminus and south of the Brock Way terminus. (372W36DA TL 5002). Vision Homes Inc., Applicant (Neathamer Surveying, Inc., Agent). Liz Conner, Planner.

DESCRIPTION OF CORRECTIONS

REFERENCE

Requirement FIRE HYDRANTS

OFC

508.5

Fire hydrants with reflectors will be required for this project.

Fire hydrant locations shall be as follows: Two (2) fire hydrants will be required for this project: One on the corner of Brock Way/Aspen St. in front of lot #15, and one on the corner of Kings Hwy/Aspen St. in front of lot #21.

The approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site.

Plans and specifications for fire hydrant system shall be submitted to Medford Fire Department for review and approval prior to construction. Submittal shall include a copy of this review (OFC 501.3).

Requirement "NO PARKING" SIGNS REQUIRED

OFC

503.3

Parking shall be posted as prohibited on both sides of the minimum access driveway.

Where parking is prohibited on public roads for fire department vehicle access purposes, NO PARKING signs shall be spaced at minimum 50' intervals along the fire lane (minimum 75' intervals in 1 & 2 family residential areas) and at fire department designated turn-around areas. The signs shall have red letters on a white background stating "NO PARKING".

Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths (20' wide) and clearances (13' 6" vertical) shall be maintained at all times (OFC 503.4; ORS 98.810-12).

Fire apparatus access roads 20-26' wide shall be posted on both sides as a fire lane. Fire apparatus access roads more than 26' to 32' wide shall be posted on one side as a fire lane (OFC D103.6.1).

This restriction shall be recorded on the property deed as a requirement for future construction.

Contact Public Works Transportation Manager Karl MacNair 541-774-2115 for further information.

CITY OF MEDFORD
EXHIBIT # 1 of 2
File # LDS-17-005



Medford Fire Department

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

LAND DEVELOPMENT REPORT - PLANNING

To: Liz Conner

LD Meeting Date: 02/08/2017

From: Greg Kleinberg

Report Prepared: 02/03/2017

Applicant: Vision Homes Inc., Applicant (Neathamer Surveying, Inc., Agent

File #: LDS - 17 - 5

Site Name/Description:

Requirement MINIMUM ACCESS ADDRESS SIGN

OFC

505

Required for lot #10 and lot #11.

The developer must provide a minimum access address sign. A pre-approved address sign can also be utilized. A brochure is available on our website or you can pick up one at our headquarters.

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

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

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

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

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

CITY OF MEDFORD
EXHIBIT # 1 2 of 2
File # LDS-17-005



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

February 6, 2017

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

Re: Franklin Place, LDS-17-005 (Map 372W36D, Tax Lot 5002)

ATTN: Liz,

There is an existing 15" sewer main on Kings Highway and an 8" sewer running along to the east and north property boundaries from the dead end of Aspen Street to the west. A 4" service located at proposed lot 17 is extended to the existing house on the property from the 8" sewer. Sewer service to the subdivision will require a main line extension from the existing 15" sewer on Kings Highway to the existing manhole on Aspen Street just west of the project. The existing 8" sewer and one manhole adjacent to lots 13-15 must be abandoned up to the manhole on lot 16. The sewer on the north property boundary of lots 16-21 will remain active.

Rogue Valley Sewer Services requests that approval of this project be subject to the following conditions:

1. Sewer for the project must be designed and constructed in accordance with RVSS standards.
2. Existing sewer mains must be abandoned per RVSS standards.
3. The existing 4" service to the property must be abandoned at the existing easement line. This will require a no cost abandonment permit form RVSS.
4. The sanitary sewer system must be accepted as a public system by RVSS prior to the issuance of any building permits.

Feel free to call if you have any questions regarding this project.

Sincerely,

Nicholas R. Bakke

Nicholas R. Bakke, PE
District Engineer

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CITY OF MEDFORD
EXHIBIT # J
File # LDS-17-005



Memo

To: Liz Conner, Planning Department
From: Mary Montague, Building Department
CC: Vision Homes, Inc.
Date: February 8, 2017
Re: LDS-17-005; Franklin Place

Building Department:

Please Note: This is not a plan review. These are general notes based on general information provided. Plans need to be submitted and will be reviewed by a residential plans examiner to determine if there are any other requirements for this occupancy type. Please contact the front counter for fees.

1. Applicable Building Codes are 2014 ORSC with additional Oregon amendments to the 2011 ORSC; 2014 OPSC; and 2014 OMSC. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.
2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Go to "City Departments" at top of screen; click on "Building"; click on "ELECTRONIC PLAN REVIEW (ePlans)" for information.
3. Site Excavation permit required to develop, install utilities.
4. Demo Permit is required for any buildings being demolished.

STAFF MEMO

To: Liz Conner
From: Jennifer Ingram, Address Technician
Date: 2/8/2017
Subject: LDS-17-005

1. A minimum access drive address sign, displaying the address numbers for lots 10 and 11 and placed at the entrance of the minimum access easement, will be required.

CITY OF MEDFORD
EXHIBIT L
File # LDS-17-005

DENSITY CALCULATION FORM

For all residential LDP, LDS, PUD, and AC Application Files

File No.	LDS-17-005
Planner	Liz Conner
Date	February 8, 2017

GROSS ACREAGE	
Tax Lot Numbers	
372W36DA5002	4.10 AC
_____	_____ AC
_____	_____ AC
_____	_____ AC
_____	_____ AC
Existing ROW to Centerline	0.17 AC
Gross Acres	4.27 AC
Effective Acres (Gross - Subtracted)	4.27

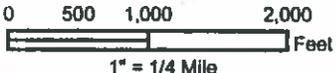
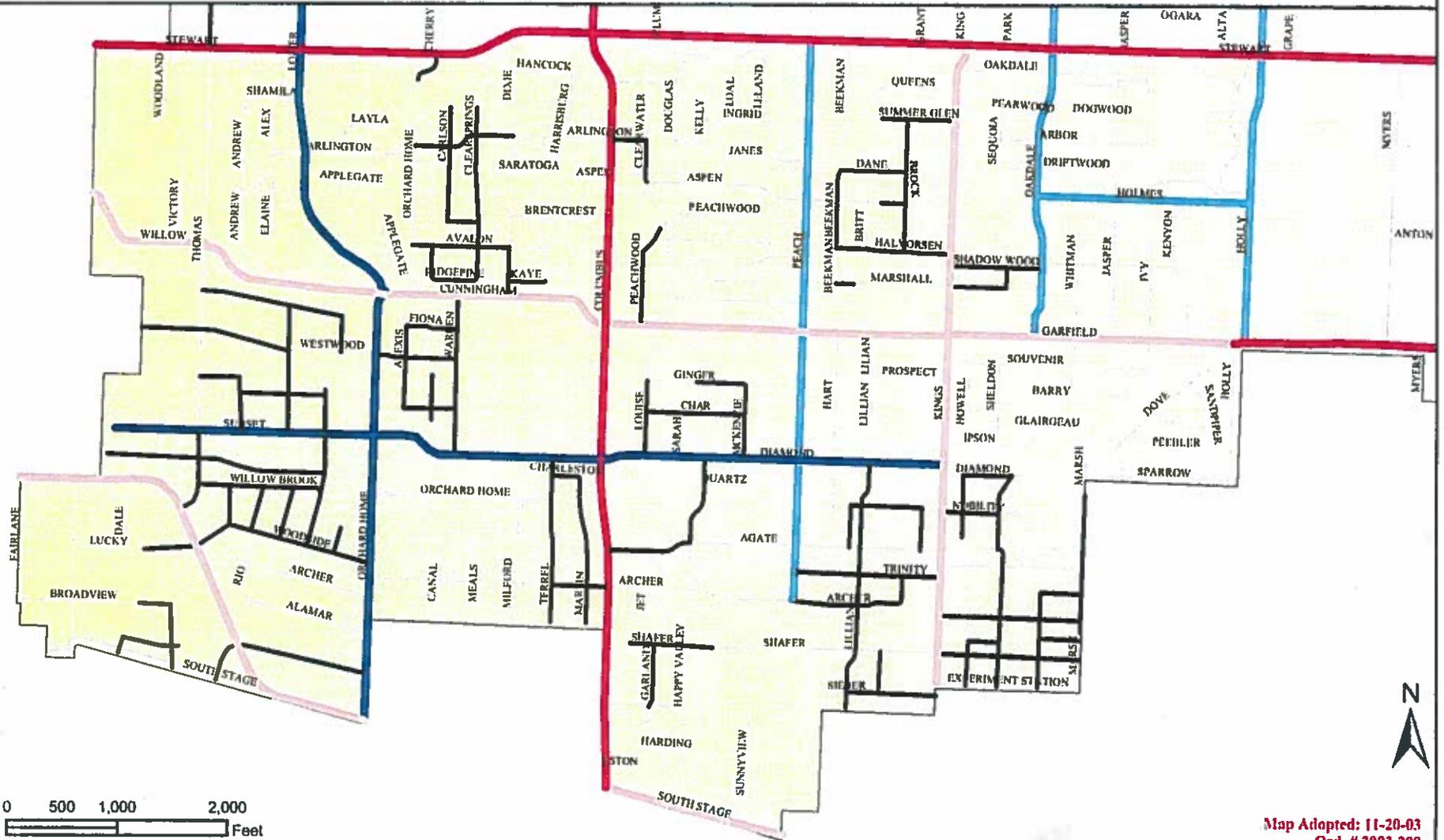
SUBTRACTED ACREAGE	
Large Lots for Existing Development	- AC
Reserved Acreage	- AC
Other ¹	_____ AC
_____	_____ AC
Subtracted Acres	- AC

DENSITY RANGE	
Zoning District	SFR-6
Density Range	
Minimum	4.00
Maximum	6.00
No. DU Proposed	21.00
No. DU Permitted	2min/2max
Minimum	17.09
Maximum	25.64
Percentage of Maximum	81.91%

EXISTING R-O-W CALCULATION				
	LF	Width	SE	Acreage
Kings Hwy	251.25	30.00	7,537.50	0.17
_____	_____	25.00	-	-
_____	_____	10.00	-	-
(Street Name)	-	-	-	-
			7,537.50	0.17

¹Such as future ROW dedication, resource protection areas, common open space, other dedication areas, etc.

Adopted Southwest Medford Circulation Plan



Street Classifications

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Residential
- Other Streets

- UGB
- Adopted Circulation Plan Area



The Geographic Information Systems (GIS) data made available on this map are as received 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 on this map belong to the public body for informational purposes.

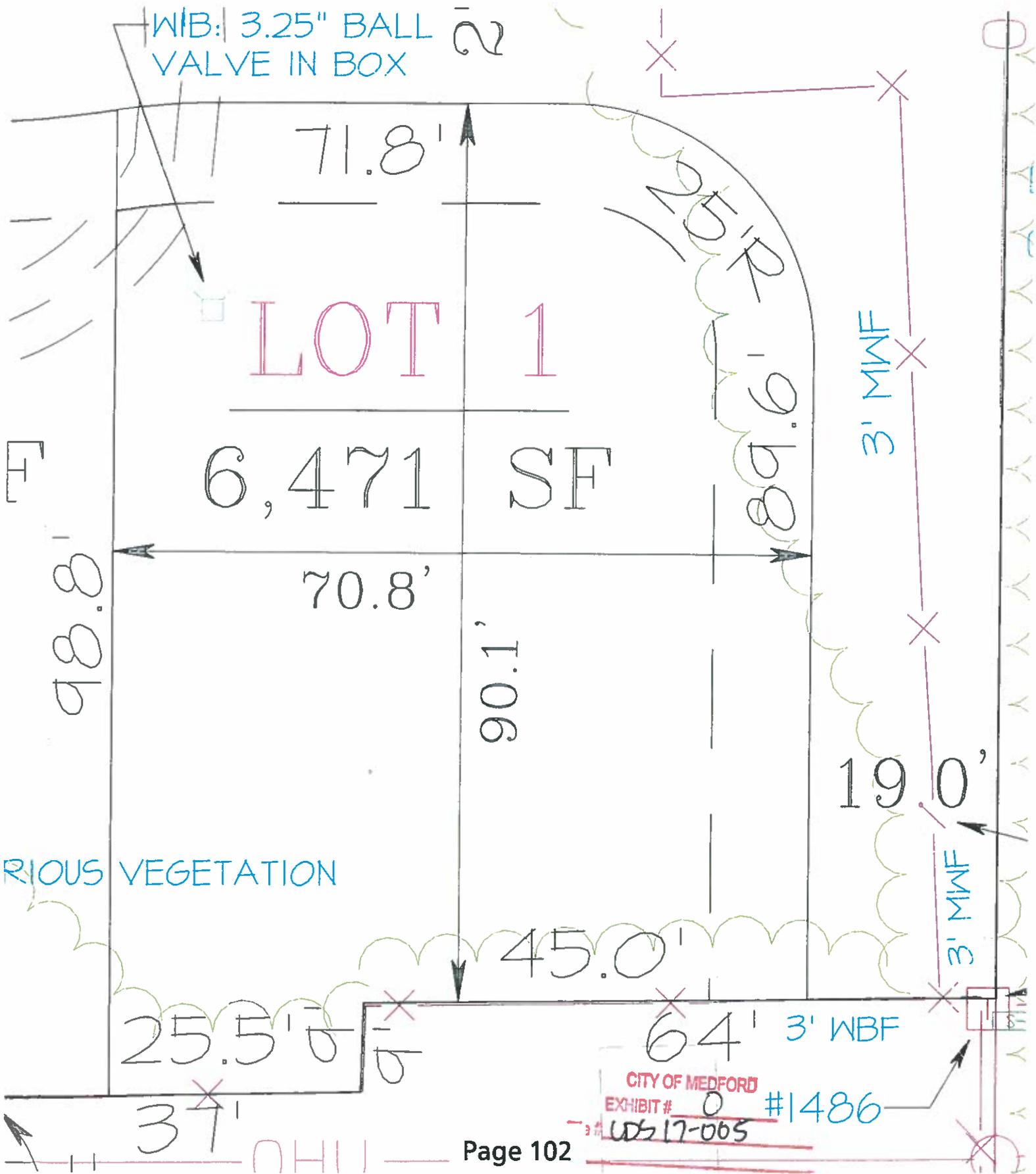
THERE MAY BE ERRORS IN THE MAPS OR DATA. THE MAPS OR DATA MAY BE OUTDATED, INACCURATE, AND MAY OMIT IMPORTANT INFORMATION. THE MAPS OR DATA MAY NOT BE SUITABLE FOR YOUR PARTICULAR USE. THIS INFORMATION IS BEING PROVIDED "AS IS" OR "WITH ALL FAULTS". THE ENTIRE RISK AS TO THE QUALITY OR PERFORMANCE IS WITH THE BUYER AND NO INFORMATION IS DEPENDENT. THE BUYER ASSUMES THE ENTIRE COST OF ANY NECESSARY CORRECTIVE OR SERVICES.

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

RECEIVED

FEB 15 2017

Planning Dept.



RECEIVED

FEB 28 2017

PLANNING DEPT.

PLANNING DEPARTMENT
CITY OF MEDFORD PLANNING COMMISSION
Attn: Matt Brinkley, Liz Conner
R.E. File # LDS-17-005

2-28-17

To whom it may concern,

Please be advised that I, Greg Hess, 1420 Kings hwy, object to the current development plans as referenced in LDS-17-005. I am not objecting to the overall development, but the development plat as currently submitted.

The reason for my objection is that it denies me access to more than ½ my property that I previously have had access to for the last 20 or more years. It was my intent, and further validated by the City of Medford Planning dept. that I could, and was going to do so to, apply for a change of zoning to SFR-6 for an ADU. By having this current proposed development go through as planned it causes great financial and emotional harm to my property/estate and me.

Additional reasons for my objection and material support for my position are:

- * By not having access to the back half of my property, it will prevent me from applying for the zone change, and not allowing me to follow through with my retirement plans, and development of a retirement housing.
- * It will compel me to sell my property, and make plans to move elsewhere, which will provide severe economic hardship for my retirement.
- * It will devalue the potential net worth of said property considerably
- * It will go against a verbal and WRITTEN AGREEMENT and statement from the previous property owner, Duane Franklin that I will / would always have access to said property through his adjoining property and existing road.
- * I have made significant improvements in my property through the agreement with the previous landowner to which I will suffer greatly because of these new development plans as currently drawn.

I currently have requested a Title report from Ticor Title regarding both my property and the adjoining property as referenced as LDS-17-005, however it will be a couple of days before I am in receipt of this report request. I have also submitted a density calculation form showing the feasibility of request and getting and zone change and ADU, along with photos of existing property improvements to my property at 1420 Kings Hwy that have been made over the years, that will be rendered useless due to this current Development plan as submitted.

It is my request that access still be allowed to this area of my property for reasons as stated above and your stipulations as set forth in 10.270 – 2 and 10.270 - 5 from the Medford Land Development Code. I will be taking further legal advice and potentially pursue an injunction for further development until this matter can be properly vetted.

Respectfully,
Greg Hess



DENSITY CALCULATION FORM

For all residential LDP, LDS, PUD, and AC Application Files

File No.	1420 Kings Hwy
Planner	Liz Conner
Date	February 28, 2017

GROSS ACREAGE	
Tax Lot Numbers	
372W36AD2800	0.53 AC
	AC
	AC
	AC
	AC
	AC
Existing ROW to Centerline	0.02 AC
Gross Acres	0.55 AC
Effective Acres (Gross - Subtracted)	0.55

SUBTRACTED ACREAGE	
Large Lots for Existing Development	- AC
Reserved Acreage	- AC
Other ¹	- AC
	AC
	AC
	AC
	AC
Subtracted Acres	- AC

DENSITY RANGE	
Zoning District	SFR-6
Density Range	
Minimum	4.00
Maximum	6.00
No. DU Proposed	
No. DU Permitted	2min/2max
Minimum	2.20
Maximum	3.29
Percentage of Maximum	0.00%

EXISTING R-O-W CALCULATION

	LF	Width	SF	Acreage
Kings Hwy	30.00	27.50	825.00	0.02
			-	-
(Street Name)			-	-
			-	-
			825.00	0.02

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CITY OF ASTORIA
 Planning Department
 P 2014
 LDS-17-005

¹Such as future ROW dedication, resource protection areas, common open space, other dedication areas, etc.

FENCE ADJOWING PROPERTY SHOWING ACCESS &
12' GATE FOR ACCESS.
ALSO RV. PAD FOR STORAGE



CITY OF MEDFORD
EXHIBIT # P 3 of 6
File # WDS-17-009

PICTURE SHOWING GAS & FUEL



CITY OF MEDFORD
EXHIBIT # P 4 of 4
File # WDS-17-005



CITY OF MEDFORD
EXHIBIT # P 5 of 6
File # LDS-17-005



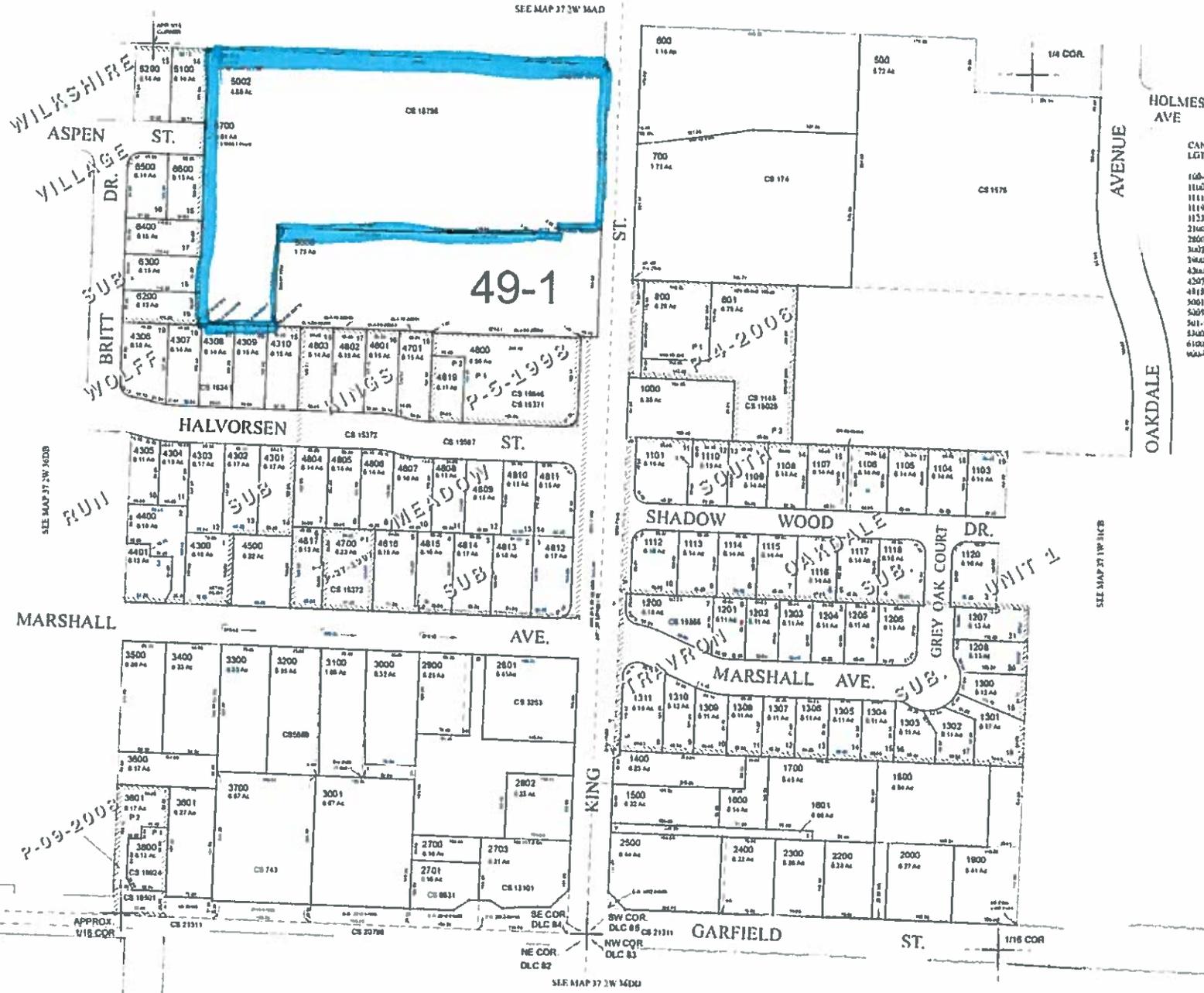
CITY OF MEDFORD
EXHIBIT # P 6066
File # LDS-17-005

FOR ASSESSMENT AND TAXATION ONLY

N.E. 1/4, S.E. 1/4, SEC. 36, T. 37S., R. 2W., W.M.
JACKSON COUNTY
1" = 100'

37 2W 36DA
MEDFORD

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HOLMES AVE

- CANCELLED TAX LGT NUMBERS:
- 108-400
 - 110, 1102, 1121, 1122 REMAPPED TO 372W31C9
 - 111 ADDED TO 1101
 - 1119 KILLED TO STREET
 - 1133
 - 2100
 - 2850
 - 3672
 - 3940-4101 REMAPPED TO 372W34D8
 - 4300-4206 REMAPPED TO 372W34D8
 - 4307 KILLED TO STREET
 - 4818
 - 5001, 5103, 5044 REMAPPED TO 372W34A4
 - 5205-5013 REMAPPED TO 372W34A4
 - 501-507
 - 5300-6000 REMAPPED TO 372W34D8
 - 6100
 - 660-902

FROM EXHIBIT # 2
LDS-17-005
CITY OF MEDFORD

DATE DATA 04/20/2010

37 2W 36DA
MEDFORD
NEW MAP (OCTOBER 22, 2010)
REV (AUGUST 13, 2013)



City of Medford
Planning Department

Vicinity
 Map

File Number:
LDS-17-005



Project Name:

Franklin Place

Map/Taxlot:

372W36DA TL 5002



01/17/2017

Legend

-  Subject Area
-  Medford Zoning
-  Tax Lots
-  Streets

