



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

06/21/2011

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Medford Plan Amendment
DLCD File Number 006-11

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Tuesday, July 05, 2011

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

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

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Sarah Sousa, City of Medford
Gloria Gardiner, DLCD Urban Planning Specialist

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FORM **2**

DLCD

Notice of Adoption

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

In person electronic mailed

DATE STAMP

DEPT OF

JUN 16 2011

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **City of Medford**

Local file number: **ZC-11-039**

Date of Adoption: **May 26, 2011**

Date Mailed: **June 13, 2011**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: 4/4/11

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

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

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

Plan Map Changed from:

to:

Zone Map Changed from: **SFR-00**

to: **SFR-10**

Location:

Acres Involved: **0.90**

Specify Density: Previous: **1 unit per lot**

New: **10 units per acre**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

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

Local Contact: **Sarah Sousa**

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

Address: **200 South Ivy Street**

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

City: **Medford**

Zip: **97501**

E-mail Address: **sarah.sousa@cityofmedford.org**

DLCD File No. 006-11 (18776) [16676]

ADOPTION SUBMITTAL REQUIREMENTS

BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE)
ZC-11-039 APPLICATION FOR A ZONE CHANGE SUBMITTED) **ORDER**
BY JAMES AND BONNITA SCRIVEN)

ORDER granting approval of a request for changing the zoning from SFR-00 (Single Family Residential, one dwelling unit per parcel) to SFR-10 (Single Family Residential, 10 dwelling units per acre) on a .90 acre parcel located on South Columbus Avenue approximately 121 feet south of Garfield Street.

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning of real property described below from SFR-00 (Single Family Residential, one dwelling unit per parcel) to SFR-10 (Single Family Residential, 10 dwelling units per acre) on a .90 acre parcel located on South Columbus Avenue approximately 121 feet south of Garfield Street; and

WHEREAS, the City Planning Commission has given notice of, and held a public hearing, and, after considering all the evidence presented, finds that the zone change is supported by, and hereby adopts the Planning Commission Staff Report dated May 5, 2011, and the Findings contained therein – Exhibit “A,” and Legal Description – Exhibit “B” attached hereto and hereby incorporated by reference; now, therefore,

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

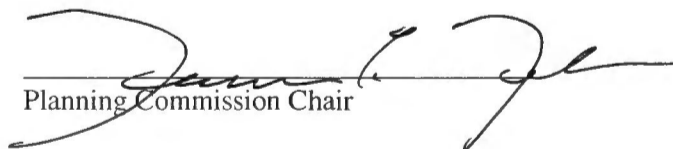
The zoning of the following described area within the City of Medford, Oregon:

37 2W 36CD Tax Lot 400

is hereby changed from SFR-00 (Single Family Residential, one dwelling unit per parcel) to SFR-10 (Single Family Residential, 10 dwelling units per acre) on a .90 acre parcel located on South Columbus Avenue approximately 121 feet south of Garfield Street.

Accepted and approved this 26th day of May, 2011.

CITY OF MEDFORD PLANNING COMMISSION


Planning Commission Chair

ATTEST:


Planning Department Representative



CITY OF MEDFORD
PLANNING DEPARTMENT

STAFF REPORT

Date: May 5, 2011
To: Planning Commission
From: Kelly Akin, Senior Planner *ka*
By: Sarah Sousa, Planner III
Subject: Scriven Zone Change (ZC-11-039)
James & Bonnita Scriven, Applicant
(Richard Stevens & Associates, Agent)

BACKGROUND

Proposal

Consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per parcel) to SFR-10 (Single Family Residential, 10 dwelling units per acre) on a 0.90 acre parcel located on South Columbus Avenue approximately 121 feet south of Garfield Street

Subject Site Zoning, GLUP Designation

The Medford General Land Use Plan (GLUP) Map designation for the subject property is UR (Urban Residential). The site previously contained a manufactured home which has been removed.

Surrounding Property Zoning and Uses

North	SFR-10 Single Family Homes
South	SFR-00 Single Family Homes
East	SFR-6 (Single Family Residential – 6 units per acre) Single Family Homes
West	SFR-6 South Medford High School

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

Applicable Criteria

Medford Land Development Code Section 10.227

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

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

- (1) The proposed zone is consistent with the Transportation System Plan (TSP) and the General Land Use Plan Map designation. A demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.) Where applicable, the proposed zone shall also be consistent with the additional locational standards of the below sections (1)(a), (1)(b), (1)(c), or (1)(d). Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria below.
 - (b) For zone changes to SFR-6 or SFR-10 where the permitted density is proposed to increase, one of the following conditions must exist:
 - (i) At least one 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.

ANALYSIS

Staff has reviewed the zone change request and found that it meets the approval criteria listed in Medford Land Development Code Section 10.227. There are adequate infrastructure facilities available to serve the site. The Public Works Department – Engineering Division will require storm drainage detention and water quality improvements as a condition of future development (Exhibit B). A traffic study was not required as the proposed zone change only anticipates an additional 86 Average Daily Trips (ADT) per day and this is below the threshold requiring a traffic study. In addition, the proposed SFR-10 zone is consistent with the subject property's General Land Use Plan Map designation of Urban Residential.

Section 10.227(b) lists locational criteria for zone changes to SFR-10. The SFR-10 zone is only allowed for properties over five acres in size or properties that abut other properties zoned SFR-10. The subject property abuts SFR-10 properties to the north and therefore meets the locational criteria.

FINDINGS OF FACT

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

RECOMMENDED ACTION

Direct staff to prepare the Final Order for approval of ZC-11-039 per the Staff Report dated May 5, 2011, including Exhibits A through I.

EXHIBITS

- A Applicant's Findings of Fact received March 11, 2011
- B Public Works Department Staff Report received April 20, 2011
- C Memorandum from the Medford Water Commission received April 18, 2011
- D Memorandum from the Medford Fire Department received April 15, 2011
- E Memorandum from Rogue Valley Sewer Services received April 13, 2011
- F Memorandum from Jackson County Roads received April 21, 2011
- G Memorandum from Oregon Department of Transportation received April 15, 2011
- H City of Medford Zoning & General Land Use Maps Details
- I Jackson County Assessor's Map
Vicinity Map

PLANNING COMMISSION AGENDA: MAY 12, 2011

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

In The Matter Of:

**AN APPLICATION FOR A ZONE CHANGE ON A TRACT LOCATED ON
COLUMBUS AVENUE, SOUTH OF GARFIELD, IN SOUTHWEST MEDFORD,
OREGON, AND DESCRIBED AS: TAX LOT 400 T.37S, R.2W, Section 36CD,
Medford, Oregon:**

**James & Bonnita Scriven,
Applicants**

**Richard Stevens & Associates, Inc.
Agents**

Demonstration of Compliance With Zone Change Criteria RECEIVED

MAR 11 2011

I. Information Pertaining to the Site:

PLANNING DEPT

Property: T.38S, R2W, Section 36CD, Tax Lot 400, consisting of .90 acres, more or less.

Owners: Scrivens Family Trust; James M. Scriven & Bonnita J. Scriven, Trustees;
P.O. Box 879,
Medford, OR 97501

Agent: Richard Stevens & Associates, Inc.
P.O. Box 4368
Medford, OR 97501
(541) 773-2646

Location: 1705 Columbus Avenue South, Medford, OR 97501. The site is on the East side of Columbus and approximately 120 feet south of the intersection of Columbus and Garfield.

Existing Zoning: SFR-00 (Single Family Residential, parcels limited to existing tract size)

CITY OF MEDFORD

EXHIBIT # A

File # ZC-11-039

1

6

Proposed

Zoning: SFR-10 (Single Family Residential, 10 units per acre)

Comprehensive

Plan: Urban, Residential (UR): Provides for urban residential zoning in densities ranging from 2 units per acre to 10 units per acre.

Land Use: The entire tract consists of .90 acres, and while the property formerly contained an older mobile home, that structure has been removed and the property is vacant save for a remaining shed.

Proposed Use:

The initial purpose of the zone change is to adopt a City zoning designation of SFR-10 so that the site could eventually be developed in a fashion consistent with the zoning in the area (SFR-10 to the north, SFR-6 to the south and east).

Access: Access is provided to the tract from Columbus Avenue; the site has 187 feet of frontage on that improved street.

Public Facilities:

Category A public facilities exist in the vicinity to service the property including water service, sewer service, drainage and streets (See Section III below).

Scope of Application:

The purpose of this application is to request a zone change from SFR-00 (applied when the site was annexed) to the appropriate City Zoning (SFR-10) for a tract of .90 acres in order to allow the property owners to eventually develop the site. Since the property is across from the new South Medford High School, and properties in the vicinity are generally zoned to higher densities, (SFR 6 and SFR 10), the SFR-10 is appropriate for the site.

II. Applicable Criteria:

Prior to approval by the Planning Commission for a change in zoning designation, the proposal must be found to meet the criteria for zone changes contained in Section 10.227, Subsections 1 and 2, of the Medford Land Development Code (MLDC).

These criteria are:

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

- (a) (Applies for zone changes to SFR-2; does not apply in this case)*
- (b) For zone changes to SFR-6 or SFR-10, where the permitted density is proposed to increase, **one** of the following conditions must exist:
 - i) At least one 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 re-zoned 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 acres.**
- (c) (Applies to Commercial Zoning Districts; not applicable in this case)*
- (d) (Applies to Industrial Zoning Districts; not applicable in this case)*
- (e) Applies to Commercial and Industrial Zoning Districts; not applicable in this case)*

(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 firsts two years of the State’s current STIP or any other public agencies’ adopted capital improvement budget, or,

b) When the applicant funds the improvement through a reimbursement district pursuant to the MLDC. The cost of construction will be either the actual cost of construction if constructed by the applicant, or the estimated cost, which shall be 125% of a professional engineer’s estimated cost that has been approved by the City, including the cost of any ROW acquisition.

The method described in this paragraph shall not be used if the Public Works Department determines, for the reasons of public safety, that the improvements 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 improvements needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvements 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 the 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 reasonably be quantified, monitored and enforced, such as mandatory car/van pools.

The information contained herein will provide the City of Medford Planning Commission, Planning Staff and Engineering Staff with adequate findings to approve the change in zoning designation.

III. Demonstration of Compliance:

Section 227 (1)(a) (i): Consistency With The Oregon Transportation Planning Rule and the Medford Transportation Systems Plan:

Chapter 660, Division 12 of the Oregon Administrative Rules (OARs) provided for implementation of the Statewide Transportation Goal (Goal 12). The OARs also explain how local governments and state agencies that are responsible for transportation planning (i.e., O.D.O.T and the City of Medford.) can demonstrate compliance with other statewide planning goals, and how transportation facilities can be provided consistent with transportation element requirements. The Transportation Planning Rule (TPR) requires all local governments to incorporate into their Comprehensive Plans, adequate goals and policies that will:

- A. Consider all modes of transportation, including rapid transit, air, water, rail, highway and bicycle and pedestrian.*
- B. Inventory local, regional, and state transportation needs;*
- C. Consider the social consequences that would result from using different combinations of transportation modes;*
- D. Avoid total reliance upon any one mode of transportation;*
- E. Minimize adverse social, economic and environmental impacts and costs;*
- F. Conserve energy;*
- G. Meet the needs of the transportation disadvantaged by improving service;*
- H. Facilitate the flow of goods and services so as to strengthen the local and regional economy;*
- I. Conform with local and regional comprehensive plans.*

More specifically, there are provisions within the chapter that apply specifically to Plan and land use regulation amendments. These provisions are contained in OAR 660-12-060:

“1) Amendments to functional plans, known as comprehensive plans, acknowledged comprehensive plans and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and level of service of the facility.

This shall be accomplished by either

A) limiting allowed land uses to be consistent with the planned function, capacity and level of service of the transportation facility;

B) Amending the TSP to provide transportation facilities adequate to support the proposed land use consistent with the requirements of this division, or,

C) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

2) A plan or land use regulation amendment significantly affects a transportation facility if it:

A) Changes the functional classification of an existing or planned transportation facility;

B) Changes standards implementing a functional classification system;

C) Allows types or levels of land use which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility;

D) Would reduce the level of service of the facility below the minimum acceptable level identified in the TSP.

3) Determinations under sections 1 and 2 above shall be coordinated with affected transportation facility and service providers and other affected local governments.”

In addition, a review of the Medford TSP indicates that specific criteria from that plan also apply, Specifically, they are:

Goal 2, Street System Element:

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

Further, **Policy 2-C** states,

The City of Medford shall design the street system to safely and efficiently accommodate multiple travel modes within public rights of way. .

Implementation Strategies:

Strategy 2-C(1): *Apply the street design standard that most safely and efficiently provides multi-modal capacity respective of the functional classification of the street, mitigating noise, energy consumption, neighborhood disruption, economic losses, and other social, environmental, or institutional disruptions. Use of adopted neighborhood plans should determine the specific look and character of each neighborhood and its street system.*

Strategy 2-C(7): *Require new development and redevelopment projects, as appropriate, to connect to and extend local streets and planned future streets to neighborhood activity centers, such as parks, schools and retail centers to transit routes, and access adjoining undeveloped or underdeveloped property.*

Strategy 2-C(8): *Require new development and redevelopment projects to include accessibility for all travel modes and coordinate with existing and planned developments.*

Discussion:

Compliance with the Transportation Planning Rule responds to the various policy and goal questions raised within the Transportation Element of the Comprehensive Plan. Further, since Medford has adopted a Transportation Systems Plan (TSP) that has been crafted consistent with the provisions of OAR 660 Division 12, it is clear that addressing the TSP criteria will also address both the TPR and the Transportation Element requirements.

The Oregon Department of Transportation (ODOT) has recently gone on record that they will no longer evaluate impacts based upon gross traffic generation issues, but instead will require a volume to capacity ration analysis when they evaluate land use issues.

A review of both the provisions of Goal 12 and the TPR, as well as the provisions of the Medford TSP indicates that zoning designation changes are not considered to have a significant effect on a transportation facility unless the plan amendment:

(a) changes the functional classification of an existing or planned transportation facility,

(b) changes standards implementing a functional classification system,

(c) allows types or levels of land use would allow levels of access or travel that are inconsistent with the functional classification of a transportation facility, or

(d) would reduce the level of service of the facility below the minimum level identified in the TSP.

Based upon a review of the existing facilities, the capacity and level of service (LOS) on those facilities, and the limited proposed development arising from this requested zone change, the applicant submits that this land use action will not have a significant impact on the transportation system for the City of Medford.

Existing Facilities:

Transportation facilities affected by this land use action are limited to surface streets for automobiles and motor-driven vehicles, with pedestrian and bicycle access available via the sidewalks and bike lanes that are provided by the State, City and County along the surface streets and in other specific locations.

An overview of existing transportation facilities that would provide service to the subject properties indicates that ground transportation, versus an existing network of federal, state and county highways, as well as the City of Medford street system, is the sole transportation facility or issue that is affected by this request. The property does lie within the Southwest Medford Circulation Plan Area, a neighborhood plan. However, that plan does not address specific issues in this vicinity due to the existing street classification, traffic counts and potential use from this request.

The Major north-south street in this vicinity is Columbus Avenue, which is designated as an arterial street by the TSP (Appendix D, page D-3). The primary east west streets in the vicinity of this zone change are Cunningham to the west, and Garfield Street to the east, north of the subject site. As noted above, the subject property has 187 feet of frontage on the east side of Columbus Avenue.

An evaluation of the subject property, the size, orientation, location and existing development in the vicinity (including a new traffic signal), as well as the existing and historic uses on site, indicates that there are no significant transportation issues arising from this zone change.

The applicant proposes eventual development of this property in an SFR-10 configuration, which theoretically would allow 9 units on this site. However, due to access design constraints, design of the internal circulation, and access to the public streets and surface transportation consistent with the City of Medford design criteria and consistent with the TSP, we anticipate that eventual development of the site will result in approximately six to seven units. However, for calculating impacts, the maximum density calculation is used.

Capacity and Level of Service (LOS) Information:

Columbus Avenue South, an Arterial street as designated by the City of Medford Public Works and the TSP, provides primary access to the site, and is a two lane roadway that reflects an actual capacity of approximately 20,000 ADT for a 24-hour day. Columbus was improved on the west side with the new South Medford High School construction, including bike lane, curb, gutter and sidewalks. The east side of Columbus in this vicinity still has roadside ditches and no curb and gutter.

NOTE:

(We need to note that there is a difference between “design capacity” and “actual capacity” of various roadways. For example, one of the basic texts on the subject, Traffic Engineering: Theory and Practice by Louis J. Pignataro (Prentice-Hall, Englewood Cliffs, N.J., 1973) notes that capacity, under ideal conditions, on two-lane roadways is indicated as 2,000 passenger cars per hour (pcph) as the maximum design capacity in both directions (See Table 1). For a 24-hour day, this would result in a “design capacity” of 48,000 ADT for a minor arterial. Further, based upon information provided by A Handbook of Highway Safety Design and Operating Practices, provided by the U.S. Department of Transportation, Federal Highway Administration, we have evaluated actual capacity as well. City arterial streets, according to the Federal Highway Administration, are designed to have a “Designed Flow Rate” of 600 vehicles per hour, per lane, and a “Design Capacity” of 800 vehicles per hour, per lane, or, in the case of Columbus, a total design capacity of 1600 trips per hour, and therefore a maximum capacity of 38,400 Daily Trips, per design...somewhat less than the Pignataro numbers. Using the “Design Flow Rate”, the number of trips is reduced to 1200 vehicles per hour, or an actual flow rate of 28,800 ADT (Average Trips Per Day). However, actual capacity is generally short of that number as well.

Notwithstanding the above, practical capacity of a two-lane roadway is somewhat less than the “Designed Flow Rate” and “Design Capacity.” The City of Medford, for example, generally uses 20,000 ADT as the flow rate capacity of a two-lane minor arterial street.

The LOS (Level of Service) designation at Columbus and Cunningham, based upon information in the Medford TSP (p. 3-18) is rated at a Level of Service (LOS) "B"; Columbus and Diamond is also a Level "B", and Stewart Avenue and Columbus are at a level "C", as is the Level of Service on Garfield and Columbus. These are the primary intersections that would be affected by the development of the tract being considered for this zone change.

Improvements will be required on the Columbus Avenue frontage as a condition of development for the parcel when a land division is requested.

The most recent traffic counts on Columbus are based upon the most recent traffic counts provided by the City of Medford Engineering Department (2010), and indicates that the current volume of traffic on that roadway approximately is 7300 ADT north of the intersection of Cunningham and Columbus, and 5700 ADT on Columbus south of Garfield, and just north of Diamond. These numbers DO reflect the changes in traffic arising from the opening of the new South Medford High School. Other traffic counts at the most major intersections are noted below:

Stewart & Columbus		11,500 ADT West 13,600 ADT East
Garfield & King's Highway	:	1,400 ADT West 3,200 ADT East

Traffic Generation:

The gross traffic generation figures as provided by the ITE (*Institute of Traffic Engineers*) "Traffic Generation Manual, 6th Edition" have been utilized as the basis for review of the traffic impacts of this request.

The ITE manual provides that single family detached housing generally will result in 9.57 ADT (Average Daily Trips) per dwelling unit. Further, Residential Townhouse units will generate approximately 5.86 ADT. It should be noted that SFR-10-zoned lands generally are developed to a Townhouse/multiplex unit density.

The subject tract was annexed to the City of Medford, and consists of a single lot totaling .90 acres. Based upon the ITE numbers, and if the entire tract could develop to a maximum density, the property would have the actual potential under the SFR-10 zoning of a maximum of 9 units (.9 acres x 10 units per acre). Traffic impacts from maximum development of the tract would be 86 ADT (9.57 ADT x 9 = 86.1). If developed to a townhouse configuration, the traffic impact would be a bit less, 5.86 x 9 = 52.74 ADT.

Access will be primarily onto Columbus, and then either north or south to Stewart or South Stage Road. North or east to King's Highway will put traffic into the existing City system. The 86 net additional Average Daily Trips are below the City-utilized threshold of 250 additional average daily trips, and it is not anticipated that the new traffic will cause any significant impacts in terms of capacity or level of service (LOS) onto any existing state facility; ergo, no traffic study is anticipated to be necessary.

Notwithstanding this minimum level of use, all development on the tract will be subject to development considerations and SDC collection, with developer-provided upgrades and improvements. Coordination of this will be via Medford Engineering at the time of development.

Volume to Capacity Analysis:

Assuming 7300 ADT as the current traffic load fronting the property, and 20,000 ADT as the actual capacity of the roadway, the current traffic load represents 7.3% of the actual capacity of the roadway in the vicinity of the subject properties.

The 86 daily trips calculated from the complete development of the lands reflected in this application represents less than an 8% increase for the **current** traffic counts, and an insignificant increase in the actual capacity of that roadway and other city streets, which is reflected above.

Finally, the Level of Service or capacity of the nearest State facility (Highway 99 S) in the vicinity of this change will not be significantly affected. Highway 99 S at the S. Stage intersection has traffic counts in the 7700 range, as noted above. Highway 99S has a flow capacity of approximately 20,000 ADT (Average Daily Trips) at that location, based upon the two-lane roadway section and Minor Arterial designation, no curves and existing speed limits that apply north and south of the intersection.

Background traffic into this area has been generally provided for by the Comprehensive Plan designation of 'Urban Residential' for the area in question. Since the subject property has been designated as "Urban Residential" for some time, but only fairly recently annexed, it can be assumed that the size and development of the parcel has already been counted for the purposes of the background traffic.

FINDING, TRANSPORTATION PLANNING RULE:

The City of Medford finds that this application is consistent with the Transportation Element and the intent of the Statewide Transportation Planning Rule, as well as the Medford Transportation Systems Plan, in that:

(1) The site is within an existing Urban Growth Boundary for the City, which has an adopted and acknowledged Comprehensive Plan, which designated the subject site as Urban Residential (UR) consistent with the various zoning districts that apply to that designation;

(2) the property proposed for development is relatively small (.90 acres) and development does not exist on the site; Based upon the traffic counts and anticipated traffic generation from the site, and compared to the LOS and Capacity of the serving streets, the proposed zone change does not significantly affect the overall City transportation facilities in the vicinity, or levels of service on residential, collector, or proposed arterial streets, or state /county highways or intersections, which are the facilities identified in OAR 660-12-060(2). Traffic generation from anticipated future development of this site is anticipated not to have a significant impact on the capacity or level of service on the roadways servicing the tract.

(3) The traffic generation from proposed development of this tract will be approximately 86 ADT based upon the size, scope and zoning requested. This level of traffic will not force any level of service (LOS) to be exceeded, and will not have any impact on the volume-to-capacity assessment for this area.

Section 227(1)(a)(ii). Consistency With the General Land Use Plan Map:

Discussion:

The General Land Use Plan Map (GLUP) for the City of Medford indicates that the subject area is designated as **Urban Residential**, which allows all categories of single family zoning districts, from SFR-2 to SFR-10. A copy of that GLUP Map is attached as an exhibit to these findings.

The requested zoning district, Single Family Residential, 10 units per acre (SFR-10) is consistent with the Urban Residential Plan designation. The SFR-10 designation provides for 6 to 10 dwelling units per gross acre, and the minimum lot width is 25 feet, with a minimum lot depth is 100 feet (Section 10.712).

The general character of the area surrounding the property to be changed is consistent with the SFR-10 density, with fairly large blocks of the SFR-10 zoning located north and northeast of the site (see attached zoning map).

FINDING #1: Compliance With the GLUP Map:

A review of the size, location and orientation of the properties proposed for a zone change indicates that the subject tract was annexed to the City of Medford and is located within the city limits and Urban Growth Boundary for the City of Medford.

The subject area is designated as UR (Urban Residential) on the General Land Use Plan Map.

The zoning by the City of Medford in the immediate area is generally oriented to SFR-6 and SFR-10 zoning, consistent with the Comprehensive Plan designation of Urban Residential (UR) for this portion of the city. The proposed zoning is SFR-10, and is also consistent with the UR plan designation. The property is immediately abutting a tract of SFR-10 zoning immediately north and a larger tract lies northeast of the subject property, demonstrating consistency with the development pattern in the area.

Section 10.227(1)(b)(i): Consistency With Additional Standards:

This section of the amended City regulations requires that, for zone changes to SFR-6 or SFR-10, where the density is proposed to increase, the application must be in compliance with one of three criteria;

- *(i) at least one parcel that abuts the subject property is zoned the same as the proposed zone;*
- *(ii) The area to be re-zoned is at least two acres, or*
- *(iii) that the parcel is part of a vacant tract that totals 5 acres or larger.*

In this case before the City, the applicant submits that his application is consistent with the provisions of Section 10.227(1)(b)(i), in that the property proposed to be rezoned is abutting a tract of land that is zoned SFR-10. This abutting tract is demonstrated by the City of Medford Zoning Map, highlighted and attached as an exhibit to these findings. The size of the tract to be rezoned is .90 acres, meeting the provisions of this section.

FINDING:

The City of Medford can find that the area to be changed, which is made up of the subject properties, is abutting other properties that are zoned SFR-10 by the City of Medford. This statement is supported by the copy of the zoning map attached as an exhibit to these findings, showing that lands to the north and east of the subject tract are zoned SFR-10. The application is consistent with this criterion.

Section 10.227(2)(a): ARE PUBLIC FACILITIES AVAILABLE TO SERVE THE PROPERTY:

The second requirement for a change of zoning designation contained in Section 10.227 of the Medford Land Development Code is a demonstration that Category A public facilities are available, or can be made available to serve the site.

Category A Public Facilities are generally described in Table B of the Public Facilities Element in the Medford Comprehensive Plan. These facilities are, specifically,

- Wastewater Collection;
- Wastewater Treatment;
- Water Supply, Treatment and Distribution;
- Storm Drainage;
- Transportation facilities, including streets, public transit, etc (as discussed above).

Availability of the Category A public facilities, as they relate to this application, are described as follows:

Wastewater Collection:

The subject properties are currently served by RVS for community sewer collection, as opposed to the City of Medford. Treatment is provided by the Regional Wastewater Treatment Plant, which is operated by the City of Medford. Wastewater collection for this property is provided by an 8" collector line located in Columbus. The applicant submits adequate capacity is available in the vicinity to provide for this use.

Extension of service lines to the sewer main to serve this site will be coordinated with the properties to the west to insure that facility is available upon development, as the line is on the west side of Columbus.

Wastewater Treatment:

Wastewater treatment is provided by a regional Wastewater Treatment Plant located north of Kirtland Road, and west of the existing Robert Duff water treatment plant. The wastewater plant currently serves approximately 115,000 persons county wide. The capacity of the regional facility, according to the plant operations manager Dennis Baker, is approximately 20MG/day. Current maximum usage is 17MG/day, and based upon historical trends, capacity exists to serve the area until approximately the year 2030.

The plant has the capacity to serve the expected population growth within that planning period. The regional wastewater facility receives SDCs (Systems Development Charges) that are dedicated for the expansion and maintenance of the facility. Current plans call for an expansion of the plant within the next five years to deal with anticipated growth rates. Adequate capacity exists at the plant to serve the subject property according to RVSS.

Water Supply, Treatment and Distribution:

Potable water supply for the greater Medford area is provided by the King's Highway Water District, using water from the Medford Water Commission (MWC), which provides potable water for Medford, Central Point, White City, Eagle Point, Phoenix, Talent and several smaller water districts.

Primary sources for the MWC system are Big Butte Springs, at the base of Mt. McLaughlin, as well as supplementary supplies from the Rogue River (Lost Creek impoundment). The MWC system is capable of serving the water needs of the region until the year 2050, based upon a service population estimated today at approximately 80,000 persons. Current usage is reflected in a maximum day consumption of 45 MGD (Million Gallons per Day), and a maximum capacity of 56.5 MGD. Like wastewater, there are SDCs that apply for the eventual expansion and upgrading of the existing supply. Treatment is provided for surface water by the Robert Duff water treatment plant located at Table Rock Road and the Rogue River. This is a state-of-the-art sand filter system, with chlorination for disinfection. The treatment plant comes on line only when the Big Butte Springs supply needs augmentation.

Distribution systems serving this site include a new 24" water line located in Columbus. Extension of potable water to the property will be coordinated with proposals in the vicinity that will be necessary to ensure proper construction within the pressure zones, and coordinated with the MWC staff. Adequate capacity exists to serve the subject property upon development.

Storm Drainage:

Currently, storm drainage is provided by roadside ditches along the subject site, but new storm drain lines exist on the west side of Columbus fronting the new high school. The developers will provide for onsite storm drainage upon development, as part of the overall drainage system in the vicinity. Drainage for new development will be collected in an underground system that will be designed in accordance with the City of Medford master Storm Sewer Program, as established by the 1981 Drainage Utility Study. Adequate capacity and facilities exist to serve the site, but cooperation with neighbors in completing the drainage system is anticipated.

FINDING: DO ADEQUATE CATEGORY "A" FACILITIES EXIST:

The City of Medford finds that:

A) The site is served by RVS for wastewater collection, and the Regional Treatment Facility for treatment of the sanitary sewer. Sewer collection facilities, including 8-inch collectors in Columbus, are accessible to the property.

B) The site is served by the Medford Water Commission via the King's Highway Water District for potable water, and water facilities (24" cast iron line) exist in Columbus. Coordination with the Medford Water Commission will be necessary to ensure looping and extensions are consistent with the area.

C) The site is served by both Medford and Jackson County for roads and streets. Columbus is an arterial street in front of the subject property, and is paved. Street capacity and Level of Service are adequate to serve the site.

D) Adequate drainage exists in the vicinity, consistent with the Medford Master Drainage Plan, and if any further development is proposed in the future, the existing drainage facilities can be extended to the property.

CONCLUSORY FINDING:

The City of Medford finds that adequate Category "A" public facilities exist to serve the site and that there will be no significant impact of this zone change on the road and street capacity, water capacity, or sewer capacity in the vicinity. The change in traffic generation from the change in zoning is anticipated to be insignificant.

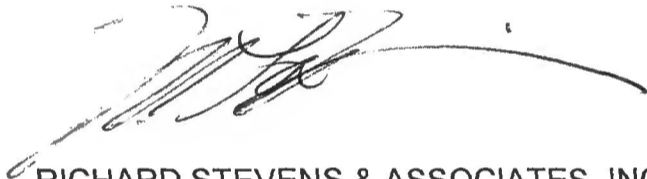
IV. SUMMARY AND CONCLUSIONS:

As noted above, in order for a zone change request to be approved, the Planning Commission must find that the applicant has made the requisite findings as provided in Chapter 10.227 for a zoning district amendment.

- This application demonstrates clearly that the properties and the application is consistent with the Comprehensive Plan GLUP Map, the Medford TSP and the Transportation Planning Rule.
- Further, the application has addressed the fact the site is served by Category "A" public facilities which have already been extended to the development.

With this demonstration of compliance, the applicant respectfully requests approval of this zone change.

Submitted this 15th day of March, 2011:



RICHARD STEVENS & ASSOCIATES, INC.

RECEIVED

Report Date: April 20, 2011
ZC-11-039
APR 20 2011
PLANNING DEPT

PUBLIC WORKS DEPARTMENT STAFF REPORT

for a Proposed Zone Change from SFR-00 (Single Family Residential, one dwelling unit per acre) to SFR-10 (Single Family Residential, ten dwelling units per acre) on a 0.90 acre parcel located on South Columbus Avenue, approximately 121 feet south of Garfield Street.

James & Bonnita Scriven, Applicants

I. Sanitary Sewer Facilities

This site lies within the Rogue Valley Sewer Service area. Contact Rogue Valley Sewer Service for sanitary sewer accessibility and capacity adequacy.

II. Storm Drainage Facilities

This site lies within the Crooked Creek Drainage Basin. Future development of this site will require storm drainage detention and water quality improvements in accordance with Sections 10.486 and 10.729 of the Municipal Code.

III. Streets, Street Capacity, and Access

No traffic impact analysis will be required for this zone change, since the proposed zone change only anticipates an additional 86 trips per day at full build-out of the site. This is below the 250 ADT threshold requiring a traffic study.

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

At the time of future site development, Public Works will condition the developer to dedicate additional right-of-way on South Columbus Avenue such that the total width from centerline to the right-of-way line is a minimum of 50 feet in accordance with Section 10.428 of the Municipal Code.

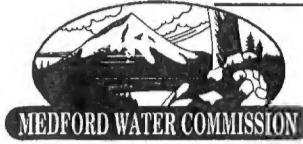
Also at the time of future site development, Public Works will condition that access to this site be limited to one point on South Columbus Avenue, and located as far as possible from the Garfield Street intersection. If the access is a public street, then street improvements will also be a condition of development. Since South Columbus is a Major Arterial, Street SDC credits will be available for right-of-way dedication and street improvements.

Prepared by: E. Lighthill (4/15/11)

Approved by: L. Beskow (4/18/11)

P:\Staff Reports\CP, DCA, & ZC\ZC.only\ZC-11-039 S Columbus\ZC-11-039 Staff Report.doc

B
ZC-11-039



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: ZC-11-039

PARCEL ID: 372W36CD TL 400

PROJECT: Consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per parcel) to SFR-10 (Single Family Residential, 10 dwelling units per acre) on a .90 acre parcel located on South Columbus Avenue, approximately 121 feet south of Garfield Street; James & Bonnita Scriven, Applicants (Richard Stevens & Associates, Inc., Agent). Sarah Sousa, Planner

DATE: April 18, 2011

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APR 18 2011

PLANNING DEPT

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

COMMENTS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. The MWC system does have adequate capacity to serve this property.
4. Off-site water facility construction may be required depending on future land development review.
5. On-site water facility construction may be required depending on future land development review.
6. MWC-metered water service does not exist to this property.
7. Access to MWC water lines for connection is available. A 24-inch water line is located in S. Columbus Avenue.



Medford Fire Department

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

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APR 15 2011

PLANNING DEPT.

LAND DEVELOPMENT REPORT - PLANNING

To: Sarah Sousa

LD Meeting Date: 04/20/2011

From: Kleinberg, Greg

Report Prepared: 04/15/2011

File #: ZC - 11 - 39

Site Name/Description:

Consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per parcel) to SFR-10 (Single Family Residential, 10 dwelling units per acre) on a .90 acre parcel located on South Columbus Avenue, approximately 121 feet south of Garfield Street; James & Bonnita Scriven, Applicants (Richard Stevens & Associates, Inc., Agent). Sarah Sousa, 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 and made servicable prior to the time of construction. Water supply for fire protection is required to be installed and made serviceable prior to the time of vertical combustible construction.

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

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

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



ROGUE VALLEY SEWER SERVICES

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

April 11, 2011

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

RECEIVED
APR 13 2011
PLANNING DEPT.

Re: ZC-11-039, James/Bonnita Scriven (372W36CD - 400)

ATTN: Sarah,

The subject property is currently served by a 4 inch service line from the 8 inch sewer main in Columbus Avenue. This service will be available to serve the existing home or one of the future lots. Service for the other lots will need to come from a mainline extension from the sewer main in Columbus Avenue.

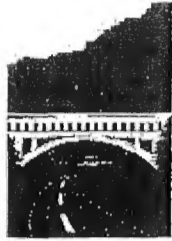
All sanitary sewer design and construction will need to conform to Rogue Valley Sewer Services standards. All new development will be subject to System Development Charges owed to Rogue Valley Sewer Services and the City of Medford, and each must be paid separately.

Sincerely,

Wade Denny, EIT
Engineering Department Manager

K:\DATA\AGENCIES\MEDFORD\PLANNING\ZONE.CHANGE\2011\ZC-11-039 SCRIVEN.DOC

E
2C-11-039



JACKSON COUNTY Roads

RECEIVED

JC Roads
Engineering
APR 21 2011
PLANNING DEPT.
Russell Logue
Construction & Development Manager

200 Antelope Road
White City, OR 97503
Phone: (541) 774-6255
Fax: (541) 774-6295
loguera@jacksoncounty.org
www.jacksoncounty.org

April 20, 2011

Attention: Sarah Sousa
Planning Department
City of Medford
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

RE: Zone Change off South Columbus Avenue -- a county-maintained section of road.
Planning File: ZC-11-039.

Dear Sarah:

Thank you for the opportunity to comment on this request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per parcel) to SFR-10 (Single Family Residential, 10 dwelling units per acre) on a 0.90 acre parcel located on South Columbus Avenue, approximately 121 feet south of Garfield Street. Jackson County Roads has the following comments:

1. South Columbus Avenue is a Minor Arterial road and is county-maintained from Garfield Street to Stage Road South.
2. All proposed access roads or frontage improvements shall be permitted and inspected by the City.
3. Future construction plans shall be submitted to Roads, so we may determine if county permits will be required.

If you have any questions or need further information feel free to call me at 774-6255.

Sincerely,

Russell Logue
Construction & Development Manager



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Rogue Valley Office
100 Antelope Rd
White City, OR 97503-1674
(541) 774-6299
FAX (541) 774-6349

April 13, 2011

RECEIVED

APR 15 2011

PLANNING DEPT.

City of Medford Planning Department
Attn: Sarah Sousa, Planner
200 South Ivy Street
Medford, OR 97501

Re: Zone Change from SFR-00 to SFR-10 on a .90 acre parcel located on South Columbus Avenue.

Dear Ms. Sousa,

Thank you for the consideration to provide comment on consideration of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per parcel) to SFR-10 (Single Family Residential, 10 dwelling units per acre) on a .90 acre parcel located on South Columbus Avenue, approximately 121 feet south of Garfield Street.

ODOT has reviewed the land use request and has determined this proposal will not adversely impact the state's transportation facility; therefore, the proposed land use action does not trigger ODOT's review under the Transportation Planning Rule (OAR 660-012-0000), or under the current Access Management Rule (OAR 734-051-0000). We have no further comments on this project.

Please enter this letter into the public record for the proposed project and send me a copy of the City's final decision. Please feel free to contact me at (541) 774-6399 if you have any additional comments or concerns.

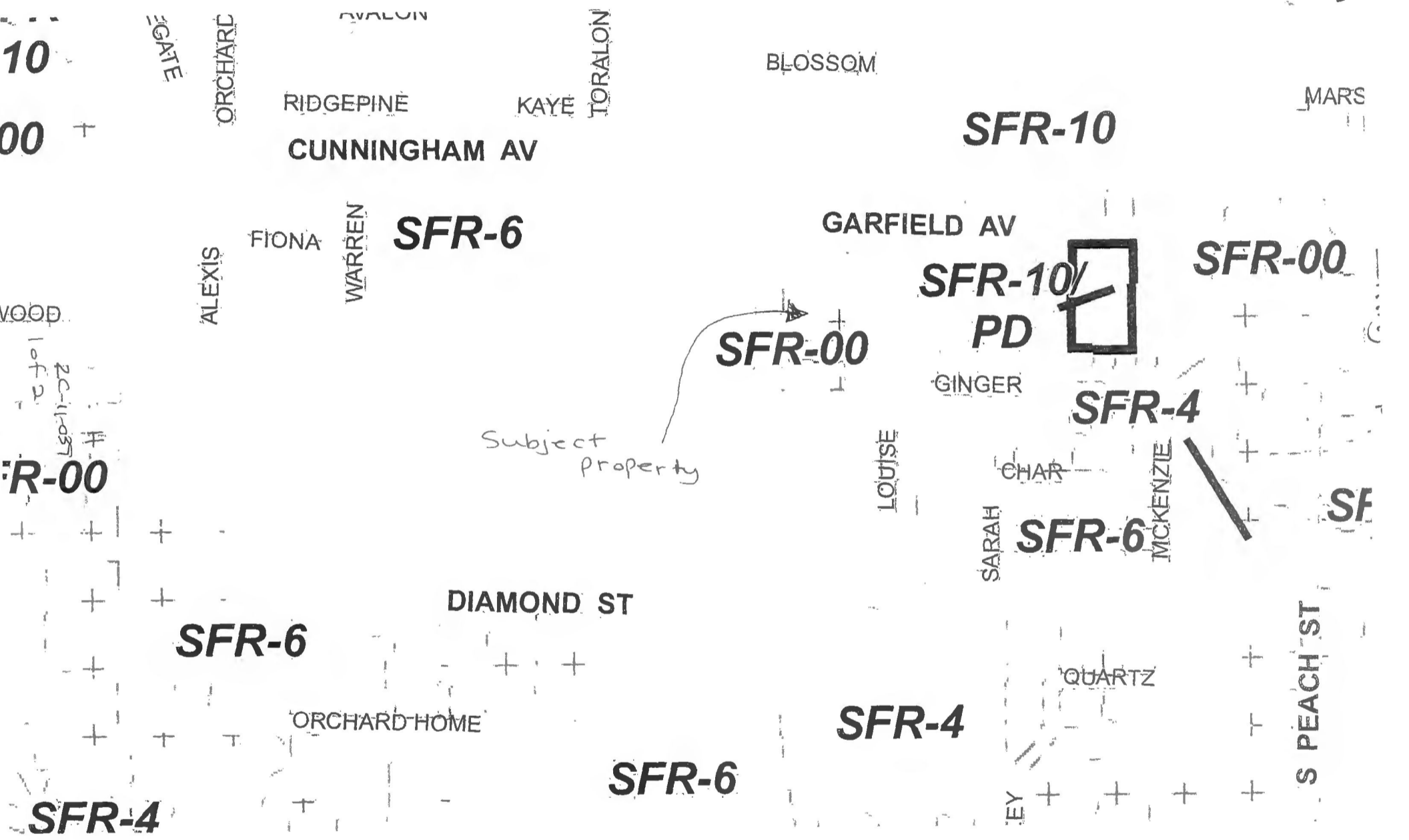
Respectfully,

Ian K. Horlacher
Development Review Planner

Cc: RVDRT

6
2C-11-039





10
00 +

GATE

ORCHARD

DVALON

RIDGEPINE
CUNNINGHAM AV

KAYE
TORALON

BLOSSOM

SFR-10

MARS

ALEXIS
FIONA
WARREN
SFR-6

GARFIELD AV

SFR-10/
PD

SFR-00

WOOD
1 of 2
20-11-037
SFR-00

SFR-00

Subject property

GINGER

SFR-4

LOUISE

SARAH
CHAR

SFR-6

MCKENZIE

SF

SFR-6
DIAMOND ST

SFR-4

ORCHARD HOME

SFR-6

SFR-4

QUARTZ

S PEACH ST

TEY

UR

PEACHWOOD

BRENTCREST

BEEKMAN

BRITT

AVALON

BLOSSOM

H

RIDGEPINE

KAYE

TORALON

MARSHALL

CUNNINGHAM AV

GARFIELD AV

FIONA

Subject area

CERENE

ALEXIS
e for
20-11-039
H



S COLUMBUS AV

GINGER

LOUISE

CHAR

MCKENZIE

S PEACH ST

HART

LILIAN

LILLIAN

general land use plan map

DIAMOND ST

CHARLESTON

QUARTZ

ORCHARD HOME

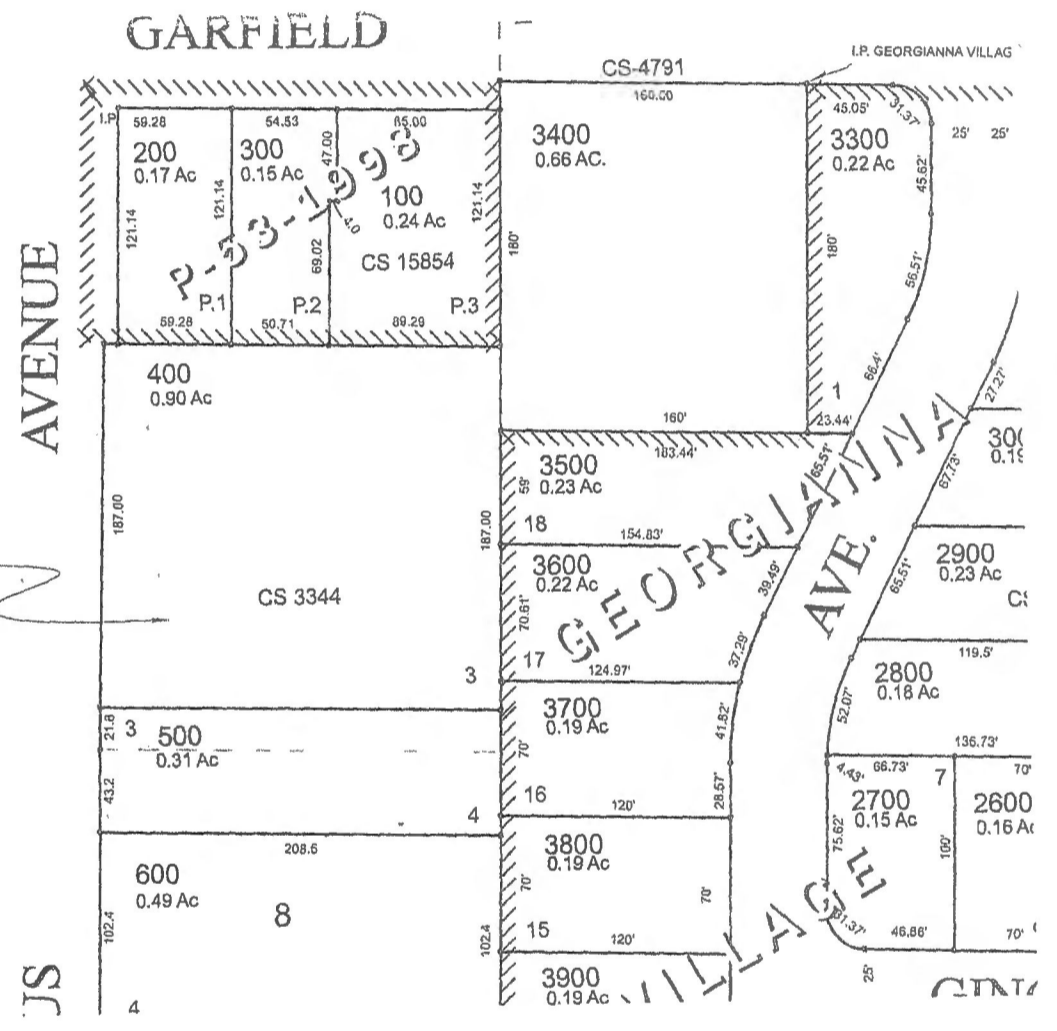
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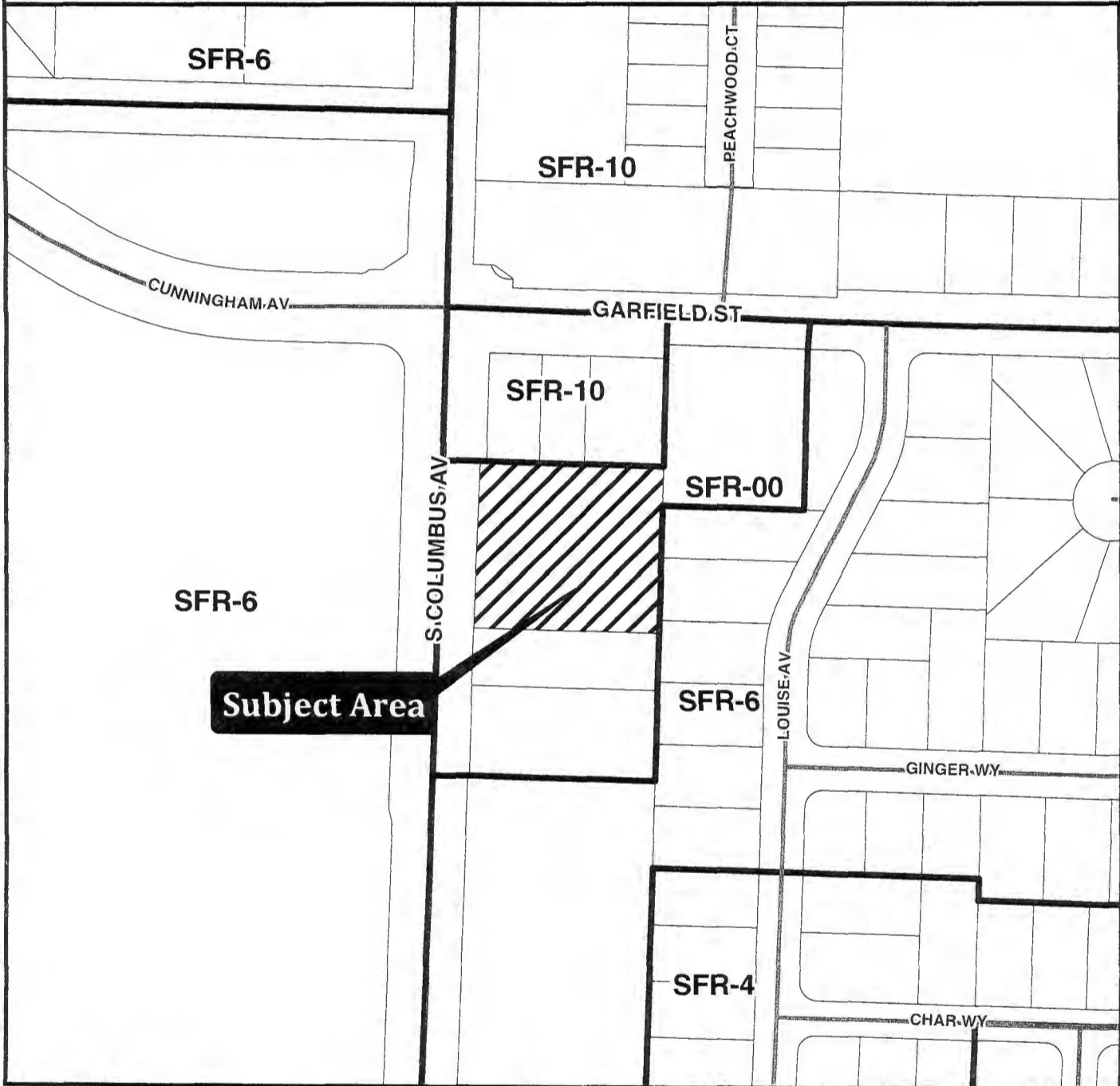
File # 7C-11-039
EXHIBIT # I
CITY OF MEDFORD

ORCHARD
HOME
ASSOCIATION
TRACTS

subject Property

RECEIVED
MAR 11 2011
PLANNING DEPT





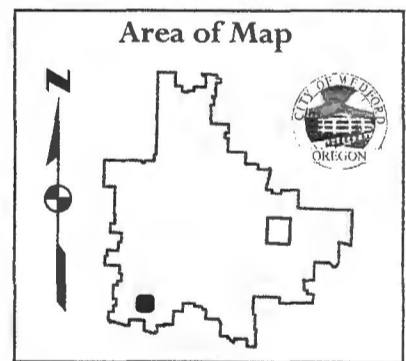
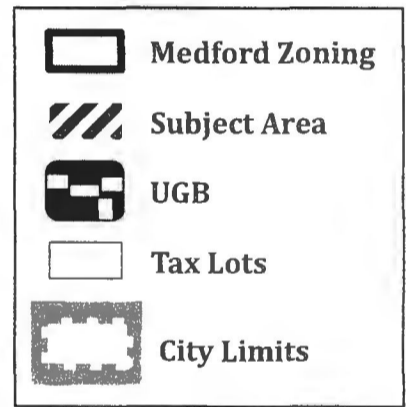
Application Name/Description:
Scriven Zone Change

Proposal:
**Zone Change from
SFR-00 to SFR-10**

File No.:
ZC-11-039

Applicant:
James & Bonnita Scriven

Map/Taxlot:
372W36CD TL 400



3/25/2011

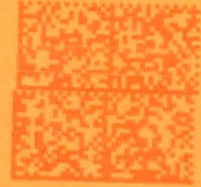
EXHIBIT B
Legal Description
May 26, 2011

ZC-11-039
James & Bonnita Scriven

Beginning at the northwest corner of Lot 3 in Block 8 of Orchard Home Association Tract, thence running South along the road a distance of 187 feet to an iron pipe 1 inch in diameter set 2 feet in the ground for the Southwest corner of said tract and thence at right angles easterly to the east line of said lot 3; thence North for a distance of 187 feet, more or less to the northeast corner of said tract, thence Westerly to the place of beginning; being North 187 feet of said lot 3 above mentioned.

MENT

01



Hasler

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\$02.080

06/14/2011

Mailed From 97501

US POSTAGE

DEPT OF

JUN 16 2011

LAND CONSERVATION
AND DEVELOPMENT

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