



Oregon  
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150  
Salem, OR 97301-2540  
(503) 373-0050  
Fax (503) 378-5518  
[www.lcd.state.or.us](http://www.lcd.state.or.us)



NOTICE OF ADOPTED AMENDMENT

06/29/2009

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 004-09

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

Appeal Procedures\*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, July 10, 2009

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 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 THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Marilyn Primm, City of Medford  
Gloria Gardiner, DLCD Urban Planning Specialist  
John Renz, DLCD Regional Representative

<paa> YA

FORM 2

DLCD

# Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD  
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION  
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

☐ In person ☐ electronic ☐ mailed

DATE  
STAMP

DEPT OF

JUN 22 2009

LAND CONSERVATION  
AND DEVELOPMENT

For DLCD Use Only

Jurisdiction: **City of Medford**

Local file number: **ZC-09-012**

Date of Adoption: **6/11/2009**

Date Mailed: **6/19/2009**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 3/10/2009

☐ 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".

A change of zone from SFR-00 (Single-Family Residential , one dwelling unit per existing lot) to SFR-4 (Single-Family Residential - 4 dwelling units per gross acre) on two parcels northwest of Panorama Drive and east of Cadet Drive.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from:

to:

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

to: **SFR-4**

Location: **371W15 TL's 207 and 900**

Acres Involved: **1**

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

New: **4 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 004-09(17405)[15573]



DLCD file No. See First Page

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

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Local Contact: **Marilyn Primm**

Address: **200 S Ivy Street**

City: **Medford**

**marilyn.primm@cityofmedford.org**

Zip: **97501-**

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

Extension:

Fax Number: **541-774-2385**

E-mail Address:

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## **ADOPTION SUBMITTAL REQUIREMENTS**

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

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

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.



## ***CITY OF MEDFORD***

# **PLANNING DEPARTMENT**

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June 12, 2009

Mike Jantzer  
1701 Panorama Drive  
Medford OR 97504

RE: FILE NO.: ZC-09-012

The Medford Planning Commission at its regular meeting of June 11, 2009, approved the Final Order containing Findings of Fact relating to the approval of the following request: Change of zone from SFR-00 (Single-Family Residential, one dwelling unit per existing lot) to SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) on two parcels northwest of Panorama Drive and east of Cadet Drive.

This request was granted as per Staff Report dated May 7, 2009

The final date for filing an appeal is 21 days from the date of the decision. The written appeal and filing fee must be received by the City Recorder no later than 5:00 p.m. on July 2, 2009. Appeals must be filed in the form prescribed, and will be decided based upon Medford Code Sections 10.051-10.056 (copies available).

A handwritten signature in black ink, appearing to read "John W. Hoke".

John W. Hoke  
Interim Planning Director

kg  
Enclosure: Staff Report/Final Order/Legal Description

cc: Maize and Associates, PO Box 628, Medford, Or 97501  
Affected Agency  
Interested Parties

BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE )  
ZC-09-012 APPLICATION FOR A ZONE CHANGE SUBMITTED ) **ORDER**  
BY MIKE JANTZER )

ORDER granting approval of a request for changing the zoning from SFR-00 (Single-Family Residential – 1 dwelling unit per existing lot) to SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) on two parcels northwest of Panorama Drive and east of Cadet Drive.

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 – 1 dwelling unit per existing lot) to SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) on two parcels northwest of Panorama Drive and east of Cadet Drive; and

WHEREAS, the City Planning Commission has given notice of, and held, a public hearing, and after considering all the evidence presented hereby adopts the Staff Report dated May 7, 2009, Applicant's Findings – Exhibit "A," and Legal Description – Exhibit "B" attached hereto and hereby incorporated by reference; now, therefore,

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

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

37 1W 15 Tax Lots 207 & 900

is hereby changed from SFR-00 (Single-Family Residential – 1 dwelling unit per existing lot) to SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) zoning district.

Accepted and approved this 11th day of June, 2009.

CITY OF MEDFORD PLANNING COMMISSION

  
Planning Commission Chair

ATTEST:

  
Planning Department Representative



# **CITY OF MEDFORD**

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## **PLANNING DEPARTMENT**

### **STAFF REPORT**

Date: May 7, 2009

To: Planning Commission

From: Kelly Akin, Senior Planner *h.*

By: Marilyn Primm, Planner I

Subject: Jantzer Zone Change (ZC-09-<sup>012</sup>112)  
Mike Jantzer, Applicant (Maize & Associates, Agent)

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### **BACKGROUND**

#### Proposal

Consideration of a request for a change of zone from SFR-00 (Single-Family Residential – 1 dwelling unit per existing lot) to SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) on two parcels northwest of Panorama Drive and east of Cadet Drive.

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

The Medford General Land Use Plan (GLUP) Map designation for the subject property is UR (Urban Residential). Tax Lot 900 is developed with a single family dwelling and accessory structures. Tax Lot 207 is undeveloped.

#### Surrounding Property Zoning and Uses Tax Lots 207 and 900

North: Undeveloped land, City zoned SFR-00 (1 dwelling per existing lot)

East: Developed and undeveloped land, City zoned SFR-00

South: Undeveloped land, City zoned SFR-00

West: Undeveloped land outside of the Urban Growth Boundary, County zoned OSR (Open Space Reserve)

#### Related Projects

Annexation (A-07-015 approved February 7, 2008, effective May 21, 2008).  
Property Line Adjustment (PLA-09-011 approved May 1, 2009).

Applicable Criteria

Section 10.227 of the Land Development Code (Exhibit B).

**ISSUES/ANALYSIS**

Staff has reviewed the zone change request and found that it meets the approval criteria listed in the Medford Land Development Code Section 10.227.

A property line adjustment (PLA-09-011) was submitted for these tax lots. This adjustment would result in each of the resulting tax lots being zoned both SFR-4 and SFR-00. This zone change will place the SFR-4 zoning on both of the entire tax lots.

The Public Works Department, Engineering Division, requires that the developer obtain easements to the public sanitary sewer main and obtain access easements from the adjoining property owners to public right-of-way before development. The Public Works Department also requires the preparation of a report demonstrating controlled storm water release (Exhibit D). A condition is included requiring compliance with the Public Works Report.

**RECOMMENDED ACTION**

Direct staff to prepare a Final Order for approval of ZC-09-012 per the Staff Report dated May 7, 2009, including Exhibits A through J.

**EXHIBITS**

- A Conditions of Approval dated May 7, 2009
- B Approval Criteria
- C Applicant's Findings of Fact received January 30, 2009
- D Memorandum from the Medford Engineering Division dated May 6, 2009
- E Memorandum from the Medford Fire Department dated March 11, 2009
- F Memo from the Medford Water Commission dated March 11, 2009
- G Letter from Jackson County Roads dated March 18, 2009
- H City of Medford Zoning & General Land Use Maps
- I Jackson County Assessor's Map
- J Aerial Photograph  
Vicinity Map

**PLANNING COMMISSION AGENDA: May 14, 2009**



# ***CITY OF MEDFORD***

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## **PLANNING DEPARTMENT**

**EXHIBIT A  
ZC-09-012  
CONDITIONS OF APPROVAL  
May 7, 2009**

1. Comply with the memorandum from the Medford Public Works - Engineering Division Memo (Exhibit D).





# ***CITY OF MEDFORD***

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## **PLANNING DEPARTMENT**

### **EXHIBIT B ZONE CHANGE CRITERIA Section 10.227**

#### **Medford Land Development Code**

The zone change criteria that are not relevant to this particular application are hereby omitted from the following citation. Section 10.227 of the Land Development Code states the following:

"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 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), and (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.

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- (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;

Jantzer Zone Change (ZC-09-012)  
May 7, 2009

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- (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.

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## FINDINGS OF FACT AND CONCLUSIONS OF LAW

### BEFORE THE MEDFORD PLANNING COMMISSION

IN THE MATTER OF APPROVAL OF AN  
APPLICATION FOR OF A CHANGE OF ZONE  
FROM A SFR-00 (SINGLE - FAMILY RESIDENTIAL  
- 1 DWELLING UNIT PER EXISTING LOT)  
ZONING DISTRICT, TO A SFR-4 (SINGLE -  
FAMILY RESIDENTIAL - 4 UNITS PER GROSS  
ACRE) ZONING DISTRICT

APPLICANT'S  
EXHIBIT 1

**APPLICATION:** Request for a change of zone from City of Medford SFR-00 (Single-Family Residential - 1 dwelling unit per existing lot) zoning district to City of Medford SFR-4 (Single-Family Residential - 4 units per gross acre) zoning district on two tracts consisting of a total of 1.52 acres located approximately 313 feet and 923 feet east of the eastern terminus of Cadet Drive.

**APPLICANT/  
OWNER:**

Mike Jantzer  
1701 Panorama Drive  
Medford, OR 97504

**AGENT:**

Maize & Associates, Inc.  
P.O. Box 628  
Medford, OR 97501  
(541) 776-4142

#### A. BACKGROUND AND PURPOSE OF APPLICATION

The applicant is the owner of Tax Lot 207 on Jackson County Assessor's Map 371W15 and currently occupies a single-family residence located on that 4.48-acre parcel, which is zoned SFR-4. The applicant also owns Tax Lot 200, a 96-acre parcel that abuts Tax Lot 207 on three sides. Tax Lot 200 was annexed into the City in 2008 and was included in an SFR-00 zoning district in conjunction with the adoption of the annexation ordinance. The applicant wishes to enlarge Tax Lot 207 by approximately 1.5 acres by incorporating 2 small tracts (Tracts 1 and 2) from the abutting Tax Lot 200, as shown on Exhibit "4", utilizing the Property Line Adjustment procedure. An application for the Property Line Adjustment is being submitted to the City of Medford at the same time as this zone change application.

RECEIVED

JAN 30 2009

Planning Dept.

CITY OF MEDFORD  
EXHIBIT # "C"  
File # ZC-09-012

The City of Medford interprets Section 10.302(2) of its Land Development Code to require zoning district boundaries to follow “*platted lot-lines or other property lines as shown on the Jackson County Assessor’s Plat Maps*”. In order for the City to approve a property line adjustment, the zoning of Tracts #1 and #2 must be changed from SFR-00 to SFR-4 so that the boundaries of the adjusted Tax Lot 207 will follow the platted lot lines.

## **B. SCOPE OF ZONE CHANGE APPLICATION**

The subject zone change application consists of two separate tracts, portions of Tax Lot 200, which total approximately 1.52 acres. Tract #1 consists of approximately 1.34 acres and Tract #2 consists of approximately 0.18 acres.

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As mentioned above, an application for a Property Line Adjustment is being submitted coincident with this zone change application and it is anticipated that the approvals will occur concurrently.

## **C. APPLICANT’S SUBMITTALS**

- Exhibit 1 Findings of Fact and Conclusions of Law
- Exhibit 2 Zone Change Application Form
- Exhibit 3 Legal Description of Area to be Rezoned
- Exhibit 4 Assessor’s Map showing Subject Area to be Rezoned
- Exhibit 5 General Land Use Plan Map showing Subject Area
- Exhibit 6 City of Medford Zoning Map
- Exhibit 7 Slope Map showing Subject Area
- Exhibit 8 Owner’s Consent Form
- Exhibit 9 Posting of Public Hearing Sign Consent Form
- Exhibit 10 Traffic Impact Analysis Form

## **D. RELEVANT APPROVAL CRITERIA**

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

### MEDFORD LAND DEVELOPMENT CODE

#### **ZONE CHANGE CRITERIA – SECTION 10.227**

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. For zone changes to SFR-2, the zoning shall be approved under either of the following circumstances:

(i) if at least seventy percent (70%) of the area proposed to be rezoned exceeds a slope of fifteen percent (15%),

(ii) if other environmental constraints, such as soils, geology, wetlands, and flooding, restrict the capacity of the land to support higher densities.

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

## OREGON ADMINISTRATIVE RULES

### OREGON TRANSPORTATION PLANNING RULE - SECTION 660-012-0060

1. *Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
  - a. *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
  - b. *Change standards implementing a functional classification system; or*
  - c. *As measured at the end of the planning period identified in the adopted transportation system plan:*
    - (A) *Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
    - (B) *Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or*
    - (C) *Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.*
2. *Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:*
  - a. *Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.*
  - b. *Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.*
  - c. *Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.*

- d. *Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.*
  - e. *Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.*
3. *Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:*
- ~~a. *The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;*~~
  - b. *In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;*
  - c. *Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;*
  - d. *The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and*
  - e. *For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.*
4. *Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.*
- a. *In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.*



- b. *Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:*
- (A) *Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.*
  - (B) *Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.*
  - (C) *Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.*
  - (D) *Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.*
  - (E) *Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.*
- c. *Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:*
- (A) *ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or*
  - (B) *There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.*

d. *As used in this section and section (3):*

(A) *Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;*

(B) *Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and*

(C) *Interstate interchange area means:*

(i) *Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or*

~~(ii) *The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.*~~

e. *For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).*

## E. FINDINGS OF FACT

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

1. Property Description – The subject property is identified on Jackson County Tax Assessor's Map 37-1W-15 as Tax Lot 200, and is currently zoned SFR-00.
2. General Land Use Plan Map – The General Land Use Plan Map (Exhibit "5") shows the subject property with an Urban Residential land use designation. The General Land Use Plan Element of the Comprehensive Plans identifies the zoning districts that are allowed in the Urban Residential designation as SFR-2, SFR-4, SFR-6, and SFR-10.
3. Locational Requirements – Although the decisional criteria of Section 10.227(1) for zone changes within the Urban Residential designation contain locational requirements, there are no locational or size criteria for zone changes to the SFR-4 zoning district.

4. Topography – According to slope information published by the Medford Planning Department, the subject property has slopes of less than 15 percent (Exhibit “7”).
5. Category “A” Public Facilities – The *Public Facilities Element* of Medford’s Comprehensive Plan lists two categories of Public Facilities. The four Category “A” facilities, the key minimum physical facilities necessary for urban development, are listed as:
  - Water Service
  - Sanitary Sewer and Treatment
  - Storm Drainage
  - Transportation Facilities

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

- A. Water Service – The subject property can currently be served by an existing and newly-constructed 16-inch water main located adjacent to the east side of Tax Lot 200.

According to the Medford Water Commission, water supply to the City of Medford comes from two sources: Big Butte Springs and the Rogue River. The current (2006) combined capacity is approximately 71 million gallons per day (mgd), with current total water rights of 91 mgd.

Storage in the water system consists of several reservoirs totaling approximately 36.5 mg. As development in the higher elevations in the eastern portion of Medford continues, more storage is being added. Developers would be required to provide storage in pressure zone #6 and above to meet Medford Water Commission standards when the development is constructed.

According to the Medford Water Commission’s Statistical Report for 2006, the Medford Water Commission water system supplied a population of ± 123,000.

Based on current peak per capita water use rates, it is estimated that water rights held by the Medford Water Commission, and existing treatment plant design capacity can support a population of approximately 185,000 people. Water rights held by cities served by the Medford Water Commission will support additional population, the number that is currently under evaluation.

Tract #1 of the subject site is located within an area that is identified as the Lone Pine/Foothills Limited Service Area, a region that was limited to development because a sufficient public water system did not exist to provide domestic water above the 1650-foot elevation contour (Exhibit "5"). The *Public Facilities Element - Lone Pine/Foothills Limited Service Area - Goal 2* and its several policies restrict final plat approvals for land divisions within the Area, although allowing tentative plats to be reviewed and approved subject to the owner signing an agreement to participate in a local improvement district for the development of a public water system. Recently a 16-inch water main has been constructed from the Vista Pointe reservoir located to the southeast, providing a water system to serve the subject area within Pressure Zone #3. Without that water main, the subject zone change could not be approved.

The City of Medford Planning Department is currently working to update the goals and policies of the Limited Service Area to reflect the current situation.

In discussions with the Medford Water Commission, their staff states that water service is currently available and adequate to serve the subject site.

- B. Sanitary Sewer and Treatment – The subject property can currently be served by a sanitary sewer line provided by the City of Medford, which has an 8-inch sanitary sewer line located adjacent to the northwest corner of Tax Lot 207. Both Cadet Drive and Annapolis Drive are presently being extended from the Thames & Fordyce Subdivision as part of the East Terrace Estates Subdivision improvements that, once Final Plat for that subdivision has been recorded, will bring those public facilities, including 8-inch sanitary sewer lines, to the subject tax lot.

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

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



The Rogue Valley Sewer Service and the Public Works Department have determined that the sanitary sewer system is adequate in condition and capacity to accommodate the densities in the proposed zone change.

- C. Storm Drainage – The subject property can currently be served by sewer lines provided by the City of Medford, which has an 18-inch sanitary sewer line located in Annapolis Drive, and a 15-inch sanitary Sewer line located in the abutting Cadet Drive. Both streets are currently being extended within the East Terrace Estates Subdivision that, once Final Plat has been recorded, will bring those public facilities to the subject tax lot.

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The subject site is located in both the Midway and Lone Pine Creek drainage basin and is currently served by a roadside ditch. Extensive downstream storm drainage improvements have been constructed in conjunction with the East Terrace Estates Subdivision.

The Engineering Department states that the subject property can be adequately served by the City's storm water drainage system.

D. Transportation Facilities

The acreage of the subject site is approximately 1.52 acres. In order to analyze the potential traffic impacts of the proposed zone change, the City of Medford utilizes the gross density of the parcel, which is also 1.52 acres, as there is no abutting right-of-way. Based upon the proposed SFR-4 zoning which will permit a maximum of 4 dwelling units per gross acre, the subject site proposed to be rezoned will allow a maximum of 6 dwelling units. As a property line adjustment is also being submitted coincident with this application, the 6 dwelling units is the net increase.

Based on the latest vehicular trip generation figures from *Trip Generation* (Institute of Transportation Engineers, 7<sup>th</sup> Edition) utilized by the City of Medford Public Works Department, detached single-family residential development generates 9.57 Average Daily Trips (ADT) per dwelling unit. The vehicular generation as a result of the proposed zone change is, therefore, a net increase of 91.6 ADT.

Section 10.461(3) of the Land Development Code requires a Traffic Impact Analysis (TIA) when a zone change application shows the potential to generate more than 250 net ADT's, or if the Public Works Department has concerns due to operations or accident history. Because the proposed zone change will generate a net increase of only 91.6 ADT and the Public Works Department has no concerns

regarding operations or accident history, a Traffic Impact Analysis is not required and has not, therefore, been submitted.

The peak period trips are approximately 10 percent of the Average Daily Trips. The proposed zone change will, therefore, generate approximately nine (9) peak period trips.

According to Section 10.461(2) of the Land Development Code, intersections with an increase of less than 25 peak period trips, are deemed to be not substantially impacted.

**F. CONCLUSIONS OF LAW**

The Planning Commission makes the following conclusions of law in regard to the relevant criteria:

**Medford Land Development Code – Section 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 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.”*

**CRITERION NO. 1**

Consistency with the Oregon Transportation Planning Rule (OAR 660)

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

Transportation Planning – Plan and Land Use Regulation Amendments Section 660-012-0060

1. *Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of*

service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- a. Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- b. Change standards implementing a functional classification system; or
- c. As measured at the end of the planning period identified in the adopted transportation system plan:
  - (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
  - (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
  - (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

#### **Conclusion of Law Regarding the Oregon Transportation Planning Rule (OAR 660)**

The Planning Commission concludes that there will not be a significant affect on an existing or planned transportation facility and therefore, the application is consistent with the Oregon Transportation Planning Rule, based upon the trip generation from the subject property of nine (9) peak period trips.

#### **CRITERION NO. 2**

##### Consistency with the General Land Use Plan Map

#### **Conclusion of Law Regarding the General Land Use Plan Map**

The Planning Commission concludes that the application is consistent with the General Land Use Plan Map since it shows the subject property within the Urban Residential land use designation, which allows the SFR-4 zoning district.

### CRITERION NO. 3

#### Consistency with the Locational Standards

#### **Conclusion of Law Regarding the Locational Standards**

As there are no locational or size standards for zone changes to the SFR-4 zoning district, this criterion does not apply.

### CRITERION NO. 4

#### Availability of Category “A” Urban Services and Facilities

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



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

### **Conclusion of Law Regarding the Availability of Category "A" Urban Services and Facilities**

The Planning Commission makes the following conclusions regarding the four Category "A" urban services and facilities:

- Water Service – Based upon the Findings of Fact in section "D" above, the Planning Commission concludes that the water system which will serve the subject property is

adequately sufficient and available to provide water service to the subject property with development that is permitted under the proposed SFR-4 zoning.

The Planning Commission concludes that as the subject property can now be adequately served by water service, approval of the zone change can be given under the goals and policies of the Limited Service Area, as there are no prohibitions regarding changes of zone.


- Sanitary Sewer and Treatment - Based upon the Findings of Fact in section "E" above, the Planning Commission concludes that the sanitary sewer system and treatment facilities which will serve the subject property is adequately sufficient and available to provide sanitary sewer service to the subject property with development that is permitted under the proposed SFR-4 zoning.
- Storm Drainage - Based upon the Findings of Fact in section "E" above, the Planning Commission concludes that the storm drainage system which will serve the subject property is adequately sufficient and available to provide storm drainage to the subject property with development that is permitted under the proposed SFR-4 zoning, provided that storm water detention is incorporated into the future development plans in accordance with City of Medford standards.
- Transportation Facilities - Based upon the Findings of Fact in section "E" above, the Planning Commission concludes that the transportation facilities which will serve the subject property are adequately sufficient and available to provide transportation service to the subject property with development that is permitted under the proposed SFR-4 zoning.

#### **G. ULTIMATE CONCLUSION**

Based upon the above Findings of Fact and Conclusions of Law, the Planning Commission concludes that the application for a change of zone from City SFR-00 to SFR-4 is consistent with the relevant decisional criteria found in Section 10.227 of Medford's Land Development Code and the Oregon Transportation Planning Rule (Section 660-012-0060 of the Oregon Administrative Rules)

Respectively Submitted,

Maize & Associates, Inc.

  
\_\_\_\_\_  
Jim Maize  
agent for applicant,  
Mike Jantzer

Dated: January 14, 2009

CITY OF MEDFORD  
INTER - OFFICE MEMORANDUM

TO: Planning Department

FROM: Engineering Division

SUBJECT: Zone Change Request, File No. ZC-09-012

DATE: May 6, 2009

CITY OF MEDFORD  
EXHIBIT # "D"  
File # ZC-09-012

1. Sanitary Services:

A. This zone change is within the City of Medford sewer service area. It appears this site would connect to the existing sanitary sewer located at the easterly end of Cadet Drive. Based on the City's Sanitary Sewer Master Plan, downstream capacity exists to accept the additional flows for the proposed SFR-4 zoning. If the proposed property-line adjustment, which is being concurrently processed with this zone change application, is approved concurrently with the zone change, the applicant will then have legal access to the sanitary sewer without the need to obtain additional easements.

2. Streets:

A. Current condition of nearest streets:

Cadet Drive, a Standard Residential Street, is paved with curb and gutter west of this site.

The developer shall demonstrate existing access or obtain access easements from the adjoining property owners to public right-of-way from this site.

B: Who has maintenance responsibilities:

The section of Cadet Drive west of this site has not been dedicated as public right-of-way as of yet, and is maintained by the property owner.

C. Transportation analyses for the surrounding street system are stated below:

Land Development Code Section 10.461 governs traffic impact analyses (TIA) required to determine development impacts on the street system. The proposed zone change from City SFR-00 (Single-Family Residential – 1 unit per existing lot) to City SFR-4 (Single-Family Residential – 4 units per acre) on 1.52 acres has the potential to develop up to 6 SFR dwelling units or generate 57 average daily trips (ADT). The net increase in ADT to

the transportation system is 57 ADT. Based on this and code sections 10.460 and 10.461, a traffic impact analysis (TIA) will not be required.

At the time of site development the City of Medford will recommend any necessary dedications and improvements for the extension of existing public right-of-way to this proposed zone change frontage.

### 3. Drainage:

This site lies within the Midway Creek Drainage Basin. Again, if the proposed property-line adjustment is approved concurrently, the applicant will have legal access to the existing storm drain located at the easterly end of Cadet Drive.

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The City's current Drainage Master Plan indicates improvements are required in the downstream storm drainage system to meet current design standards for this basin. As a zone change is not allowable without adequate storm drain facilities, the following criteria must be met prior to issuance of a development permit or a building permit:

- a) An engineer registered in the State of Oregon shall prepare a report which includes testing, plans and calculations necessary to demonstrate a controlled storm water release of no more than 0.25 C.F.S. per acre of development for the 10-year storm. The report shall be submitted to the City of Medford Engineering Division for review and approval



## Medford Fire Department

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

### LAND DEVELOPMENT REPORT - PLANNING

To: Marilyn Primm

LD Meeting Date: 03/18/2009

From: Kleinberg, Greg

Report Prepared: 03/11/2009

File #: ZC - 09 - 12

#### Site Name/Description:

Consideration of a request for a change of zone from SFR-00 (Single-Family Residential, one dwelling unit per existing lot) to SFR-4 (Single-Family Residential - 4 dwelling units per gross acre) on two parcels northwest of Panorama Drive and east of Cadet Drive; Mike Jantzer, Applicant (Maize & Associates, Inc., Agent). Marilyn Primm, Planner

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

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

Fire apparatus access roads are required to be installed and made servicable prior to the time of construction. Water supply for fire protection is required to be installed and made serviceable prior to the time of vertical combustible construction.

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

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

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

CITY OF MEDFORD  
EXHIBIT # "E"  
File # ZC-09-012



BOARD OF WATER COMMISSIONERS

**Staff Memo**

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

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

**SUBJECT:** ZC-09-012

**PARCEL ID:** Portions of TL 207 and 900 (Ref. PLA-09-013)

**PROJECT:** Consideration of a request for a change of zone from SFR-00 (Single-Family Residential, one dwelling unit per existing lot) to SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) on two parcels northwest of Panorama Drive and east of Cadet Drive; Mike Jantzer, Applicant (Maize & Associates, Inc., Agent). Marilyn Primm, Planner

**DATE:** March 11, 2009

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

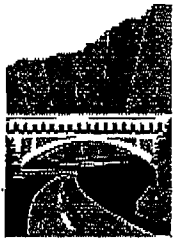
**CONDITIONS**

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.

**COMMENTS**

1. The MWC system does have adequate capacity to serve this property.
2. Off-site water line installation is not required.
3. On-site water facility construction is not required.
4. MWC-metered water service does exist to this property. Both resulting tax lots 207 and 900 have existing  $\frac{3}{4}$ " water meters that serve the existing homes on these tax lots.
5. Access to MWC water lines is available. A 12" water line is located immediately to the east of these parcels (TL 207 and TL 900).

CITY OF MEDFORD  
EXHIBIT # "F"  
File # ZC-09-012



# JACKSON COUNTY

## Roads

**JC Roads**  
Engineering

**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

March 18, 2009

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

RE: Zone Change off Cadet Drive – a county-maintained road from Normil Terrace to 550' east.

Planning File: ZC-09-012

Dear Marilyn:

Thank you for the opportunity to comment on this request for a change of zone from City SFR-00 (Single-Family Residential – one dwelling unit per existing lot) to SFR-4 (Single-Family Residential – 4 dwelling units per gross acre) on two parcels northwest of Panorama Drive and east of Cadet Drive. Jackson County Roads has the following comments:

1. Normil Terrace, Cadet Drive and Annapolis Drive are county-maintained roads with sixty foot right-of-ways. Due to poor pavement conditions and safety concerns regarding road geometry, JC Roads has pending plans to post a #60k weight restriction and a 40' length restriction on all three of these roads.
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,

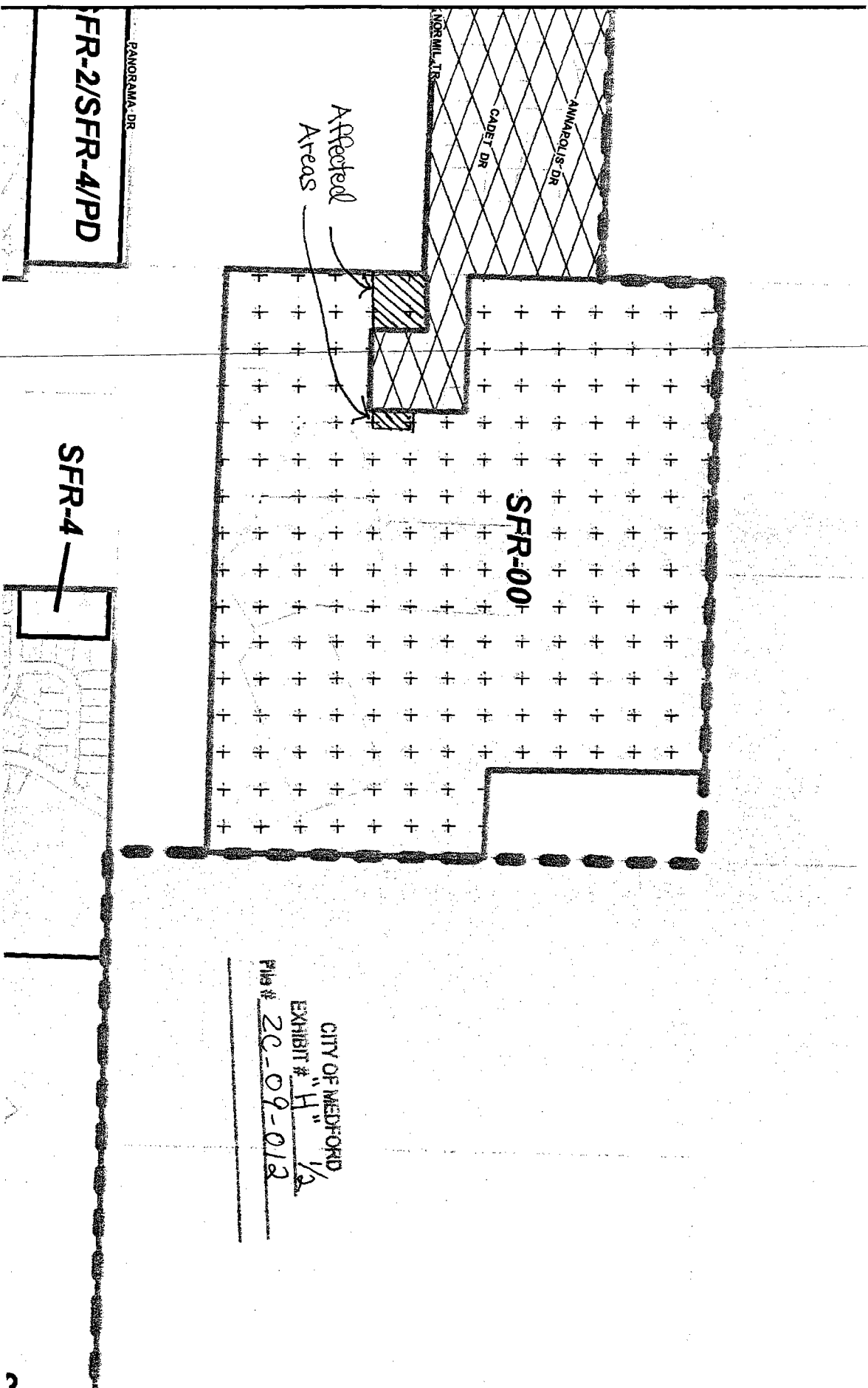
Russell Logue  
Construction & Development Manager

CITY OF MEDFORD

EXHIBIT # "G"

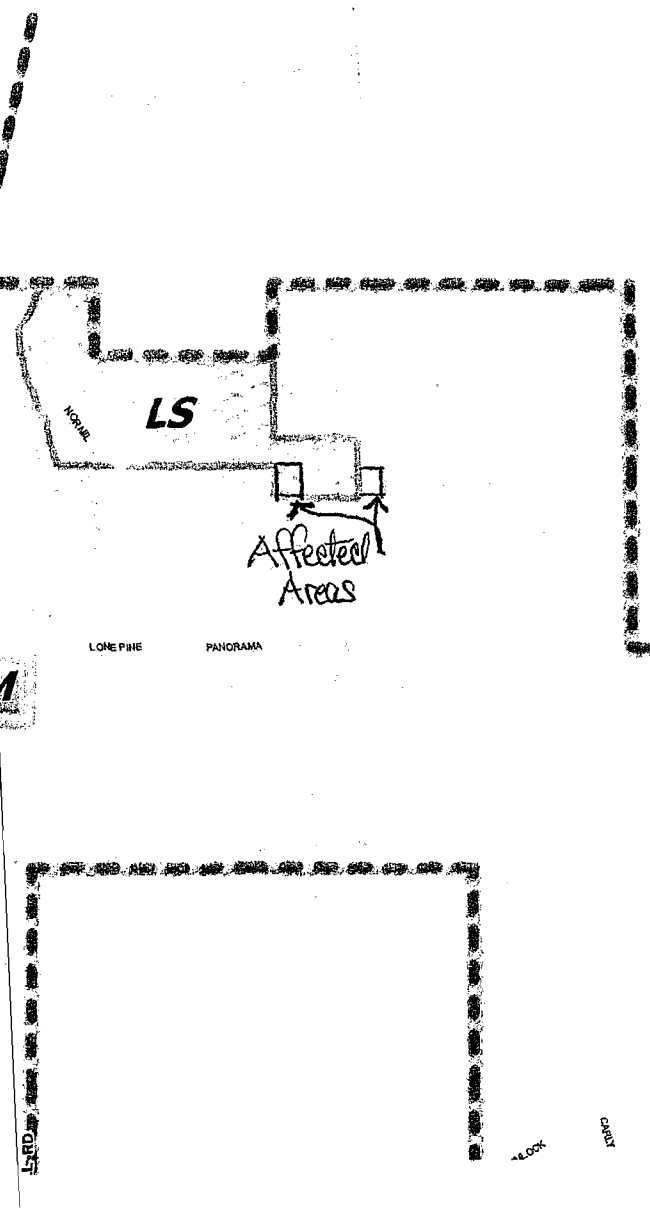
File # ZC-09-012





CITY OF MEDFORD  
EXHIBIT # "H" 1/2  
FILE # 2C-09-012

LEONARD  
 CLARKE  
 BANNISTER  
 ARGON  
 WHEAT RIDGE  
 VIEW POINT  
 FARMINGTON  
 CEDAR LINKS DR  
 HENDERSON  
 CALLAWAY  
 KERRINGTON  
 FULTON  
 ELISA  
 SHANTAL  
 HILLSIDE  
 SYCAMORE  
 AUBURN  
 LA RUE  
 EUCALYPTUS  
 LONE PINE  
 PANORAMA  
 BROOKDALE AV  
 GREENRIDGE  
 ROCKWOOD  
 GREENFIELD  
 RIVERCREEK  
 MEADOWCREEK  
 SPRING  
 FOX RUN  
 ICE RD  
 WOODBRIDGE  
 RIDGEWAY  
 GARDENDALE  
 DERRY  
 RAYD  
 DND  
 HAM



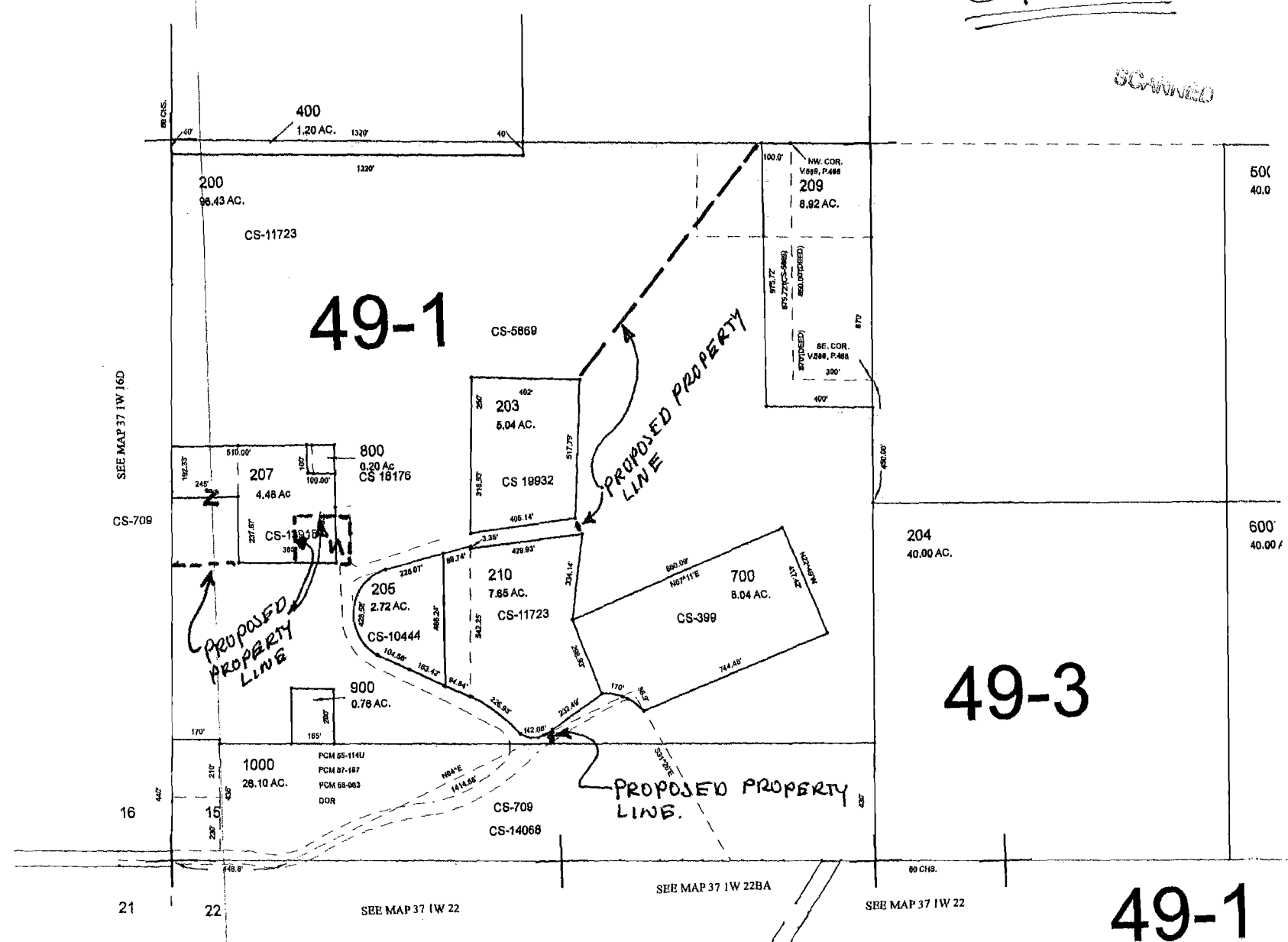
CITY OF MEDFORD  
 EXHIBIT # "H" 2/2  
 File # ZC-09-012

SATELLITE  
 DEVONSHIRE  
 PINNACLE  
 UPLAND  
 STARDUST  
 MOON  
 CLOUDCREST  
 DORAL  
 TORREY  
 HIGHCREST  
 JAMESBRUCK  
 MOUNTAIN

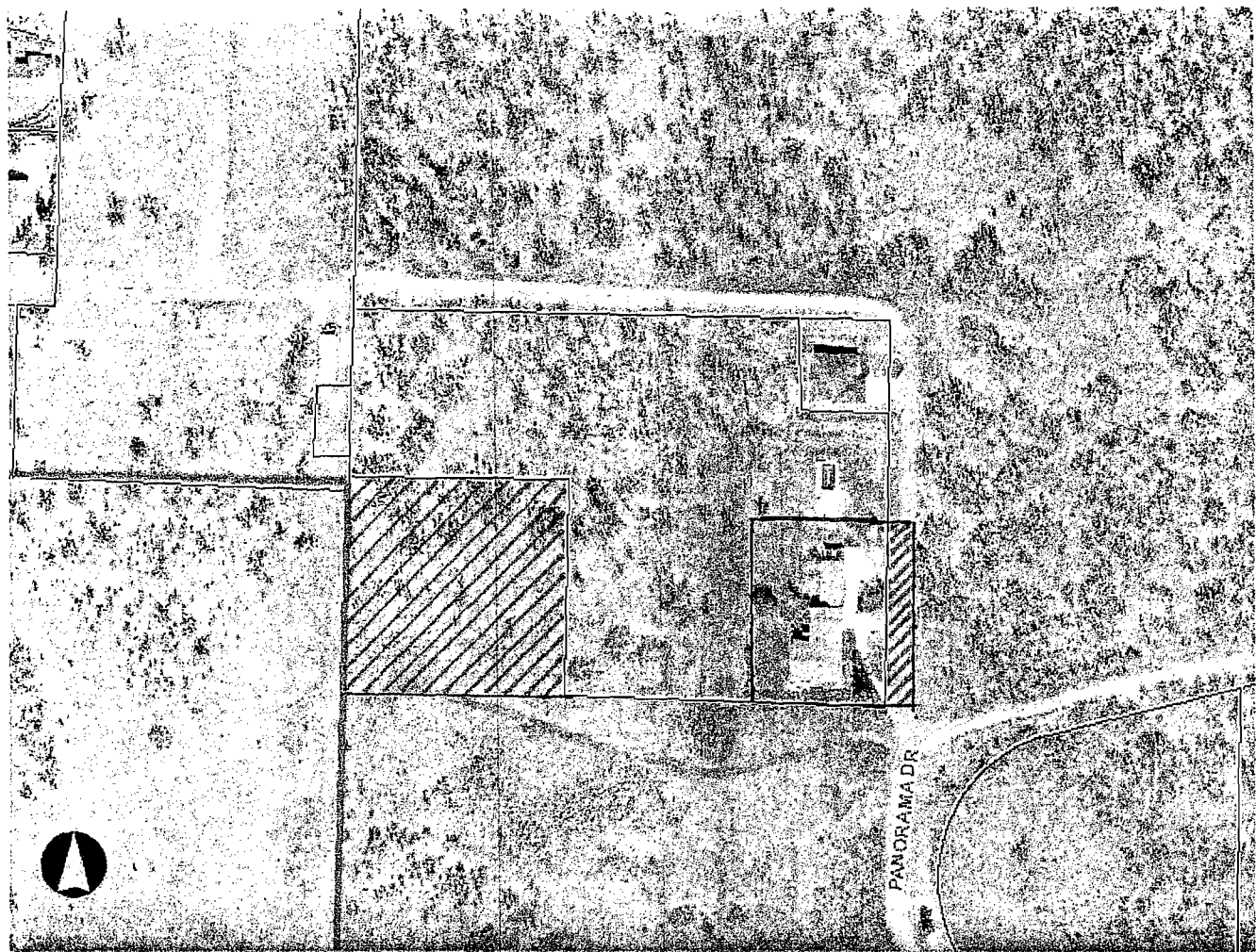
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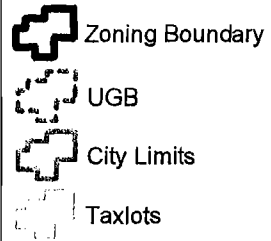
CITY OF MEDFORD  
EXHIBIT # "I"  
Map # ZC-09-012



 Areas to be rezoned  
to SFR-4

CITY OF MEDFORD  
EXHIBIT # "J"  
File # ZC-09-012

### Vicinity Map



### **OVERLAY**



**FILE NUMBER:**  
**ZC-09-012**

**APPLICANT:**  
**Mike Jantzer**

Map: 371W15  
TL's: Portions of Tax Lots  
207 and 900

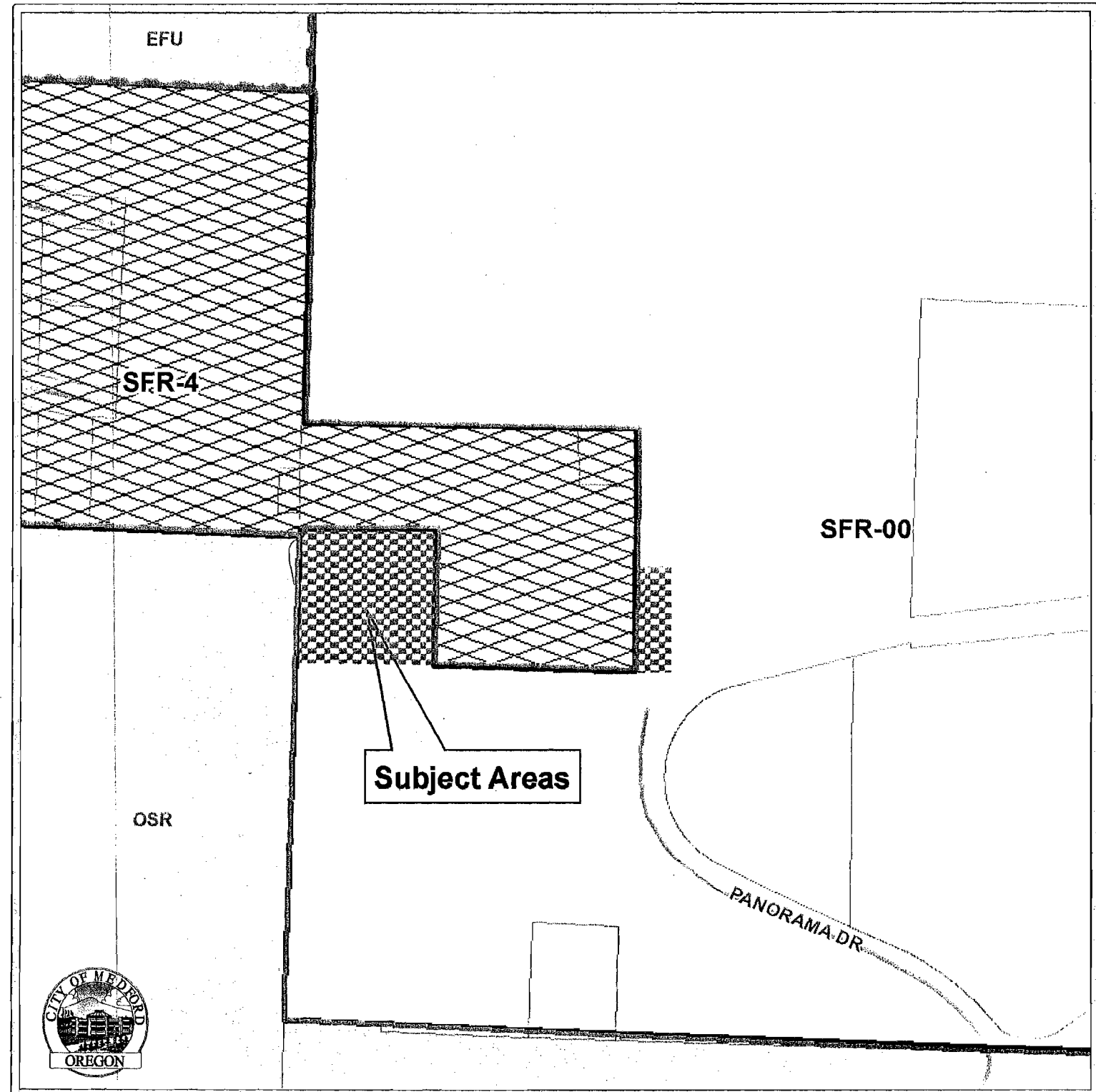
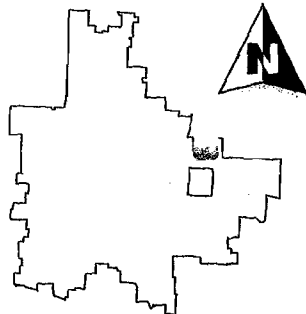


EXHIBIT "3"

TRACT 1:

Commencing at the Southwest corner of Section 15, Township 37 South, Range 1 West of the Willamette Meridian, in Jackson County, Oregon; thence North 00°00'57" East along the Westerly boundary of said Section 15, a distance of 1,090.24 feet to a point which bears North 89°43'03" West 245.00 feet from the most-Southerly Southwest corner of Tract described per Instrument No. 01-23383 of the Deed Records of said Jackson County, said point being the **POINT OF BEGINNING**; thence continue North 00°00'57" East along said Westerly boundary of Section 15, a distance of 237.67 feet to the most-Westerly Southwest corner of said tract described per Instrument No. 01-23383; thence South 89°43'03" East along the Southerly boundary of said tract, 245.00 feet; thence continue along the boundary of said tract, South 00°00'57" West 237.67 feet to the aforementioned most-Southerly Southwest corner of tract described per Instrument No. 01-23383; thence leaving said boundary, North 89°43'03" West 245.00 feet to the POINT OF BEGINNING. Containing 1.34 acres (58,299 square feet), more or less.

TRACT 2:

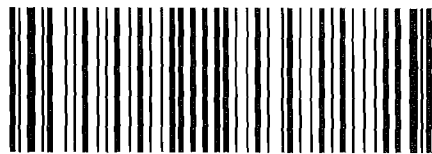
Commencing at the Southwest corner of Section 15, Township 37 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon; thence North 00°00'57" East along the Westerly boundary of said Section 15, a distance of 1,090.24 feet to a point which bears North 89°43'03" West 245.00 feet from the most-Southerly Southwest corner of Tract described per Instrument No. 01-23383 of the Deed Records of said Jackson County; thence South 89°43'03" East 245.00 feet to said most-Southerly Southwest corner of tract described per Instrument No. 01-23383; thence continue South 89°43'03" East along the Southerly boundary of said tract, 365.00 feet to a point for the Southeast corner thereof, said point being the **POINT OF BEGINNING**; thence North 00°00'57" East along the Easterly boundary of said tract, 200.00 feet; thence leaving said boundary South 89°43'03" East 25.79 feet; thence South 00°20'01" East 200.01 feet; thence North 89°43'03" West 27.01 feet to the POINT OF BEGINNING. Containing 0.12 acres (5,280 square feet), more or less.



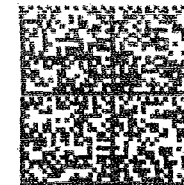
JANTZER – AREAS FOR ZONE CHANGE  
May 6, 2009  
(08-126) (JANTZERZC.DCM)

Received 5/6/2009 ZC-09-012 11

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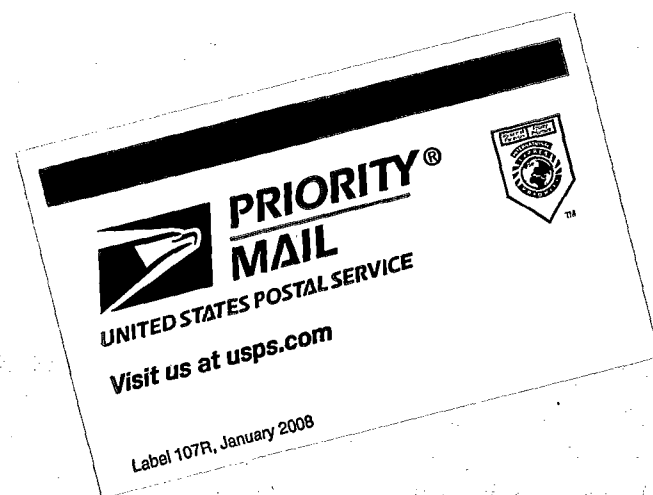
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