

Medford Comprehensive Plan
Chapter 10

Neighborhood Element

Introduction

The divisions of this chapter are special area plans that have been adopted by the Council. Two plans are incorporated by reference; three others are incorporated into this document.

Contents

Introduction	1
10.1 Southeast Plan	2
10.2 Southeast Circulation Plan	17
10.3 Bear Creek Master Plan	40
10.4 Urbanization Planning.....	41
10.5 Liberty Park Neighborhood Plan.....	52
10.6 Adopted Urbanization Plans	
1. Planning Unit MD-7c (NW corner of South Stage Road and Kings Highway)	

10.1 Southeast Plan

Adopted by Medford City Council on March 7, 2013; Ordinance no. 2013-41

Amended by Medford City Council on February 20, 2020; Ordinance no. 2020-21

1.	Preface	2
2.	Introduction	3
3.	Special Circulation and Land Use Planning Studies	4
4.	Primary Purpose of the Southeast Plan	7
5.	Southeast Plan Overlay Zoning District and Map	7
6.	Conclusions	11
7.	Goals, Policies, and Implementation Strategies	12
8.	Southeast Plan Map	15
9.	Southeast Village Center Map	16

1. PREFACE

When looking east from the intersection of Barnett and North Phoenix Roads at the tranquil setting of oak-studded rolling hills and grazing cattle, imagining a future community of more than 10,000 people may be hard. The southeast area of Medford, 1,000 acres extending from the ridge above Cherry Lane south to Coal Mine Road, is poised for urban development, but not just ordinary urban development. In 1990, the site was identified as Medford’s primary future growth area and included within the Urban Growth Boundary (UGB). Since then, extensive planning studies have created a plan for an out-of-the-ordinary community.

The primary purpose of the planning studies, partially funded by state transportation grants, was to find ways to reduce future auto traffic within the area. The resulting Southeast Plan has many features intended to help achieve that goal and create a more livable community. It represents the collaborative efforts of many, including property owners, city staff, consultants, interest groups, and appointed and elected officials. Recognizing that land uses directly affect traffic, the plan situates different land uses so that many auto trips will be unnecessary and necessary ones will be shorter.

The Southeast Plan provides for a centrally located commercial area near the intersection of Barnett and North Phoenix Roads surrounded by an area of denser housing and institutional uses, such as a park, church, community center, and fire station. This TOD (Transit-Oriented District), the Southeast Village Center, will allow many residents—children, adults, seniors—to live within a five-minute walk of services for their daily needs. The Southeast Village Center places at least 40 percent of the Southeast Area’s future housing units within one-quarter mile of the commercial area. Elsewhere in the Southeast Area, a variety of housing is planned, including large, standard, and small single-family lots, rowhouses, multiple-family dwellings, and retirement housing.

Other features that will help ease traffic congestion include having a gridded street and alley pattern so that walkers, bicyclists, and drivers have many options for reaching destinations. The plan proposes to preserve the area's abundant natural features and vegetation, and adds amenities, such as street trees, to promote a desirable walking and bicycling environment. Creek side greenways, while supplying natural storm drainage and protecting native habitat, will furnish locations for pedestrian and bicycle paths along the forks of Larson Creek and other waterways.

The Southeast Plan was originally approved by the Medford City Council on April 2, 1998 in the form of amendments to the City's Comprehensive Plan and Municipal Code. Changes to the Southeast Plan, including the Comprehensive Plan and Municipal Code, which were the result of even more detailed planning efforts, have been subsequently adopted.

2. INTRODUCTION

This section of the Neighborhood Element of the Medford Comprehensive Plan, entitled Southeast Plan, is a special land use plan for the southeast area of the community (SE Area). Extensive planning studies for the SE Area, described below, led to the adoption of this section and its implementing provisions in the Medford Municipal Code. The Southeast Plan Map included within this plan element is the implementing map governing land use in the SE Area.

This mostly undeveloped area of approximately 1,000 acres lies within the Urban Growth Boundary (UGB) east of North Phoenix Road, north of Coal Mine Road, and generally south of Hillcrest Road. The location and boundaries of the area are depicted on the Medford General Land Use Plan (GLUP) Map. The area has slopes that range from moderate to nearly level, with some steep slopes, although rolling terrain predominates. It is characterized by south and west facing slopes which produce magnificent vistas and a near-perfect orientation for solar energy utilization. The SE Area also contains Medford's primary undisturbed natural areas, including stream corridors, wetlands, hilltops, and oak woodlands.

Much of the SE Area was historically devoted to fruit and cattle production, and some portions are still used for those purposes, although previous agricultural uses have diminished. The irrigated soils in the area are not classified as excessively productive for agriculture.¹ Besides dwellings on large home sites, the area previously contained a

¹ The USDA Soil Conservation Service classifies soils within the area as falling generally within the Class 4 category. Agricultural soils are ranked for agricultural productivity between Class 1 and Class 8, with 1 being the best, and 8 being the worst. Statewide Planning Goals 3 and 14 require the preservation of farm lands having a 1 through 4 agricultural capability.

tennis club and two fraternal lodges on North Phoenix Road, riding stables, and a radio tower.

In 1988, the City undertook studies to determine whether additional land was required in the Medford UGB to satisfy future urbanization needs for a 20-year planning period. The City's work resulted in a documented need for additional land, and the SE Area was among several areas proposed for inclusion in the UGB. The amended UGB was adopted in October 1990 by the Medford City Council and Jackson County Board of Commissioners, and was later acknowledged by the Oregon Land Conservation and Development Commission (LCDC). The acknowledgment was not appealed. The entire SE Area was then designated for Urban Residential (UR) use on the GLUP Map, permitting single-family residential uses at a density of two to ten dwelling units per acre.

3. SPECIAL CIRCULATION AND LAND USE PLANNING STUDIES

3.1 Studies: Phase I

Following inclusion of the SE Area in the UGB, there were serious concerns that development of the SE Area might overwhelm Medford's already stressed transportation system. In 1992, the City undertook the first special planning study (See the Southeast Medford Land Use and Transportation Study, 1993) to compare the future traffic impacts produced by two different land use schemes in the SE Area. This study was funded through the State of Oregon's Transportation Growth Management (TGM) grant program.

The first scheme considered in the study was a "contemporary plan" that used single-use zoning and a circulation system that fed all traffic onto collector and arterial streets. This type of development pattern with segregated land uses usually results in almost complete dependence upon auto travel for daily activities, such as shopping, education, recreation, etc. The second scheme was a "neo-traditional" development pattern facilitated by mixed-use zoning and an interconnected street system—a street system that distributed peak period (7–9 a.m. and 4–6 p.m.) traffic to all streets, not just collectors and arterials.

The analysis indicated that, during peak periods, both land use schemes would generate similar traffic levels due to employment locations outside the area. However, the neo-traditional development pattern would reduce off-peak traffic within the area, and produce trips of shorter length. Additionally, it could increase pedestrian and bicycle trips within the area by as much as 60 percent.

3.2 Studies: Phase II

Based upon the findings of this first phase of the special land use planning for the area, the City began the second phase in 1994, again funded through a state

TGM grant. The phase 2 study used the conceptual assumptions developed in the neo-traditional development scheme to prepare a generalized circulation and land use plan for the area (See the Southeast Medford Circulation & Development Plan Project Report, August 1995). Neo-traditional development design includes features such as narrow streets with short blocks in a grid pattern, alleys, housing of different types in the same blocks, accessory dwelling units, narrow building setbacks from streets, prominent public buildings and places, and mixed land uses. It places higher density housing near compact commercial centers and transit, and gives neighborhoods well-defined centers and edges.

The phase 2 plan was used to guide the preparation of amendments to the Medford Comprehensive Plan and Municipal Code for the SE Area. The City worked closely with all interested parties in the preparation of the plan, including public facility and utility providers, Medford and Jackson County Planning Department staff, property owners, school districts, developers, and members of the Medford Planning Commission. The study included a market analysis that verified the marketability and potential absorption rate of the recommended type of development.

3.3 Implementation: Land Use Actions

To facilitate future implementation of the phase 2 plan, the City then undertook several land use actions. One was the adoption of a new GLUP designation of Urban Medium Density Residential (UMDR) and corresponding zoning district of MFR-15 (Multiple-Family Residential - 15 units per acre) which permit a density range of 10 to 15 dwelling units per acre. The UMDR designation was needed to allow more specific placement of a rowhouse land use type in the SE Area. The Commercial GLUP designation and commercial zoning districts were then amended to limit the size of businesses in the Community Commercial (C-C) zoning district to 50,000 square feet, and to create a new Regional Commercial (C-R) zoning district. This action was needed to allow the use of C-C zoning in the SE Area without permitting large regional retail uses. Finally, changes to the Medford Street Classification Map were adopted which set a circulation pattern for the arterial, collector, and standard residential streets in the SE Area.

This section of the “Neighborhood Element,” of the Southeast Plan, represents the latest phases of the special planning efforts in the SE Area. The intent of these extensive planning efforts is to create an area that is much less reliant on automobile travel, and that preserves the natural environment, incorporating it into a desirable, livable community. The principal function of the Southeast Plan is to apply detailed land use planning and implementation techniques to a geographical area of the community that has important and unique physical qualities, including having a large tract of undeveloped land, rolling terrain, the

general availability of public facilities and services, and few ownerships to divide the tract.

3.4 Commercial Center Planning

The Commercial Center area, including the abutting Greenway, encompasses approximately 53 acres located east of North Phoenix Road and north of Barnett Road. A detailed planning effort for this site was undertaken in 2000 through an Oregon Transportation and Growth Management (TGM) Program “Quick Response Grant” (See the SE Medford Village Center Plan – Medford, Oregon, November 2000). The plan, prepared by Lennertz Coyle and Associates, recommended realigning Barnett Road, a Minor Arterial street, east of its intersection with North Phoenix Road to create a pedestrian-friendly retail “main street” with commercial buildings on both sides. For the retail uses to be viable, a high level of slow moving traffic with on-street parking, similar to a traditional main street, was deemed necessary. Subsequently, through the planning process to adopt the Commercial Center Core Area (7A) Master Plan, the point of realignment was shifted to initiate East Barnett Road’s intersection with Stanford Avenue.

The plan included a market study by Robert Gibbs to determine the amount and types of commercial businesses that would serve the area and which would be economically feasible. The preferred alternative recommended approximately 100,000 square feet of retail commercial uses and up to 50,000 square feet for a grocery store, with the remainder of the commercial area utilized for civic, office, service, and high-density residential uses, including mixed uses. Based on the recommendations of this study, the retail core area, approximately 18 acres in size, located between North Phoenix Road and Stanford Avenue along Barnett Road has been designated as the “Commercial Center Core Area (7A).”

The Southeast Plan and its implementing Municipal Code provisions also aid the City in meeting the requirements of Oregon’s Transportation Planning Rule (TPR). The TPR requires cities to implement measures that reduce reliance on automobile travel. It requires the planned land use patterns and transportation system to promote an increase in the number of trips accomplished through walking, bicycling, and transit use. This can be achieved if safe and convenient opportunities are provided, and if land use types and density are appropriate. The Southeast Plan translates neo-traditional land uses developed in the phase 2 study into special categories to guide zone change and development approvals in the SE Area. As explained below, the special categories have been established to address the uses, needs, and issues specific to the SE Area.

4. PRIMARY PURPOSE OF THE SOUTHEAST PLAN

The primary purposes of the Southeast Plan include:

- 4.1 To establish land use patterns and development design that emphasizes transportation connectivity and promotes viability for many modes of transportation;
- 4.2 To require coordinated planning and encourage the development of neighborhoods with a cohesive design character;
- 4.3 To provide a mix of compatible housing types at planned densities;
- 4.4 To establish a special central core—the Southeast Village Center as a Transit Oriented District (TOD) with compact, pedestrian-oriented commercial, institutional, and residential uses;
- 4.5 To preserve natural waterways while providing routes for pedestrian and bicycle travel; and
- 4.6 To establish special design and development standards for streetscapes, building orientation, setbacks, building height, access, lot coverage and density, and the use of pedestrian street lighting, greenways, alleys, and street trees.

5. SOUTHEAST PLAN OVERLAY ZONING DISTRICT AND MAP

The Southeast (S-E) Overlay Zoning District is a primary tool to carry out the Southeast Plan, and establishes special standards and criteria for planning and development approvals. The Southeast Overlay Zoning District lays out regulations for design features such as pedestrian-friendly site design, streetscapes, greenways, alleys and street trees.

An Oregon Transportation and Growth Management (TGM) Program Code Assistance Grant was utilized to update the S-E Overlay Zoning District. In addition, the Medford City Council appointed the Southeast Plan Implementation Advisory Committee to oversee the update of the S-E Overlay District as well as the development of the Neighborhood Circulation Plan. The Committee consisted of two City Council members, two Planning Commissioners, a community member, and five stakeholders. Over a period of two years, the Committee developed recommendations, through unanimous consensus, regarding the detailed planning efforts. The Committee also facilitated implementation review efforts, including coordination of the Commercial Center Core Area (7A) Master Plan.

5.1 Southeast Plan Map

In 1990, when the SE Area was included in Medford’s UGB, all of the land was placed under the “Urban Residential” GLUP Map designation. The phase 2 study

created other land use categories to produce an environment of mixed land uses, housing types, and densities. The different land uses, identified in the study as estate lot, standard lot, small lot, rowhouse, high density residential, commercial center, greenway, park and school, were applied to specific sub-areas.

The existing GLUP Map designations that are most similar to each land use category have been applied to the SE Area on the GLUP Map, while the *Southeast Plan Map* (Figure 1) applies the special land use categories to each of 24 numbered sub-areas. Additionally, the boundaries of the phase 2 sub-areas have been adjusted to better accommodate existing parcel boundaries, existing and planned land uses, and planned street locations. Regulations specific to the *Southeast Plan Map* land use categories are set forth in the Southeast Overlay Zoning District of the Medford Municipal Code. The approximate acreage and target dwelling unit range in each sub-area is set forth in Table 5.2-1.

5.2 Southeast Plan Map subareas

The implementing provisions in the Southeast Overlay Zoning District ensure that the target housing densities anticipated for each residential land use category will be met at the time development approvals are granted by the City. A key difference between the SE Area and other parts of the community is that the sub-areas are restricted to specific zoning districts to meet the density targets, rather than having a wide range of zones.² The overlay zone establishes permissible density ranges and one or two zoning districts for each of the special land use categories. Additional restrictions, discussed below, regulate the permitted uses within the SE Area's central Transit Oriented District (TOD), the Southeast Village Center, which encompasses several sub-areas. The amendment procedures for the *Southeast Plan Map* are the same as for a minor or major GLUP Map amendment.

² For example, the City's Urban Residential GLUP Map designation permits the application of four different zoning districts: SFR-2, SFR-4, SFR-6 and SFR-10. Under the regulatory scheme for the SE Area, each sub-area is permitted to develop under only one or two zones that best approximate the development types and densities recommended in the Phase 2 study.

Table 5.2-1 Southeast Plan Map Subareas
 Targeted land use, zoning, density, and estimated dwelling unit range

Sub Area	Land Use Category	GLUP Map	Corresponding Zoning	Density Range D.U./gross acre (PUD)**	Gross Acres	Dwelling Unit Range (PUD)**
1	Estate Lot	UR	SFR-2	0.8 to 2 (2.4)	237	190-474 (569)
2	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6 (7.2)	211	538-1,266 (1,519)
3	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	20	300-720 (864)
4	Rowhouse	UM	MFR-15	10 to 15 (18.0)	28	280-420 (504)
5	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	15*	225-540 (648)
6	Small Lot	UR	SFR-10	6 to 10 (12.0)	22*	132-220 (264)
7A	Commercial Center – Core	CM	C-C	Mixed-use buildings only	18*	n/a
7B	Commercial Center – Service/Office	SC	C-S/P	20 to 36 (43.2)	35*	n/a
8	School	(UR)	SFR-4 to SFR-6	NA	9	n/a
9	Park	(UR)	SFR-4 to SFR-6	NA	6	n/a
10	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	44	660-1,584 (1,901)
11	Small Lot	UR	SFR-10	6 to 10 (12.0)	43	258-430 (516)
12	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	3*	45-108 (130)
13	Rowhouse	UM	MFR-15	10 to 15 (18.0)	19*	190-285 (342)
14	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	16*	240-576 (691)
15	Small Lot	UR	SFR-10	6 to 10 (12.0)	102	612-1,020 (1,224)
16	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6 (7.2)	31	78-186 (223)
17	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6 (7.2)	124	310-744 (893)
18	School	UR	SFR-4 or SFR-6	NA	17	n/a
19	Park	UR	SFR-4 or SFR-6	NA	10	n/a
20	Standard Lot	UR	SFR-4 to SFR-6	2.5 to 6 (7.2)	17	43-102 (122)
21	Park	UH	MFR-20 or MFR-30	NA	3*	n/a
22	Commercial	CM	C-C	20-36 (43.2)	6	n/a
23	Park	PS	P-1	NA	3*	n/a

Sub Area	Land Use Category	GLUP Map	Corresponding Zoning	Density Range D.U./gross acre (PUD)**	Gross Acres	Dwelling Unit Range (PUD)**
24	Park	PS	P-1	NA	2	n/a
Totals				4.1 to 8.5 (10.2)	1,041	4,221–8,891

*Area is within the Southeast Village Center TOD (178 acres)

**Medford’s Planned Unit Development process allows up to a 20% density increase

5.3 Southeast Village Center

Several Southeast Plan Map sub-areas in the central part of the SE Area have been combined to form the Southeast Village Center, which is one of the City’s four adopted Transit-Oriented Districts (TODs) (see the Transportation System Plan for more detailed information about Medford’s TODs). The land uses proposed for the Village Center include commercial, institutional, medium and high density residential, and a greenway/park. The Southeast Village Center TOD consists of three concentric areas nestled within one another. The Village Center of approximately 178 acres contains sub-areas 5, 6, 7A, 7B, 10, 12, 13, and 14. Sub-areas 7A and 7B make up the 53-acre Commercial Center.

The Commercial Center Core Area (7A) of approximately 18 acres is the primary retail center located along Barnett Road extending from North Phoenix Road to a point east of Stanford Avenue. The Commercial Center Core Area (7A) will contain retail and commercial businesses with residential uses allowable above ground floor level in mixed use buildings. A portion of the Greenway is also located within the Core Area (7A) boundary. These areas are depicted in the Southeast Village Center Map.

The Village Center’s Commercial Center area is surrounded by medium and high density residential uses to assure that many residents are within a five-minute walking distance. The Village Center is intended to be the main neighborhood activity center for the SE Area, and may also include a church, park, community center, and fire station (already constructed), besides locally-oriented shopping and services. Providing higher residential densities within one-quarter mile of shopping and employment areas, along with safe and convenient pedestrian and bicycle circulation, will also foster future transit viability. Specific Village Center regulations have been developed in the Southeast Overlay Zoning District.

5.3.1 Purpose. The purpose of having a Village Center with special regulations is to:

- a. Foster a clear sense of place by establishing a geographical focal point, central area, and gathering place for the social, cultural, political, and recreational interaction of people living and working in the SE Area;

- b. Provide convenient opportunities for shopping accessible by all modes of transportation to reduce traffic congestion, and facilitate greater convenience and community livability;
- c. Provide a development design that produces a pedestrian-oriented central core (Transit Oriented District) that endeavors to reduce reliance on the automobile;
- d. Provide a design that incorporates and promotes the existing waterway and wetland areas into the Commercial Center; and
- e. Fulfill the *Rogue Valley Regional Transportation Plan's* Land Use Element and the City of Medford Transportation System Plan as one of the designated areas of mixed land use and denser residential development that increases future transit opportunities (Transit Oriented Districts).

6. CONCLUSIONS

- 6.1 Special planning studies for the SE Area have determined that a neo-traditional circulation and development pattern could reduce the number and length of motor vehicle trips within the area.
- 6.2 The SE Area is the only area of the community where streams and waterways remain in a mostly natural state.
- 6.3 During the preparation of the special planning studies for the SE Area, the property owners indicated a very strong desire to preserve the natural resources, especially the streams, wetlands, and woodlands.
- 6.4 The creation of a Village Center Transit Oriented District in the SE Area with denser mixed land uses will be a primary means of reducing traffic within the SE area by serving the daily needs of residents through walking, bicycling, transit, and shortened motor vehicle trips.
- 6.5 Assuring that the minimum densities and housing types are achieved and located as proposed, particularly in the Village Center, is essential in carrying out the purposes of the *Southeast Plan*.
- 6.6 Steeper slopes in the SE Area will require expertise in hillside development techniques, particularly regarding storm drainage retention/detention and street design.
- 6.7 Residential design features such as placing garages on alleys, providing front porches, park strips with street trees, sidewalks, and pedestrian-scale lighting, etc., promotes alternative forms of transportation such as walking.

7. GOALS, POLICIES, AND IMPLEMENTATION STRATEGIES

Goal 1. To assure that development in the SE Area occurs in a manner that reduces reliance on automobile travel within the area and promotes multi-modal travel, including pedestrian, bicycle and transit.

Policy 1-A: The City of Medford shall assure that circulation and development design in the SE Area emphasizes connectivity and promotes multi-modal transportation viability.

Implementation 1-A(1): Do not allow private streets to prevent vehicular or pedestrian connectivity or public access to greenways, parks, schools, or other activity centers.

Implementation 1-A(2): Discourage gated or dead-end developments because they prevent connectivity and neighborhood formation. Require adjacent developments to integrate with one another.

Implementation 1-A(3): Assure that development design and street improvements on North Phoenix Road promote non-vehicular access across this major arterial at intersections.

Implementation 1-A(4): Discourage development site design along collector and arterial streets from creating a walled effect near the sidewalk.

Implementation 1-A(5): Encourage the Rogue Valley Transportation District (RVTD) to serve the SE Area with transit service as soon as feasible.

Policy 1-B: The City of Medford shall assure that the Village Center is developed as a pedestrian-oriented, mixed use, higher density central core (Transit Oriented District) for the SE Area.

Implementation 1-B(1): Require special design for development within the Village Center, affecting such elements as building location and orientation, lighting, signage, parking, outdoor storage and display, greenway/wetlands treatment, etc.

Implementation 1-B(2): Limit the commercial zoning districts and permitted uses within the commercial portion of the Village Center to assure pedestrian-oriented development.

Implementation 1-B(3): Require master planning of the entire Commercial Center Core Area of the Village Center prior to development approval.

Implementation 1-B(4): Promote the location of public and quasi-public uses within the Village Center, such as a fire station, day care center, community center, church, park, public plaza, etc.

Policy 1-C: The City of Medford shall support the location of small neighborhood commercial sites in the SE Area outside the Village Center.

Goal 2. To assure that development in the SE Area occurs in a manner that preserves its abundant natural features and resources.

Policy 2-A: The City of Medford shall strive to provide a system of interconnected open spaces in the SE Area utilizing drainageways and stream corridors open to public view and access.

Implementation 2-A(1): Accentuate drainageways and stream corridors by locating street rights-of-way collinear and adjacent to them in order to open them for public view and access. Such placement should be outside the Greenway, should not disturb the riparian area, and should be in conjunction with enhancement and/or restoration. Creekview Drive in particular should be so located in relation to the North Fork of Larson Creek.

Policy 2-B: The City of Medford shall strive to protect natural features and resources in the SE Area, including restoration when necessary.

Implementation 2-B(1): Encourage clustered development to avoid alteration of important natural features.

Implementation 2-B(2): Apply best management practices for private and public development activities that affect streams, drainageways, and wetlands, including reducing impervious surfaces so that runoff is slowed and filtered.

Implementation 2-B(3): Require hillside development to meet stringent standards limiting grading and vegetation disturbance, and minimizing visual intrusion.

Implementation 2-B(4): Require tree preservation plans indicating existing trees of more than six inches in diameter, in conjunction with development applications.

Policy 2-C: The City of Medford shall pursue the continuing evaluation of the SE Area's natural resources to determine which should be protected by permanent use restrictions or public ownership, and which can be included in environmentally sensitive development.

Goal 3: To provide for the implementation of the Southeast Plan.

Policy 3-A: The City of Medford shall use zone change procedures as the timing mechanism to control development within the SE Area, based upon the availability and adequacy of public facilities and services, as required by the Medford Comprehensive Plan and Medford Municipal Code. However, future zone changes in the City will be exempt from meeting the minimum transportation LOS standard for the intersection of Stanford Avenue and Barnett Road, because Stanford Avenue within the Commercial Center is desired to have a high level of slow moving traffic.

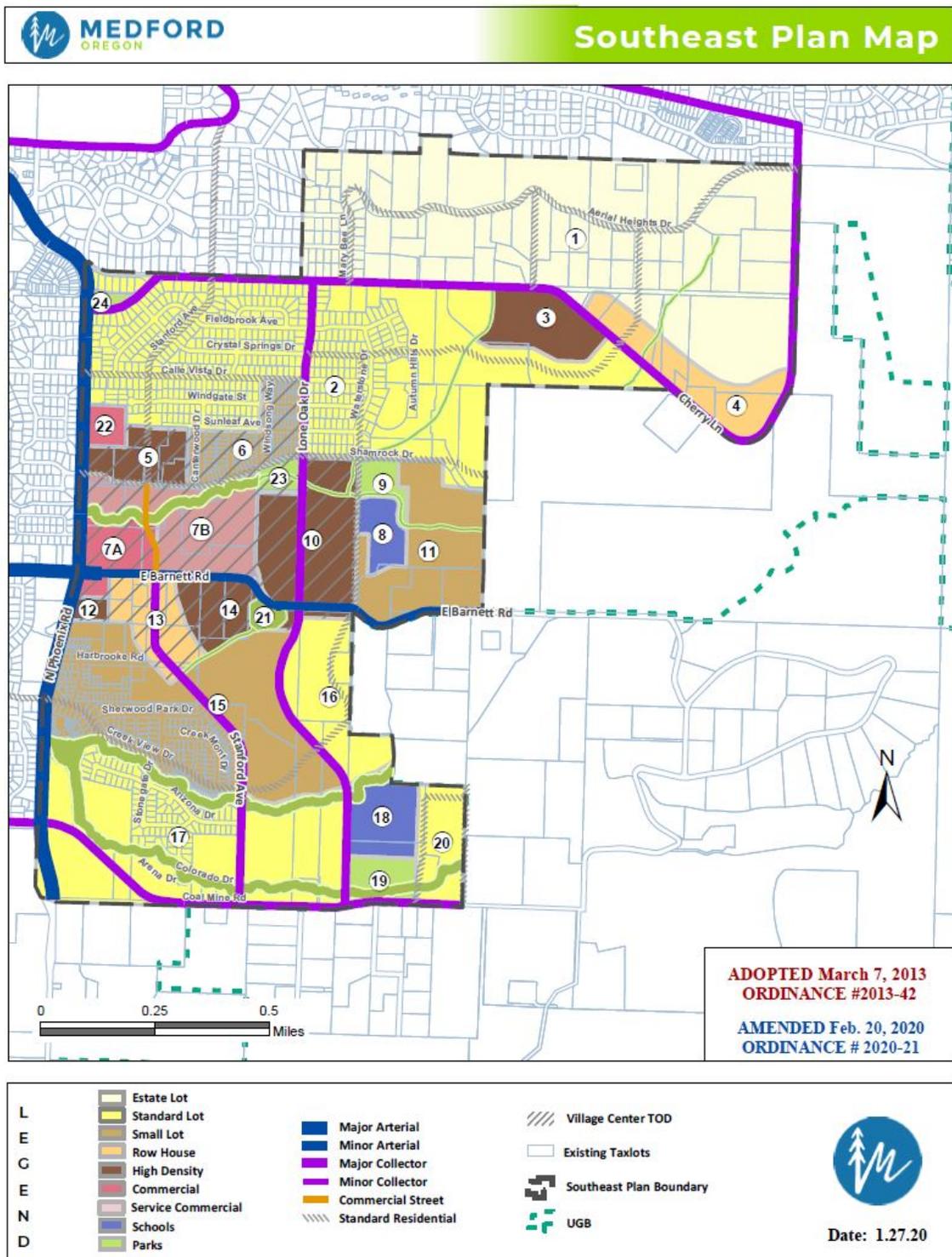
Policy 3-B: Where a street functions as the boundary separating two land use designations or categories in the SE Area, changes to the street location resulting from planning actions shall shift the designations or categories accordingly. Encourage similar land use types to be located facing one another across streets with changes in land use types occurring at the backs of lots where possible.

Policy 3-C: The City of Medford shall pursue the future adoption of regulations and design criteria that promote transportation oriented design in the SE Area pursuant to the recommendations of the *Rogue Valley Regional Transportation Plan*, the *Medford Transportation System Plan*, and other plans as adopted.

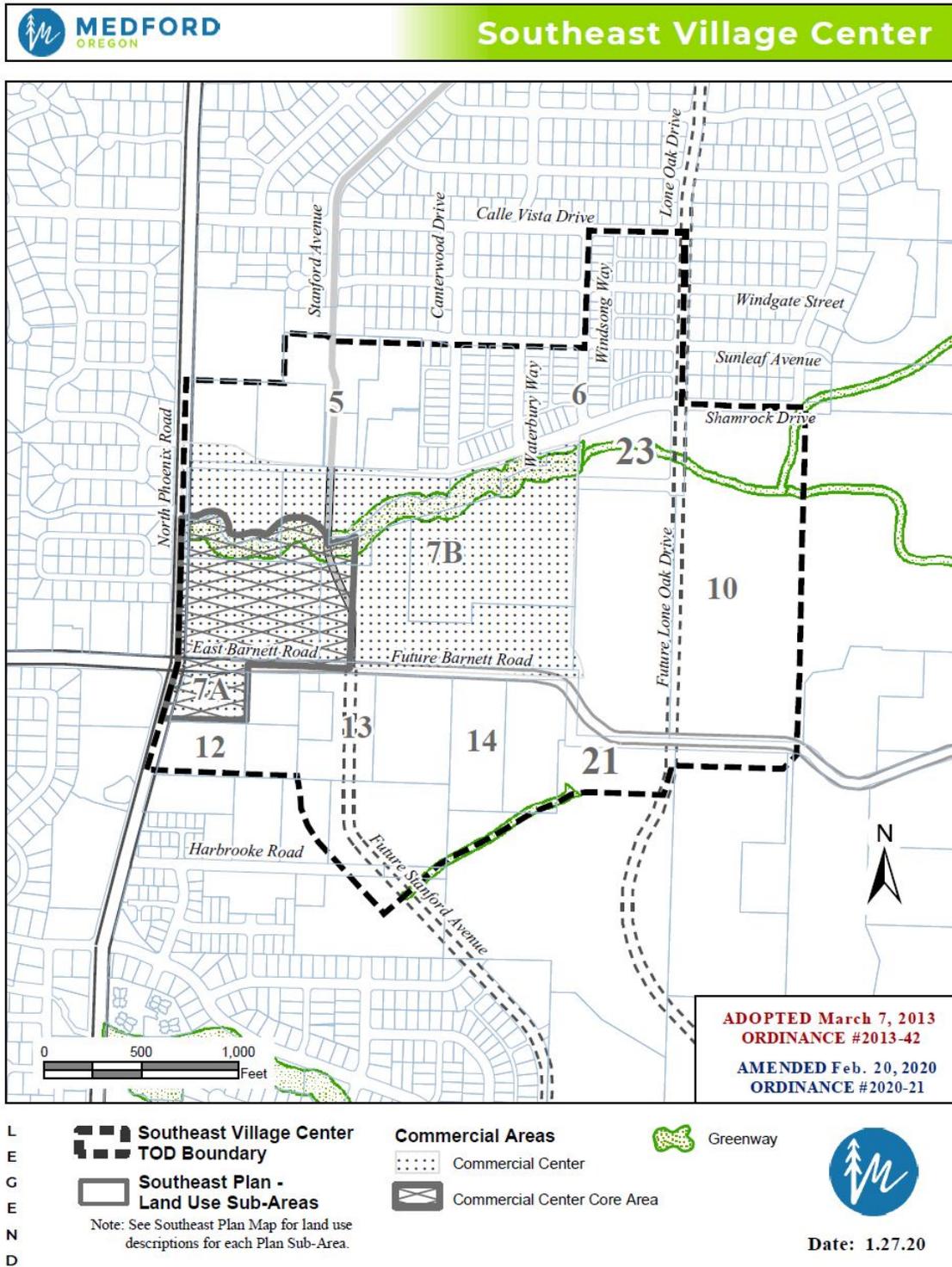
Policy 3-D: The City of Medford shall assure that notice is provided to the Medford and Phoenix-Talent School Districts that land designated for future schools and/or parks in the SE Area may be acquired by the City or school district for such purposes. The City shall notify the applicable school district of pending development permit applications on such land. The City shall not withhold the approval of zoning or development permit applications solely on the basis that a school district or the City has not acquired title to the property. Nothing in this policy prohibits the location of a school or park from changing.

Policy 3-E: The City of Medford shall seek to expend parks systems development charges (SDCs) collected within the SE Area on park-related improvements within the same SE Area.

8. SOUTHEAST PLAN MAP



9. SOUTHEAST VILLAGE CENTER MAP



10.2 Southeast Circulation Plan

1. PLAN OBJECTIVE

To adopt maps, plan policies, and ordinance standards that assure that the transportation network in the Southeast Plan Area provides direct and convenient routes for pedestrians, bicyclists, transit, and motor vehicles to neighborhood activity centers and destinations.

2. HISTORY

The original Southeast Plan, adopted by the Medford City Council in 1998, provided the following Goal and Policy:

Goal 3: To provide for the implementation of the Southeast Plan.

Policy 3-A: The City of Medford shall pursue the future adoption of regulations and design criteria that promote transportation oriented design in the Southeast Area pursuant to the recommendations of the Rogue Valley Regional Transportation Plan and other plans as adopted.

This Neighborhood Circulation Plan is intended to fulfill that policy. The purpose of this plan is to implement the Southeast Plan through adoption of guidelines and regulations relating to the detailed design of a multi-modal transportation system. Subsequent to adoption of the *Rogue Valley Regional Transportation Plan*, the City of Medford adopted the *Medford Transportation System Plan* (TSP) in November 2003, with an updated TSP being adopted in 2018. The Medford TSP and the *Medford Land Development Code* provide for the development of Neighborhood Circulation Plans. The TSP also adopted the Southeast Village Center as a Transit Oriented District (TOD) explained more fully in Part I of this document.

3. SOUTHEAST AREA NEIGHBORHOOD CIRCULATION PLAN MAP

The adopted Southeast Area Neighborhood Circulation Plan Map (Appendix A) provides the location of streets and other transportation facilities classified and arranged in such a manner as to meet the objectives and policies of this plan and the TSP. Street arrangement and design is reviewed and approved by the Planning Commission in the land division and development review process. The Planning Commission must find that proposed transportation improvements conform to any adopted Neighborhood Circulation Plan as well as the TSP. Transportation system features, such as street arrangement and location, may depart from the adopted plan if it can be found that the principles and objectives of the adopted plan will be carried out.

TSP Action Item 10-e directs the City to “Ensure implementation of the Southeast Medford Area Plan with regard to greenways, land use, paths, trails, roadways, and other transportation related facilities.” This Neighborhood Circulation Plan and Map is adopted by the City Council as a part of the Southeast Plan, as well as part of the Medford Street Classification Map, which is in the Transportation System Plan Element of the *Medford Comprehensive Plan*. It is supplemental to and takes precedence over the *Medford Transportation System Plan* (TSP) in cases of disagreement.

4. PART I: EXISTING AND PLANNED ACTIVITY CENTERS AND TRANSPORTATION SYSTEM

4.1 Designated Transit-Oriented District

The *Rogue Valley Regional Transportation Plan* (RTP) and the Medford TSP have adopted four areas in Medford as TODs. These TODs include the Southeast Village Center. The purpose of the TOD designation is to provide centers where dwellings and employment are provided in close proximity (mixed-use) and with adequate density to make transit service viable. It is also critical that TODs provide pedestrian friendly streets and transportation facilities to increase non-vehicular trips within the area.

4.2 Southeast Village Center

The Southeast Village Center TOD is to contain a Commercial Center Core Area (7A) with community commercial uses, including up to 50,000 square feet for a grocery store, residential uses of up to sixty units per acre, and a Greenway with shared-use paths. The TOD will also contain an additional 35 acres of service and professional office commercial and high-density residential uses, and a surrounding 150 acres of other residential uses, ranging from small lot single-family and medium density (rowhouses), to high-density residential, including retirement facilities. The streetscape and street/alley designs in this area will have special character to assure pedestrian friendliness and a “town center” atmosphere. Rogue Valley Transportation District (RVTD) transit service is being extended to the area from the west via Barnett Road. Initially, a transit stop will be provided in the Commercial Center Core Area (7A).

4.3 Lennertz–Coyle Commercial Center Plan

The Commercial Center area, including the Core Area and Greenway, encompasses approximately 53 acres located east of north Phoenix Road and north of Barnett Road. A detailed planning effort for this site was undertaken in 2000 through an Oregon Transportation and Growth Management (TGM) Program *Quick Response Grant*. The results of that plan, prepared by *Lennertz–Coyle and Associates*, have been incorporated into this document. The plan recommended realigning Barnett Road, a minor arterial street, east of the

intersection with North Phoenix Road to create a pedestrian-friendly retail *main street* with commercial buildings on both sides. According to the study, for the retail uses to be viable, a high level of slow moving traffic with on-street parking, similar to a traditional main street, is necessary. The planned realignment was shifted approximately 400 feet further east as a result of a more detailed Commercial Center Core Area (7A) master planning process. This location coincided with the intersection at East Barnett Road and Stanford Avenue; however, the 2018-2038 City of Medford *Transportation System Plan* recommended that the planned realignment be straightened out through an amendment to the Southeast Plan.

The new realignment will occur approximately 1,500 feet east of North Phoenix Road, at which point it will gently curve to the southeast and reconnect to the existing and more southerly and eastern stretch of Barnett Road, thereby eliminating the two 90 degree turns in the current alignment. As a result of the realignment, a standard residential street to the northeast that had connected into the old East Barnett alignment was extended to the south in order to maintain that connectivity. These changes are reflected on the Southeast Plan Map, Southeast Village Center Map, and the Southeast Circulation Plan Map.

The study's preferred alternative for the community commercial site recommended approximately 100,000 square feet of retail commercial uses and up to 50,000 for a grocery store located generally between North Phoenix Road and Stanford Avenue, with the remainder of the commercial area utilized for civic, office, and high-density residential uses, including mixed uses. Stanford Avenue is designated a commercial street where the abutting zoning is commercial, and will be the north-south retail street. The block on Barnett Road between its intersections with North Phoenix Road and Stanford Avenue will need to be designed to assure pedestrian connectivity due to its considerable length.

4.4 Larson Creek Shopping Center

The Larson Creek Shopping Center, located at the southwest corner of North Phoenix Road and Barnett Road, is an important neighborhood activity center. This site contains a 50,000 square foot grocery store and fueling station and 47,650 square feet of other retail and services. Primary pedestrian, bicycle, and motor vehicle access to and from the Southeast Plan Area will be via the North Phoenix Road and Barnett Road intersection. The multi-modal design and improvement of this intersection will be essential in connecting it with the future Southeast Plan Area Commercial Center Core Area (7A) located diagonally across the intersection. Due to the width of the intersection, designing for pedestrian and bicycle friendliness will be crucial.

The existing traffic signal at the Larson Creek Shopping Center mid-access point will not directly serve the Southeast Plan Area except for pedestrians/bicyclists from the Harbrooke Road area. Relocation of the signal to the intersection of Creek View Drive and North Phoenix Road will assure multi-modal access from the “South of Barnett” portion of the Southeast Plan Area. In addition, a signal at this location will provide a safe crossing of North Phoenix Road for those using the shared-use Greenway paths.

4.5 Parks and Schools

Parks and schools are neighborhood activity centers. Two City parks have already been constructed within the Southeast Plan Area, and the Plan identifies three additional future park sites and two future school sites.

The Southeast Plan Area is planned to contain a future City park and Medford School District school abutting the Southeast Village Center TOD on the east. The site is located on two standard residential streets, and will be linked to the Commercial Center Core Area (7A) via a shared-use Greenway path, as well as by at least one direct lower-order street connection. It will be linked to neighborhoods to the north, including a higher density residential area, by a shared-use Greenway path extending to Cherry Lane. The current Barnett Road is the Medford School District boundary.

Another future City park and Phoenix-Talent School District school is planned in the far southeasterly portion of the Southeast Plan Area near Coal Mine Road. This site is to be served by shared-use paths in the east-west Greenways along its north and south edges. Other access will be via two major collector streets having bicycle lanes, Stanford Avenue and Lone Oak Drive, upon which the school and park will front. A third future City park is planned near the southwest corner of the intersection of Barnett Road and Lone Oak Drive. This site abuts high-density residential to the west and small lot residential to the south.

Finally, the City of Medford was given the 165-acre natural Chrissy Park on the east side of Cherry Lane. Access to this park will be via Cherry Lane; however, future access may be provided through the extension of Greenways with shared-use paths to Chrissy Park. Eventual off-street path linkage from Chrissy Park to the 1,740-acre Prescott Park on Roxy Ann Peak is desired.

4.6 Other Existing Facilities

Other existing facilities in the Southeast Plan Area include the Court House Family Fitness facility on North Phoenix Road, the Medford Fire Station on Barnett Road, and a fraternal lodge. A regional fiber optic network hub facility is also sited adjacent and to the east of the fire station. Adequate access for the

fire station located on the south side of Barnett Road in the Commercial Center Core Area (7A) will be critical.

4.7 Existing and Planned Streets

Table 1: Southeast Plan Area Existing and Planned Major Streets

Street Name	Classification
North Phoenix Road	Major Arterial
Barnett Road <i>to 250ft east of N. Phoenix Rd</i>	Major Arterial
Barnett Road <i>from 250ft east of N. Phoenix Rd to easterly UGB</i>	Minor Arterial
Cherry Lane <i>east of N. Phoenix Rd</i>	Major Collector
Coal Mine Road	Major Collector
Stanford Avenue <i>south of Barnett Road</i>	Major Collector
Lone Oak Road	Major Collector
Stanford Avenue <i>north of Commercial Center</i>	Standard Residential
Stanford Avenue <i>north of Barnett Road in Commercial Center</i>	Commercial
Unnamed New Collector B	Minor Collector
Various New Streets	Standard Residential

5. PART II: GENERAL CIRCULATION SYSTEM POLICIES AND GUIDELINES

5.1 Interconnected Street Network

Goal 1: To provide a street network in the Southeast Plan Area that is an interconnected, densely-gridded system that also accommodates topography and natural features such as greenways and wetlands.

Goal 2: To provide safe and convenient pedestrian, bicycle, and motor vehicle access and circulation to and within neighborhood activity centers in and near the Southeast Plan Area.

The purpose of a densely-gridded street system is to avoid concentrating motor vehicle traffic onto a few wide auto-oriented pedestrian-unfriendly major streets, and to allow residents and employees to choose a direct route to neighborhood activity centers, making it more likely that motor vehicle trips will be short or substituted by alternatives such as walking, bicycling, or taking

transit. Street design that results in traffic calming will assure that the densely-gridded street system produces livable neighborhoods.

5.2 Street Alignment

Street alignment should ensure that direct routes to neighborhood activity centers (schools, parks, Greenways, Commercial Center, etc.) are provided. The alignment should also consider natural features, such as topography and natural resources, including established trees and groves of trees. Medford Land Development Code Section 10.452 requires street arrangement to take into consideration existing natural features such as topography and trees. Streets should abut public facilities and features such as Greenways, parks, schools, and open space. The provision of pedestrian/bicycle connections that provide direct convenient routes to neighborhood activity centers should also be ensured.

The Southeast Plan contains a policy about land use designations and street locations:

Policy 3-B: Where a street functions as the boundary separating two land use designations or categories in the SE Area, changes to the street location resulting from planning actions shall shift the designations or categories accordingly. Encourage similar land use types to be located facing one another across streets with changes in land use types occurring at the back of lots where possible.

This policy results in dissimilar development types facing one another. A more desirable situation is having land use type changes occur at the backs of properties so that streetscapes can be consistent and integrated.

5.3 Maximum Block Length

Maximum block length standards optimize convenience for pedestrians and enhance street connectivity. Street intersections should be located approximately every 600 to 800 feet in single-family areas and 400 to 600 feet in the Village Center and other higher density residential areas; however, this standard should be balanced against the preservation of natural resources and topography. Street crossings of Greenways should be minimized, particularly those that are fish-bearing riparian corridors. Longer block length should be considered if needed to save significant established trees or groves of trees. Approximately one-quarter mile spacing of riparian corridor crossings is considered adequate. Individual developments should not be isolated or “dead-end” because they prevent connectivity and neighborhood formation.

5.4 Street Design Standards

Private streets are often utilized when a deviation of City street standards is desired to accommodate a particular site design or difficult property. Private

streets or alleys should be utilized only when neighborhood interconnectedness and convenient public access to activity centers will not be compromised. The Exception Application process has also been used to vary public street standards when a private developer is constructing a public street. When the City is constructing the street, a Transportation Facility Application process is used to vary street standards. A clear process for considering alternative street design standards should be developed for the Land Development Code since these processes do not provide the best means for determining when alternative standards are acceptable. Locations where alternative street designs are appropriate in the Southeast Plan Area have been identified in this plan where known.

5.5 Steep Slopes

Streets in steeply sloped areas, such as those north of Cherry Lane, will necessitate narrower rights-of-way generally located to follow elevation contour lines in order to reduce cut and fill and gradient. Standard street design should be altered if necessary. Standard residential streets should maintain two full lanes for passing vehicles; however, modification of other components should be permitted in order to reduce width as long as designs encourage pedestrian use. Placing sidewalks next to the curb and eliminating planter strips is one means of reducing street width, which reduces the amount of cut and fill needed. Where there are long blocks, pedestrian accessways between streets should be utilized where topography allows. Aerial Heights Drive, a currently unpaved street located north of Cherry Lane (not yet dedicated right-of-way), is the primary east-west standard residential street serving this area.

5.6 Access Management

Motor vehicle access management is important to maintaining the multi-modal function of higher order streets over time. Access to individual properties can be appropriately managed at the same time as providing attractive pedestrian-friendly streetscapes along collector and arterial streets. Since a densely-gridded street system is desired in the Southeast Area, intersection spacing on higher order streets will be controlled through use of medians to control turning movements rather than increasing block lengths.

The use of residential through-lots should occur only when no other site design options are available. Such through-lots tend to produce an undesirable walking environment by creating the need to “wall-off” the street with tall fencing or walls at the right-of-way line. In addition, walled-off neighborhoods or commercial centers do not promote community-building. An even poorer condition is created when through-lot development is located adjacent to or interspersed with front-facing development along the same street.

The City currently does not require abutting residential property owners to maintain landscape areas in rights-of-way along collector and arterial streets, including the area between the sidewalk and the fencing or the street trees and landscaping within the planter strips. Abutting property owners often have no access to maintain such areas. In the Southeast Plan Area, creation of these situations should be avoided by use of site design and street layouts that do not require through-lots or the need for tall fencing along the right-of-way line. The most desirable pedestrian-friendly options are siting of land uses that do not require fenced areas and the use of front-facing dwellings with access from the rear, such as from alleys.

Another option is the use of frequent lower order street intersections that produce side yards abutting the higher order street. This design is less pedestrian-friendly but does not create a continuous walled effect. Other, but less desirable, options are creation of frontage streets (commercial areas) or use of shared driveways. Shared driveways are not an available option on arterial streets.

The Southeast Overlay District requires residential owners abutting collector and local streets to landscape and maintain the planter strips and any landscape area between the property line and sidewalk. When through-lots are demonstrated to be necessary, a fencing setback of at least 10 feet and full improvement of the abutting right-of-way with landscaping and irrigation is required, along with a property owners' association or another design or mechanism that will assure continued maintenance. In the Southeast Area, North Phoenix Road is the only higher order street expected to contain several abutting residential through-lots due to its higher speed limit. This design can likely be avoided elsewhere in the Southeast Area.

5.7 Alleys

It is expected that alleys will serve as an important site design feature in the Southeast Area, particularly in higher density single-family and medium-density residential areas. As noted above, alleys should be utilized as an alternative to residential through-lots on collector and arterial streets. Alleys should also be utilized to enhance neighborhood appearance and residential streetscapes by placing garages to the rear of dwellings. Narrow residential lots (less than 50 feet in width) are required by the S-E Overlay District to have rear access to avoid having driveways and garages dominate the streetscape.

The City should develop standards to help alleys function correctly and in accordance with utility and service providers' needs. New alleys should be accepted as public rights-of-way when a public benefit results, such as eliminating the need for through-lots along a higher order street. Dead-end

public alleys not exceeding 400 feet in length should be permitted if a public benefit for the alley can be established.

5.8 Streetscape Design

Goal: To have a streetscape in the Southeast Area designed so that streets are comfortable and convenient for all travel modes and encourage non-motor vehicle trips, and designed so that fast-moving traffic is discouraged on local streets, neighborhood collectors, and in the Commercial Center.

5.8.1 Traffic Calming

Traffic calming is necessary in areas with densely-gridded streets to preserve livability. The primary traffic calming method is use of street widths appropriate for the traffic demand and emergency access needs. Curb extensions and demarcated crosswalks should be utilized at intersections of lower order streets within the Southeast Area. Other traffic calming measures include features such as medians and raised intersections. Traffic calming measures not recommended include stop signs, undulations, and street barriers and diverters. Traffic calming measures will generally not be included on collector or arterial streets, or other streets that are considered *Primary Emergency Response Routes*.

Intersection roundabouts should be considered when intersection controls are warranted. The Insurance Institute for Highway Safety reported that roundabouts, when compared with intersections equipped with stop signs or signal lights, can reduce injury-producing crashes by 80% and significantly reduce traffic delays. The Federal Highway Administration noted that the absence of left turns across traffic is beneficial, including eliminating the potential for head-on crashes. Lower speeds also give drivers more time to react to potential conflicts with other vehicles, and they promote smoother traffic flow. Roundabouts make pedestrian movement safer and more convenient. They are less costly over time because installation and maintenance of signals is unnecessary.

5.8.2 Right-of-Way Design

Right-of-way design in the Southeast Area is intended to be “context sensitive.” This means that modifications to designs have been considered based upon the abutting planned land use. The needs of the abutting planned land use should be balanced with area-wide and citywide transportation needs. The context of the Southeast Village Center as a TOD will dictate the design of the rights-of-way in this area, and most particularly in the Commercial Center portion of the TOD. The proposed street design in the Commercial Center is described in more detail under the Streetscape Design section for Barnett Road.

The City of Medford’s standard is for intersections to operate with a Level of Service (LOS) “D” or better. This test usually occurs at the time facility adequacy is determined during consideration of a proposed zone change. However, future zone changes in the City will be exempt from meeting the minimum transportation LOS standard for the intersection of Stanford Avenue and Barnett Road, because Stanford Avenue within the Commercial Center is desired to have a high level of slow moving traffic.

In the Southeast Area, right-of-way landscaping, except for arterial street frontages abutting residential zones, is the responsibility of the abutting property owner. Plans for such landscaping will be reviewed at the time of land use decision by the approving authority. Such plans will include planter strips and street trees, as well as any undeveloped right-of-way such as that at the back of the sidewalk. If street trees cannot be accommodated within the right-of-way, they must be provided on private property behind the sidewalk. When street designs are used that require street trees to be installed on private property, tree location and maintenance should be controlled through CC&Rs to reduce confusion over property owners’ responsibilities and conflicts with public utility easements. The S-E Overlay District includes landscaping and street tree requirements. Street trees must be located so as to not conflict with pedestrian-scale streetlights or emergency vehicles. The lower branches should be at least 13.5 feet above the ground where emergency vehicles will be turning. Any landscaping must adhere to clear sight distance requirements at intersections and driveways.

5.8.3 Right-of-Way Landscaping

Right-of-way landscaping design in the Southeast Area should provide:

- A consistent and unique character that relates to the context and conditions;
- Appropriate plantings that require minimal irrigation and maintenance, including alternatives to lawn and conditions that discourage weeds (except where CC&Rs designate specific private responsibility for maintenance);
- Appropriate street trees that will provide significant prominence and shading;
- Long-term street tree and plant growth opportunities;
- Irrigation systems designed for maximize efficiency and avoiding over spray; and
- A high quality of construction and maintenance.

As noted above, right-of-way landscaping and street tree installation and maintenance responsibility is that of the abutting property owner except in major and minor arterial streets in residential zones and in median islands, where the City is responsible. In rare cases where through-lots are created along

collector streets, property owners' associations will be required to maintain the fencing setback area as well as the planter strips. A landscaping and street tree design(s) for arterial street planter strips should be developed by the City for installation at the time of street improvement.

5.8.4 Street Lighting

Medford Land Development Code Section 10.495 permits the use of pedestrian-scale street lighting (used to light the sidewalk) except on collector and arterial streets. In addition, a standard streetlight (used to light the roadway) is required to be installed at each street intersection and at any other pedestrian street crossings. The operation and maintenance costs of pedestrian-scale street lighting are charged to the benefiting property owners through a utility fee.

Such lighting is required in the S-E Overlay District on both sides of the street approximately every 100 feet. They are placed within the planter strips where there are planter strips. Where there are no planter strips, they are placed on abutting private property or within extra wide sidewalks. They will be essential on certain collector and arterial streets as well, to provide the continuity and where there will be high pedestrian activity, especially in the Southeast Village Center TOD, including a portion of Barnett Road. The Code should be clarified to allow pedestrian-scale streetlights to be required where needed in the S-E Overlay District, including on collectors and arterial streets.

5.9 PEDESTRIAN/BICYCLE CIRCULATION

Goal: To have pedestrian and bicycle circulation in the Southeast Area designed so as to encourage the use of these modes for many trips within the Area and to outside destinations by making such trips convenient, safe, and pleasant.

Sidewalks

Because streets in the Southeast Area will be highly interconnected, sidewalks should be required on both sides of all streets, including residential lanes. A residential lane, unless it is a cul-de-sac, will be just as likely as another street type to carry through pedestrian traffic. The sidewalk should not end abruptly when a residential lane is reached. In high pedestrian areas, where on-street parking is located within the right-of-way, such as the Commercial Center, extra-wide sidewalks with tree wells and grates should be used in lieu of landscaped planter strips.

5.9.1 Accessways

Accessways are off-street public rights-of-way. They are not the same as pedestrian walkways or sidewalks. They are essentially a short shared-use path. Accessways are reserved for situations where street connections are infeasible.

Since blocks will be short and the use of cul-de-sacs uncommon in the Southeast Area, accessways will be needed infrequently. They should be used with frequent spacing, however, where there are long blocks in steeply sloped areas, and for connections to uses such as schools, parks, civic facilities, Greenways, open space, etc. Accessways may not be feasible where path grade would exceed 12 percent, but stairs should be considered as an alternative. The City standard for accessways is a 12-foot wide right-of-way with an 8-foot wide paved surface, designed to allow one end of the accessway to be seen from the other. They must be lighted. Accessways should be designed and improved in such a way as to require little maintenance, and are maintained by the City. It is recommended that the design be amended to require paving for the full width of the accessway to avoid narrow strips of ground that must be landscaped and maintained, and that the width be reduced to ten feet.

5.9.2 Shared Use Paths

Off-street shared-use paths are used in situations where there will be very infrequent crossing of the path by driveways or street intersections. The City design is a ten foot wide paved surface within a 20 foot wide easement or right-of-way. Exacting design at driveways or street intersections is essential due to high danger for path users. Motor vehicle drivers are not accustomed to looking for bicyclists in particular if the path appears similar to a sidewalk. Shared-use paths are planned in the Southeast Area along or within Greenways. Shared-use paths should not terminate or cross streets at mid-block except on very low use streets. They should be considered for use in lieu of a required sidewalk on the side of a street abutting a Greenway. They should not be used in lieu of required bicycle lanes, as they do not accommodate fast moving bicyclists.

Users of the shared-use paths in the Larson Creek and North Larson Creek Greenways will be able to connect with the future Larson Creek path located west of North Phoenix Road. This path will be essential in providing an alternative to the use of Barnett Road between the Southeast Area and central Medford and the Bear Creek Greenway. The widening of Barnett Road to properly accommodate bicyclists and pedestrians is not likely to be feasible in the foreseeable future due to cost. An alternative such as the Larson Creek path is a necessity. It would also provide a means for users from elsewhere in the City to reach the Southeast Area Greenways.

Shared-use paths in Greenways are planned to extend easterly in the future beyond the current UGB to connect the Southeast Area with Chrissy Park. Such a connection could make eventual off-street access feasible further north to Prescott Park, for pedestrian and bicycle users and even equestrians.

Any paths, bridges, or right-of-way improvements within a designated riparian corridor require authorization through a Conditional Use Permit. When a project is in the public interest, adverse impacts to the riparian corridor may be authorized if they can be mitigated (made up for by other actions such as habitat restoration). Habitat mitigation recommendations are obtained from the Oregon Department of Fish and Wildlife (ODFW). City staff reviews restoration plans, with final action by the applicable City approving authority.

Where Coal Mine Road right-of-way widening and the Larson Creek Greenway would result in a potential property depth of less than 90 feet, the City should consider acquisition of the property between the right-of-way and the Greenway. Deviations in the Greenway width (meandering or reducing) to achieve lot depth should be considered only as a last resort since this stream is a designated riparian corridor intended for habitat protection.

5.10 TRANSIT

Transit service by the Rogue Valley Transportation District (RVTD) will initially be extended easterly on Barnett Road to the Commercial Center. In the future, a major transit stop or station will be provided within the Southeast Village Center TOD. For viable transit service, generally a residential density of at least seven units per acre is needed. The Southeast Village Center TOD is expected to contain over 2,000 dwelling units at build-out with a gross density of 12 units per acre or more. Since transit users are also pedestrians, the overall pedestrian-friendly design of the area will be essential in encouraging transit use. The Commercial Center Core Area (7A) should include provisions for the major transit stop.

6. PART III: STREET SPECIFIC CIRCULATION SYSTEM POLICIES AND GUIDELINES

6.1 NORTH PHOENIX ROAD

North Phoenix Road is designated a Major Arterial Street. Planned intersections with North Phoenix Road in the Southeast Plan include: Calle Vista Drive; Barnett Road; Creek View Drive; Shamrock Drive; and Coal Mine Road. The intersection of Cherry Lane (a major collector) with North Phoenix Road has already been completed, including signalization and the provision of pedestrian access to the park on the northeast corner.

6.1.1 Planned Intersections

- a. **Calle Vista Drive with North Phoenix Road**
Standard Residential with Major Arterial

A future center median in North Phoenix Road will result in right-in/right-out only turning movements at this intersection. Single-family development is located at all corners of the intersection, including an existing historic home at the northeast corner. Completing the sidewalk and planter strip in North Phoenix Road in front of this home may be difficult due to a lack of space; however, alternatives should be studied because the missing 150 foot+/- section of sidewalk will force pedestrians to use the bicycle lane in the roadway. Completion by the City of the missing 150 foot+/- sidewalk and planter strip in Calle Vista Drive at the side of the existing home should be considered, as adequate room exists.

b. Barnett Road with North Phoenix Road

Major Arterial with Major Arterial

The primary pedestrian, bicycle, and motor vehicle access to and from the Southeast Area will be via this intersection. It will function as the “gateway” to this neighborhood. The multi-modal design and improvement of the intersection will be essential in connecting the Larson Creek Shopping Center with the future Commercial Center Core Area (7A) located diagonally across the intersection. Retail commercial development will be located at three corners of the intersection with office development at the northwest corner. Widening of the intersection is planned as a *long range project* (2028-2038) in the TSP. Due to the potential expansive width of the intersection, designing specifically for pedestrian and bicycle friendliness will be crucial.

Note that the classification of Barnett Road transitions from a Major Arterial to a Minor Arterial about 250 feet east of North Phoenix Road.

c. Creek View Drive with North Phoenix Road

Standard Residential with Major Arterial

This intersection will provide important east-west connectivity between the Southeast Area and the remainder of the City. It will also provide the point at which users of the Larson Creek shared-use paths will cross North Phoenix Road. Single-family residential development will be located at three corners of the intersection with the Larson Creek Shopping Center at the northwest corner. When traffic volume warrants a traffic signal at this intersection, the relocation of the signal from the center point of the Larson Creek Shopping Center to this intersection will be necessary. However, new homes to the east will generate pedestrian and bicycle traffic crossing North Phoenix Road at this intersection to access the shopping center before signalization of the intersection. When the signal is relocated, the center point access to the shopping center will

be redesigned to limit turning movements to right in/right out. Pedestrian and bicycle traffic continuing to cross at this location from the Southeast Area may be an issue.

d. Shamrock Drive with North Phoenix Road
Standard Residential with Major Arterial

This intersection will be realigned to coincide with Shamrock Drive on the west side. A future center median in North Phoenix Road will result in right-in/right-out only turning movements at this intersection. Commercial development is to be located at the southeast corner of the intersection and high density residential development at the northeast corner, with existing single-family development to the west. This intersection will be located at the top of a rise resulting in possible visibility issues.

e. Coal Mine Road with North Phoenix Road
Major Collector with Major Arterial

This intersection will be relocated to coincide with Juanipero Way in conjunction with development of the area north of Coal Mine Road, and will be signalized when warranted. This intersection will provide indispensable east-west connectivity between the Southeast Area and the remainder of the City. This major collector street (Black Oak Drive/Juanipero Way/Coal Mine Road) will provide a needed alternative to the use of Barnett Road for east-east travel. High density residential development approved as part of the Stonegate Estates Planned Unit Development is located at the northeast corner of the intersection and single-family development at the southeast and northwest corners. The southwest corner is the Centennial Golf Club property.

6.1.2 Streetscape Design

Consistent treatment of this major street frontage is important. The frontage treatment should avoid the appearance of a walled, or separate, community. The City is responsible for the installation and maintenance of the improvements in the planter strips and medians along North Phoenix Road, including street lighting and street trees. A consistent design should be developed for the planter strips and medians. Installation of landscaping shall occur at the time the improvements are constructed. Pedestrian-scale street lighting is desirable abutting the Commercial Center Core Area (7A) near the Barnett Road intersection and in other high pedestrian areas.

The City should fill in gaps in sidewalks and planter strips along the east side of North Phoenix Road adjacent to pre-existing development expeditiously as areas

develop so that pedestrians are not forced to walk in the bicycle lanes when a sidewalk ends abruptly.

Minor street and driveway intersections with North Phoenix Road will be limited to right-in/right-out turning movements, including the existing Harbrooke Road, through the installation of median islands. The design of the medians should be consistent with the existing median (concrete with trees in tree wells).

6.2 BARNETT ROAD

Barnett Road is designated a Major Arterial Street from its intersection with North Phoenix Road, 250 feet east; and then a Minor Arterial Street to the east. Those planned intersections with Barnett Road in the Southeast Plan include: Stanford Avenue; Lone Oak Drive; Standard Residential Street B; and a Future Collector Street.

6.2.1 Planned Intersections

f. **Stanford Avenue**

Major Collector (south)/Commercial Street (north) and Minor Arterial

This signalized intersection will be the key intersection in the town center, Commercial Center Core Area (7A). The intersection must be located to the east of the US Sprint Communications facility due to the location of underground facilities that may be too costly to move. The intersection will have retail buildings close to the street on all corners and will convey the identity and character of entire town center. It will have on-street parking and features to aid in pedestrian crossing, such as curb extensions and medians. Short pedestrians crossing of no more than 50 feet are needed in town centers. These must be designed so as to facilitate emergency vehicle movement due to the close proximity of the fire station. The Commercial Center Core Area (7A) will extend approximately 300 to 400 feet east of the intersection. Stanford Avenue to the south of the intersection will contain bicycle lanes, but to the north will not. The intersection must be designed to convey to all users the location, in all four directions, where bicyclists are to be expected.

g. **Lone Oak Drive**

Major Collector with Minor Arterial

This intersection will be located east of the southerly curve in Barnett Road. Its location will be affected by large hill to the south of Barnett Road. Lone Oak Drive will bend around to the west of the top of the hill, generally following the elevation contour lines. The intersection will have high density residential uses on both sides of Barnett Road. The high

density designation has been placed on the south side of the Arterial Street to allow for site design that assures pedestrian friendliness along the frontage and avoids through-lots.

h. Standard Residential Street B

Major Collector with Minor Arterial

There will be high density residential uses on the west corners of this intersection, with medium density residential to the northeast, and rural uses on the southeast corner outside the UGB. This Standard Residential Street B will serve a park and school to the north of Barnett Road and connect with Creek View Drive to the south of Barnett Road.

i. Future Collector Street

Minor Collector with Minor Arterial

This intersection will generally be located west of the crossing of North Larson Creek by Barnett Road, to achieve a Collector Street spacing of approximately one-quarter to one-half mile. The future abutting land uses are unknown.

6.2.2 Streetscape Design

Commercial zoning on both sides of Barnett Road will be essential to creating a town center. The recommended speed in town centers is 25 mph. Stanford Avenue, north of East Barnett Road, will also be constructed as a commercial street with retail shops and parking on both sides.

A high volume of slow moving traffic is critical to a successful retail main street. A lowered design speed will allow smaller main street style businesses to capture traffic without long frontages or large signs (Lennertz-Coyle Commercial Center Plan).

The Rogue Credit Union site has been changed to a commercial (CM) GLUP Map designation to provide a consistent commercial designation on both sides of the street at this gateway entry into the Southeast Village Area. Since there will be on-street parking in the town center, extra wide sidewalks (15+/- feet) with tree wells should be used in lieu of planter strips. Bicyclists should not be permitted on the sidewalks in the Commercial Center. The fire station should retain its frontage on Barnett Road due to the value of having a striking civic building at this location. It will be essential that proper access and traffic signals are provided for quick response from the fire station in all directions.

The City will be responsible for the installation and maintenance of the landscaping in the planter strips on Barnett Road only where abutting residential

zones. A consistent design should be developed for the Commercial Center, including pedestrian-scale streetlights. A consistent design for landscaped medians for which the City will be responsible should also be developed. Where on-street parking is planned in the Commercial Center, street trees will be located in extra wide sidewalks in lieu of planter strips. The special cross section for Barnett Road, including on-street parking, should extend from its intersection with Stanford Avenue to the easterly edge of the Commercial Center designation.

Where Barnett Road abuts the UGB, most of the future widening of the right-of-way to 78 feet in width will take place on the side of the street opposite the UGB. The ultimate cross section, until such time the UGB may be relocated, will include sidewalks and planter strips on the City side only, with bicycle lanes on both sides. Where planter strips are planned, a consistent landscape design should be developed. It is not expected that land uses along Barnett Road (mostly commercial and higher density residential) will require the use of fencing or walls along the right-of-way. The higher density residential designations to the north of the street have been carried to approximately 100 feet south of the right-of-way to assure that similar land use types are facing one another, and to avoid the need for through-lots. It is expected that intersections along Barnett Road in the Southeast Plan Area will be more frequent and controlled with medians.

6.3 CHERRY LANE

Cherry Lane is designated a Major Collector Street. Those planned intersections with Cherry Lane in the Southeast Plan include: Stanford Avenue; Lone Oak Drive; Standard Residential Street B; and Future Standard Residential Streets.

6.3.1 Planned Intersections

a. **Stanford Avenue**

Standard Residential with Major Collector

This intersection provides direct access from the Hillcrest Road area to the Southeast Commercial Center. There are large lot single-family uses on all corners. The newer lots on the south corners will have access from Stanford Avenue. The lots with existing single-family homes on the north side currently have roadside ditches and no adjacent street improvements.

b. **Lone Oak Drive**

Major Collector with Major Collector

This will be a T-intersection. The Southeast Plan has envisioned Lone Oak Drive as the major connector running through the heart of the plan area. It will have distinctively landscaped medians. There will be large lot single-family uses on all corners of this intersection.

c. **Collector Street C**

Minor Collector with Major Collector

The leg of this intersection north of Cherry Lane will be a Standard Residential Street. Curb extensions like those on Mary Bee Lane will slow vehicles coming down the hill. The intersection will have high density residential on the south corners and large lot single family on the north corners. The need for C Street to be a Collector would only be realized if the Future Growth Area to the south is added to the UGB for development, in which case, the street would extend to Coal Mine Road.

d. **New Standard Residential Street B**

Standard Residential with Major Collector

This intersection will have larger lot single-family uses on the southerly corners and medium density residential on the northerly corners.

e. **Future Standard Residential Streets**

Standard Residential with Major Collector

Due to the curving nature of Cherry Lane in this location, these intersections will likely be T-intersections. They will have medium density residential uses on the northerly side and unknown land uses on the south corners.

f. **Shared Use Paths**

There are two locations where shared use paths are proposed to intersect with, or cross, Cherry Lane. To be designed for safety, users should be directed to safe crossing points, usually at controlled intersections.

6.3.2 Streetscape Design

Site design along Cherry Lane will have residential lots and dwellings fronting on the street. This will be accomplished through use of alleys or shared driveways. The use of side yards is also acceptable. Alternative designs in the medium and high density areas (Areas 3 and 4) may be acceptable; however, designs requiring fencing near the right-of-way will comply with the fencing setback and landscaping requirements of the S-E Overlay District. Cherry Lane will not contain

on-street parking. Center medians or islands will be utilized as needed to control turning movements at intersections.

The City will strive to complete the street improvements in front of existing homes expeditiously, including sidewalks, planter strips, pedestrian scale street lighting where appropriate, street trees, and bicycle lanes. The ultimate cross section will include sidewalks and planter strips, with bicycle lanes on both sides. Along the street frontage where the street abuts the city owned Chrissy Park, the right-of-way will be designed to facilitate safe and convenient pedestrian and bicycle use of the park as well as an enhanced streetscape.

Abutting property owners will be responsible for the landscaping and maintenance of planter strips. The City will be responsible for the landscaping and maintenance of right-of-way medians or islands.

6.4 COAL MINE ROAD

Coal Mine Road is designated a Major Collector Street. Those planned intersections with Coal Mine Road in the Southeast Plan include: Stanford Avenue; Collector Street A; and Standard Residential Street B.

6.4.1 Planned Intersections

j. **Stanford Avenue**

Major Collector with Major Collector

This will be a T-intersection with the possibility of Stanford Avenue being extended to the south if the Future Growth Area is added to the UGB. There will be a shared-use Greenway path crossing Stanford Avenue at the intersection. The land uses will be single-family at the northwest corner of the intersection, Greenway at the northeast corner, and rural outside the UGB to the south. A Conditional Use Permit will be required for the Stanford Avenue crossing of the riparian corridor and associated wetland near the intersection. Sidewalks, or shared use Greenway paths in lieu of sidewalks, and planter strips will be constructed on the north side only of Coal Mine Road unless, or until, the UGB is expanded to the south.

k. **Lone Oak Drive**

Major Collector with Major Collector

This will be a T-intersection with the possibility of Lone Oak Drive being extended to the south if the Future Growth Area is added to the UGB. There will be a shared use Greenway path crossing Lone Oak Drive at the intersection. The land uses at this intersection will be Greenway on the

north side and rural outside the UGB to the south. Lone Oak Drive will serve a future park and school to the north. The intersection will be in the riparian corridor requiring a Conditional Use Permit. Sidewalks, or shared use Greenway paths in lieu of sidewalks, and planter strips will be constructed on the north side only of Coal Mine Road unless, or until, the UGB is expanded to the south.

I. **Standard Residential B Street**

Standard Residential with Major Collector

This will be a T-intersection with the possibility of the street being extended to the south if the Future Growth Area is added to the UGB. The intersection will have single-family uses on the northwest corner and will be located on the UGB line to the east and south, with rural uses outside the UGB. The Standard Residential B Street will extend north beyond Barnett Road nearly to Shamrock Drive if properties in the Future Growth Area to the north are included in the UGB in the future.

6.4.2 Streetscape Design

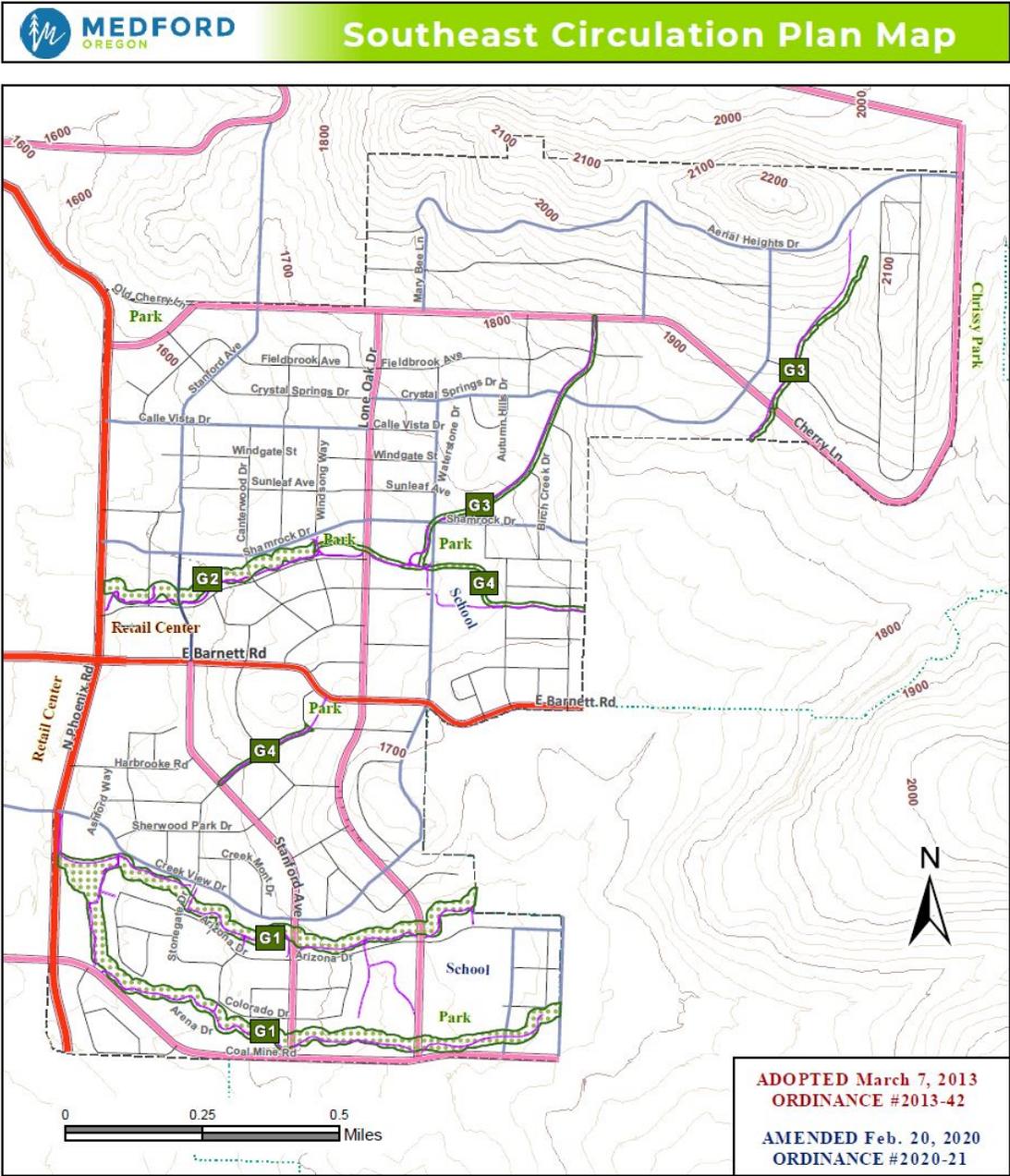
Except where the Greenway or other public facilities abut the street, site design along Coal Mine Road will have residential lots and dwellings fronting on the street. This will be accomplished through use of alleys or shared driveways. The use of side yards is also acceptable. Coal Mine Road will not contain on-street parking. The City will strive to complete the street improvements in front of existing homes inside the UGB expeditiously, including sidewalks, planter strips, pedestrian-scale street lighting, street trees, and bicycle lanes. Because the edge of the southerly right-of-way serves as the UGB, most of the future widening of the right-of-way to 74 feet in width will take place on the north side of the street opposite the UGB. The ultimate cross section, until such time the UGB may be relocated, will include sidewalks and planter strips on the City side only, with bicycle lanes on both sides. Abutting property owners will be responsible for the landscaping and maintenance of planter strips.

A pedestrian crossing at a street intersection should be provided from the proposed development south of the relocated Coal Mine Road to the future Greenway shared use path. Any shared use paths in the Larson Creek Greenway should connect to the future intersection of Coal Mine Road/Juanipero Way and North Phoenix Road. Any shared use paths in the Larson Creek Greenway should cross the Collector Streets at controlled intersections or otherwise be designed for safe crossing. Residential lots should not backup to the Greenway unless no other options are available. Where the Larson Creek Greenway abuts Coal Mine Road, a shared use path may be constructed within the Greenway outside of the right-of-way in lieu of the sidewalk. Streetscape features, including street trees

and pedestrian street lighting where appropriate, will still be required within the right-of-way in conformance with the Medford Municipal Code. Pedestrian and bicycle access to North Phoenix Road should be preserved along the old Coal Mine Road alignment.

APPENDIX A

Southeast Area Neighborhood Circulation Plan Map



ADOPTED March 7, 2013
ORDINANCE #2013-42
AMENDED Feb. 20, 2020
ORDINANCE #2020-21

L E G E N D		Major Arterial		Greenway
		Minor Arterial		Greenway Design Standard (See Circulation Plan Document)
		Major Collector		UGB
		Minor Collector		Southeast Plan Boundary
		Commercial Street		Contours
		Standard Residential		100 Foot
		Local Street		20 Foot
		Multi-Use Paths		



1.27.20

10.3 Bear Creek Master Plan

Adopted by Medford City Council on November 6, 2003

Ordinance no. 2003-285

The entire Bear Creek Master Plan, adopted as a part of the Medford Comprehensive Plan, has been printed as a separate document which contains all of the chapters and appendices, and is available for review or purchase from the City of Medford Planning Department, 200 South Ivy Street, Medford, Oregon 97501, phone 541-774-2380, and is online on the City of Medford website at www.ci.medford.or.us.

10.4 Urbanization Planning

Adopted by Medford City Council on November 15, 2018
Ordinance no. 2018-131

- 1. Objective50
- 2. Legal Effect.....50
- 3. History.....51
- 4. Procedure.....51
- 5. Plan Contents.....52
- 6. GLUP Amendments.....55
- 7. Urbanization Plan Amendments.....56
- 8. Planning Unit Maps.....57
- 9. Open Space requirements by Planning Unit.....60

1. OBJECTIVE

To adopt land use and circulation maps that assure that the Regional Plan Element (RPE) requirements under section 4.1.8 are being met for all areas added to the urban area from the urban reserve before the land can be annexed. Urbanization plans must show compliance with the minimum residential density standard of RPE 4.1.5, the requirement for mixed-use, pedestrian-friendly development of RPE 4.1.6, and compliance with the land use distribution requirements of RPE 4.1.8 (b).

Urbanization plans will encompass cohesive “planning units” within the expansion area. In this context “planning unit” means an area that is bounded by streets, natural features, and/or existing property lines in such a way that it is logical to plan as a unit. The cohesive units are mapped at the end of this division.

2. LEGAL EFFECT

An urbanization plan is a “Special Area Plan” as defined in the General Land Use Plan Element, a “conversion plan” as termed in the Urban Growth Management Agreement, and a neighborhood circulation plan as used in Chapter 10 of the Municipal Code. As such, an urbanization plan may specify zoning district options and future development patterns in greater detail than the General Land Use Plan (GLUP) and Transportation System Plan maps.

Adopted urbanization plans become appendixes to this division.

3. HISTORY

The City of Medford adopted its portion of the Greater Bear Creek Valley Regional Plan as the Regional Plan Element of the Comprehensive Plan in 2012. Through this adoption the City established an urban reserve, from which land will be selected for inclusion into the UGB. The Regional Plan Element established a set of “performance indicators” (standards) that must be met as land is brought into the UGB from the urban reserve. These performance indicators played a role in determining where the UGB would be expanded to meet the City’s land need at the time of UGB expansion. However, further detail is needed in order to ensure that these areas will meet all applicable performance indicators as they are developed. The urbanization plans adopted into this division of the Neighborhood Element demonstrate that all applicable performance indicators from the Regional Plan Element will be addressed as areas develop.

4. PROCEDURE

Prior to or concurrently with annexation, urbanization plans must be submitted for each planning unit added to the UGB from the urban reserve. An urbanization plan shall be submitted for the identified planning units. The individual identified planning units are the smallest geography the City will evaluate for urbanization planning. The City may review multiple planning units concurrently.

- 4.1 Pre-Applications: A pre-application meeting is required. The purpose of the meeting is for staff of various departments and agencies to convey objectives and warn of obstacles or concerns before applicant has begun significant work on plans. All property owners within the planning unit shall be notified of the pre-application conference date, time, and location.
- 4.2 Urbanization Plan Administration: Submittal of an urbanization plan is a Major Comprehensive Plan amendment application.
 - 4.2.1 An urbanization plan is a special area plan that refines the existing GLUP map, therefore it is not subject to the General Land Use Plan map amendment criteria in the Review & Amendments chapter. The applicable criteria are established within sections 5 and 6, below.
 - 4.2.2 A property owner initiated urbanization plan application must contain the written consent of at least 50 percent of the property owners representing at least 50 percent of the total property area for each planning unit. Urbanization plans that demonstrate coordination and consensus with all the property owners within a planning unit may be prioritized for review.
 - 4.2.3 The urbanization plans will be adopted as appendixes to the Neighborhood Element of the Comprehensive Plan.
 - 4.2.4 The submittal requirements are outlined in Chapter 10 Section 10.220(C) of the Municipal Code.

- 4.2.5 Applicants must conduct a neighborhood meeting in accordance with Section 10.194 of the Municipal Code.
- 4.3 Land Supply Categories: There are alternative approaches to land supply for urbanization planning described generally below. Urbanization plans should identify which approach to land supply is being pursued:
 - 4.3.1 No Spatial Changes: No significant GLUP map changes are proposed from those established for the planning unit at the time the planning unit was included in the UGB.
 - 4.3.2 Minor Spatial Adjustments: GLUP map amendments are proposed within the planning unit but the total acreage for each GLUP Map designation is not significantly changed.
 - 4.3.3 Moderate Spatial Adjustments: Some GLUP map amendments are proposed but the total acreage for each GLUP Map designation within the applicable MD area and inside the UGB has not changed. Spatial exchanges of land use designations proposed under 4.3.3 shall be coordinated with other planning units in the MD; it is recommended that urbanization plans proposed under 4.3.3 be reviewed in a coordinated manner.
 - 4.3.4 Complex Spatial Adjustments: More complex land supply changes are proposed in the urbanization plan such as spatial exchanges of GLUP designations outside the applicable MD elsewhere within the UGB or concept plan refinements for lands not yet included in the UGB within a specific MD. Urbanization plans of this type would typically require extensive city-wide and/or regional plan land supply analyses.
- 4.4 Exemptions. Areas that have only industrial or open space designations are not required to develop urbanization plans. In the 2016 expansion those areas are MD-2a, MD-5h, Md-6b, and Prescott and Chrissy parks.

5. PLAN CONTENTS

In order to adopt an urbanization plan, the City Council shall be satisfied that the plan substantially conforms to the performance measures outlined in the Regional Plan Element and the submitted plan adequately demonstrates each of the following:

- 5.1 RPS Density Requirements: Compliance with the Regional Element minimum gross density performance measures. The urbanization plan shall include specific zoning designations or text that assures development under the minimum densities will meet or exceed the density expected to be achieved for the planning unit(s) in the UGB Amendment residential land supply analysis. Plan techniques that can be employed to achieve this standard include but are not limited to the following:
 - 5.1.1 Specify residential zoning districts for certain areas.

- 5.1.2 Commit to specific quantities of residential development in commercial areas.

The findings supporting the urbanization plan submittal shall include density calculations that explain how the plan complies.

- 5.2 Transportation Planning: A neighborhood circulation plan map showing:

- 5.2.1 Locations of higher-order streets. Locations and alignments of higher-order streets should be planned in appropriate locations.

The plan will depict how local streets, alleys and paths could be arranged to comply with the City's applicable street connectivity requirements. Typically, a well-connected street grid is desirable both for efficient utilization of urban land and to serve the transportation needs of all modes.

The urbanization plan may seek approval for local street arrangements with less connectivity (fewer intersections, longer block lengths, more dead-ends, greater potential out-of-direction travel) that is otherwise allowed by the code. Such arrangements may be justified on the basis of topographical and other environmental or development constraints, access management requirements, and/or the particular needs of adjacent land uses and those of the surrounding vicinity.

Proposed networks with lower vehicular connectivity may also include mitigation measures including enhanced pedestrian and other active transportation facilities. An example of an active transportation facility may include off-road multi-use paths.

Maps depicting street functional classifications shall utilize a system that is the same as or readily convertible to the City's adopted Transportation System Plan.

- 5.3 Compliance with the open space allocation for an urban reserve area (see land use distribution table in RPE or Table 9-1 below). Units that contain only Industrial GLUP designations are exempt from this requirement. The following classifications count as open space for purposes of fulfilling the RPE requirements:

- 5.3.1 Parks, both public and private shall be counted as open space. Schools may be counted as open space. Where land acquisition is not complete or where specific open space dedications were not offered and accepted as part of the UGB process, park and school sites may be identified as opportunity areas on maps and the acreage planned may be described in

text form that explains how the planning unit can satisfy the open space requirement. Areas where specific open space dedications were offered and accepted as part of the UGB review process shall be depicted and the acreage counted toward open space percentages.

- 5.3.2 Agricultural buffers. Proposed agricultural buffers within the UGB shall be counted as open space. Interim agricultural buffers shall not be counted toward open space percentages unless an additional legal or planning mechanism is imposed to render such areas as open space even after a future UGB amendment in the applicable MD area.
 - 5.3.3 Riparian corridors shall be counted.
 - 5.3.4 Areas under an “open space” tax assessment shall be counted.
 - 5.3.5 Locally significant wetlands and any associated regulatory buffer shall be counted.
 - 5.3.6 Slopes greater than 25 percent
- 5.4 Compliance with the requirements of Regional Plan Element, section 4.1.6, for mixed-use/pedestrian-friendly development and any specific land use performance obligation. Planning units containing only an Industrial GLUP Map designation are exempt from the mixed-use pedestrian friendly development evaluation.
 - 5.5 Preliminary coordination and discussions with public utility providers, including water, sewer, transportation, and irrigation districts.
 - 5.5.1 Coordination may include identifying any existing infrastructure on or adjacent to the site and determining whether it can be maintained or needs to be moved.
 - 5.6 Location or extensions of riparian corridors, wetlands, historic buildings or resources, and habitat protections and the proposed status of these elements.
 - 5.7 Compliance with applicable provisions of the Urban Growth Management Agreement.
 - 5.8 Compliance with the terms of special agreements between the landowners and other public entities that were part of the basis for including an area in the urban growth boundary, as detailed in the Urban Growth Management Agreement.
 - 5.9 Coordination with the Parks and Recreation Department for adherence to the Leisure Service Plan related to open space acquisition and proposed trail and path locations.
 - 5.10 Vicinity map including adjacent planning units and their General Land Use Plan designations.

- 5.11 Property lines for the subject planning unit and adjacent properties, particularly where new streets are proposed.
- 5.12 Existing easements of record, irrigation canals, and structures.
- 5.13 Areas designated as unbuildable per the Urban Growth Boundary City Council Report dated August 18, 2016 (Map A-1), and the status of those areas, including agricultural buffers.
- 5.14 Contour lines and topography.
- 5.15 In the interest of maintaining clarity and flexibility for both the City of Medford and for landowners, **no urbanization plan may be submitted with or contain the following items**, which are only appropriate at the time of development:
 - 5.15.1 Deviations from Municipal Code provisions, including exceptions to Chapter 10. This prohibition does not function to limit specific neighborhood circulation plan requirements hereinabove.
 - 5.15.2 Limitations on development due to facility capacity shortfalls.
 - 5.15.3 Architectural details.
 - 5.15.4 Specifics about building types and building placement.
 - 5.15.5 Access and internal circulation on prospective lots or development sites.

6. GLUP AMENDMENTS

- 6.1.1 Minor Spatial Adjustments: If GLUP map amendments are proposed within the planning unit but the total acreage for each GLUP Map designation is not significantly changed, the urbanization plan can be the basis for GLUP amendments without the need for complex land supply analysis.
- 6.1.2 Moderate Spatial Adjustments: If land supply GLUP map amendments are proposed that change the spatial arrangement of GLUP designations beyond the boundary of a particular planning unit but maintain the total acreage for each GLUP Map designation within the applicable MD area that is now inside the UGB, then the urbanization plan shall be accompanied by a mapping analysis that explains how the total land use allocations are maintained by GLUP. Spatial exchanges of land use designations such as this shall be coordinated with other planning units in the MD and an analysis urban land use value equity shall be provided.
- 6.1.3 Complex Spatial Adjustments: More complex GLUP Map amendments that have the potential to alter the land supplies in more fundamental ways will typically require extensive city-wide and/or regional plan land supply analyses. This analysis shall demonstrate that both the urban land needs described in the City's Housing Element and Economy Element will be served and that the resulting amendment will continue to comply with

all applicable provisions of the Regional Plan for the area specifically and the City as a whole.

7. URBANIZATION PLAN AMENDMENTS

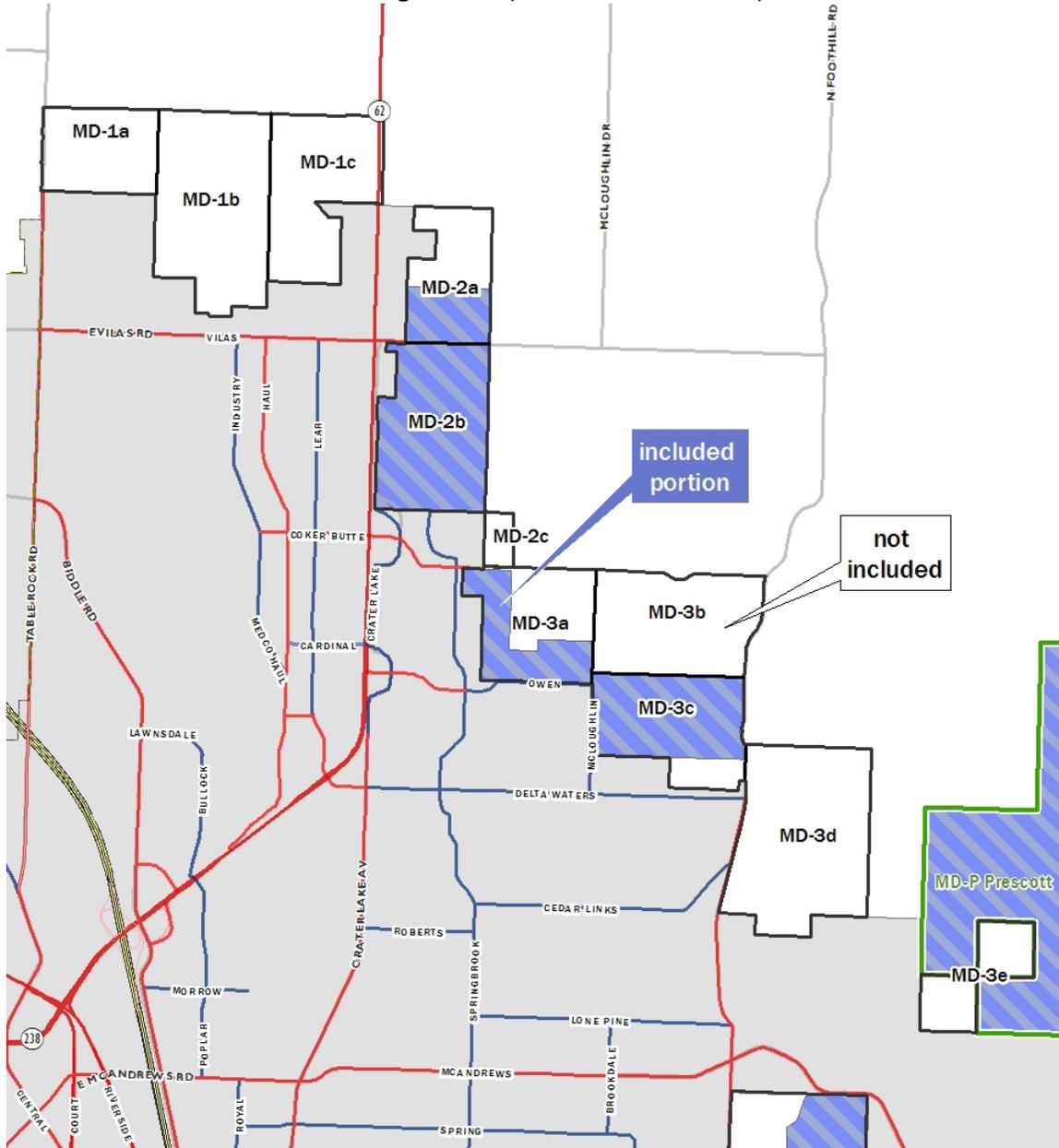
This section prescribes the process for amendments when part of a planning unit has developed, but there is a desire to change the urbanization plan for the undeveloped remainder of the planning unit.

- 7.1.1 Follow the procedures in Sections 4–6, except that the ownership calculation for eligible applicants (see 4.2.2.) includes only the areas of the original extent that have not been developed.
- 7.1.2 The amended plan will replace the previously adopted plan in this chapter.

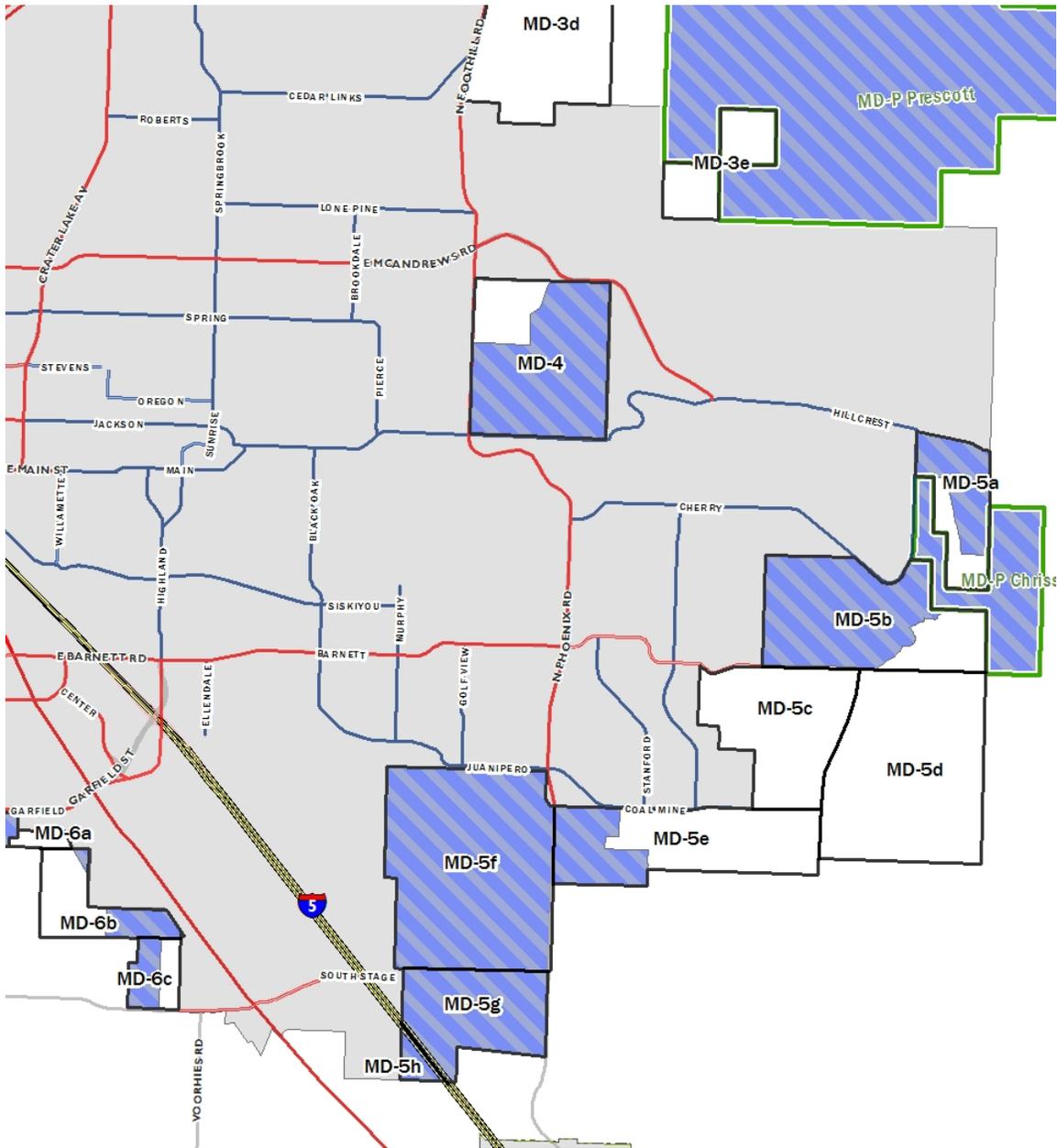
8. PLANNING UNIT MAPS

The following maps identify the cohesive planning units for the purposes of administering this chapter. The dark striped areas show the latest UGB expansion.

8.1.1 Areas MD-1 through MD-3 (north and northeast)



8.2 Areas MD-4 through MD-5 (southeast)



9. OPEN SPACE REQUIREMENTS BY PLANNING UNIT

The open space requirements for each of the designated MD areas is identified in the Regional Plan. The percentages have also been identified for each of the planning units below. It is understood that development constraints will prevent strict adherence to the exact number of acres required based on the percentages in Table 9-1. Therefore, the Open Space proposed by an Urbanization Plan may not vary more than 1 percent from the required percentage.

Table 9-1

Planning Unit Number	Regional Plan Open Space Percentage	Planning Unit Number	Regional Plan Open Space Percentage
MD-1a, MD-1b, MD-1c	6%	MD-5h, MD-6a, MD-6b, MD-6c, MD-7a	0%
		MD-7b	22%
		MD-7c	13%
MD-2a	0%	MD-8	29%
MD-2b	11%	MD-9a, MD-9b, MD-9c	18%
MD-3a, MD-3b, MD-3c, MD-3d	16%		
MD-4	15%		
MD-5a, MD-5b, MD-5c, MD-5d, MD-5e, MD-5f, MD-5g	19%		

10.5 Liberty Park Neighborhood Plan

Adopted by Medford City Council on January 16, 2020; Ordinance no. 2020-11

1. Introduction
2. Public Engagement
3. Land Use Recommendations
4. Transportation Recommendations
5. Transportation Projects

Appendix A - Comprehensive Plan and Zoning Amendments

Appendix B - Technical Memoranda

Appendix C- Public Involvement and Title IV/Environmental Justice Summary

The entire Liberty Park Neighborhood Plan, as adopted as part of the Medford Comprehensive Plan, has been printed as a separate document which contains all of the chapters and appendices noted above. The plan and appendices can be viewed in paper format at the Medford Planning Department (200 South Ivy Street, Medford, Oregon 97501) and is available on the City's website at the following link:

Adopted Plan:

https://www.ci.medford.or.us/SIB/files/Liberty%20Park%20NH%20Plan_FINALadopted.pdf

Plan Appendix:

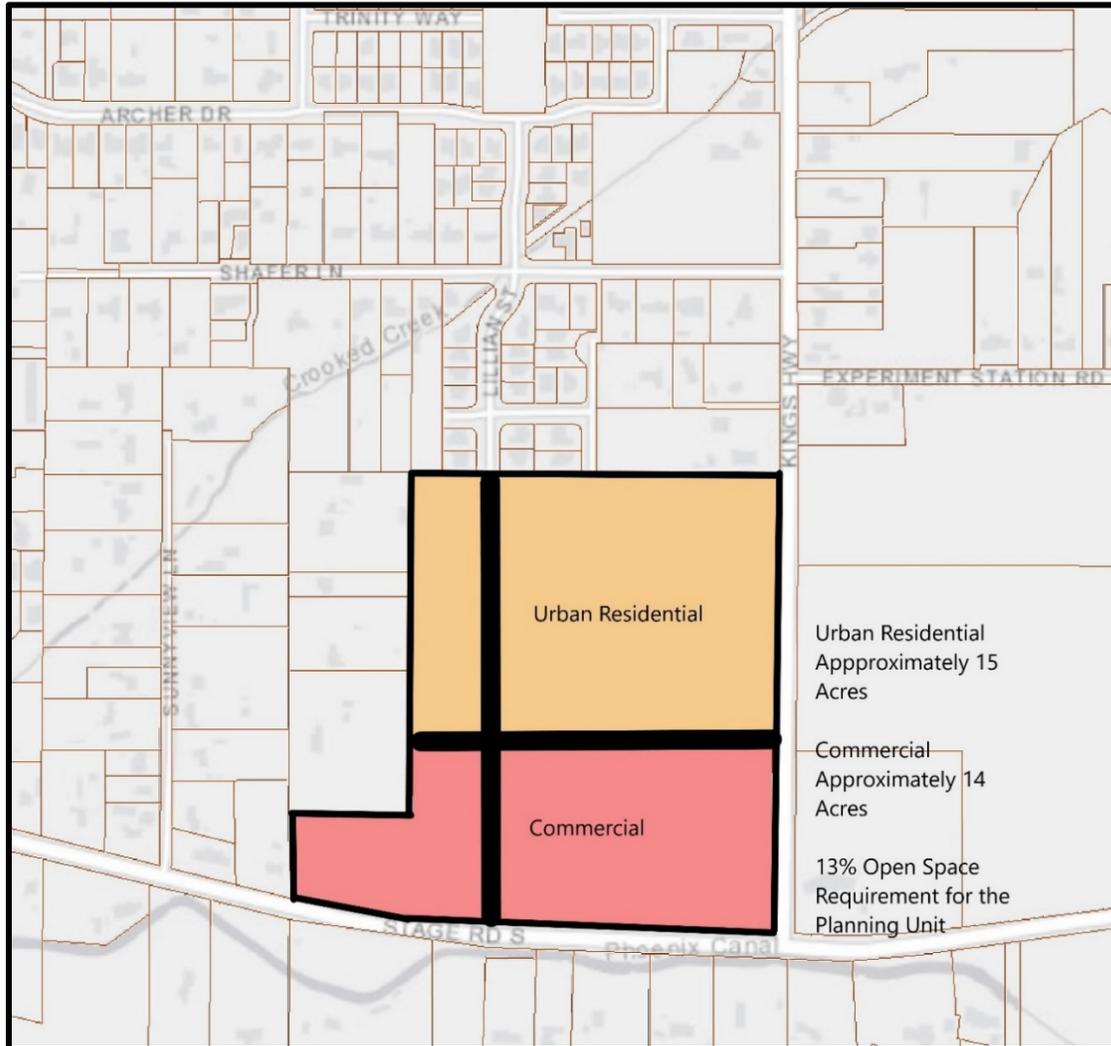
[https://www.ci.medford.or.us/SIB/files/Liberty%20Park%20NH%20Plan%20-%20Appendix%20-%20Reduced\(1\).pdf](https://www.ci.medford.or.us/SIB/files/Liberty%20Park%20NH%20Plan%20-%20Appendix%20-%20Reduced(1).pdf)

Section 10.6

ADOPTED URBANIZATION PLANS

URBANIZATION PLAN FOR PLANNING UNIT MD-7c

Adopted by Medford City Council on May 7, 2020; Ordinance no. 2020-56



PROJECT DETAILS:

The planning unit is approximately 29.72 acres in size located at the northwest corner of South Stage Road and Kings Highway. The property has a General Land Use Plan (GLUP) Designation of approximately 15 acres of Urban Residential (UR) and 14 acres of Commercial (CM). The open space requirement for the planning unit is 13 percent. The minimum residential density to be met in the Urban Residential GLUP is 6.6 dwelling units per acre. Two standard residential streets are planned to bisect the planning unit, one is the north-south extension of Lillian Street and the other is an unnamed east-west street to be located along the Commercial and Urban Residential GLUP boundary.