

“..... These areas, MD-7, MD-8, and MD-9, are well suited to provide the kinds of mixed-use/walkable neighborhoods required by the Regional Plan and to help provide needed affordable housing. The relatively close proximity of these areas to the city core, the fact that much of this area is relatively flat, and the existing network of gridded streets increase the likelihood of well integrated mixed-use/walkable neighborhoods developing in these locations. The Housing Element identified a large need for affordable housing but it did not identify a solution for meeting the need. These portions of the urban reserve can help to meet the need for affordable housing by providing land with relatively low development costs. These areas are fairly flat, they are well connected to existing development, and they score well on serviceability for water, sewer, and transportation compared to other areas.”

**Exhibit “B”, Page #13 - Planning Commission Findings, July 21st, 2015
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PLANNING DEPT

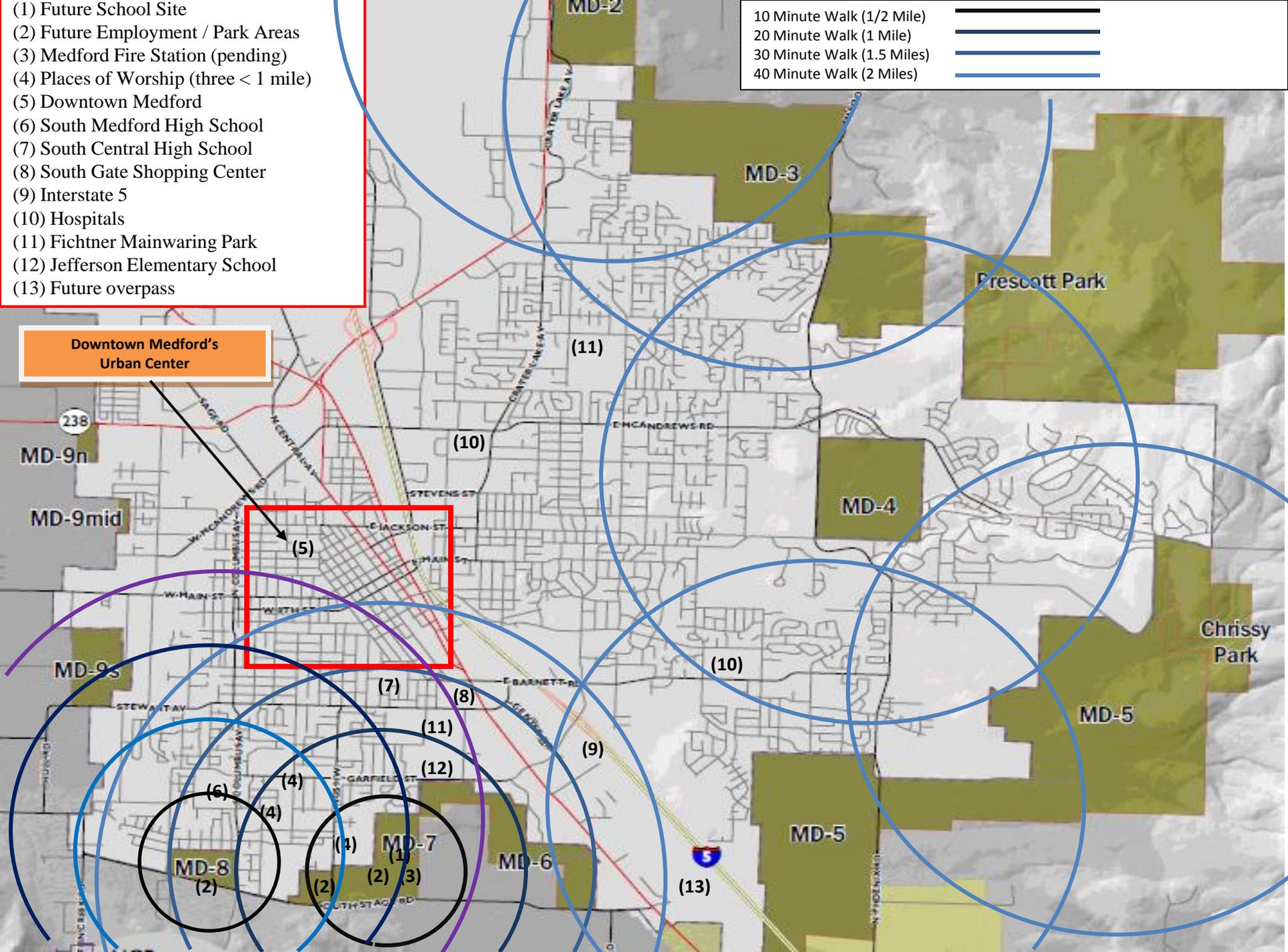
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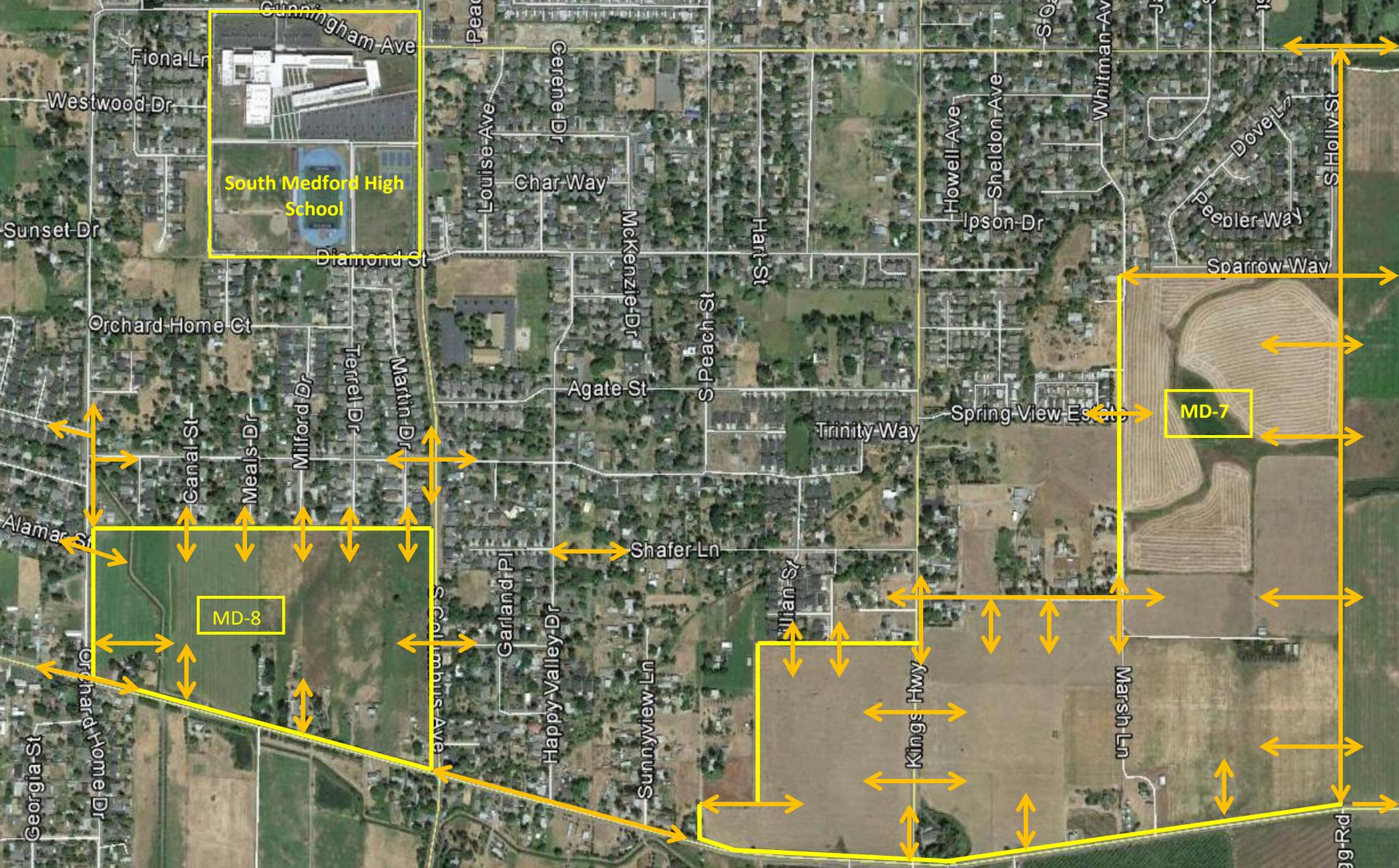
Exhibit XXX

- (1) Future School Site
- (2) Future Employment / Park Areas
- (3) Medford Fire Station (pending)
- (4) Places of Worship (three < 1 mile)
- (5) Downtown Medford
- (6) South Medford High School
- (7) South Central High School
- (8) South Gate Shopping Center
- (9) Interstate 5
- (10) Hospitals
- (11) Fichtner Mainwaring Park
- (12) Jefferson Elementary School
- (13) Future overpass

10 Minute Walk (1/2 Mile)	
20 Minute Walk (1 Mile)	
30 Minute Walk (1.5 Miles)	
40 Minute Walk (2 Miles)	

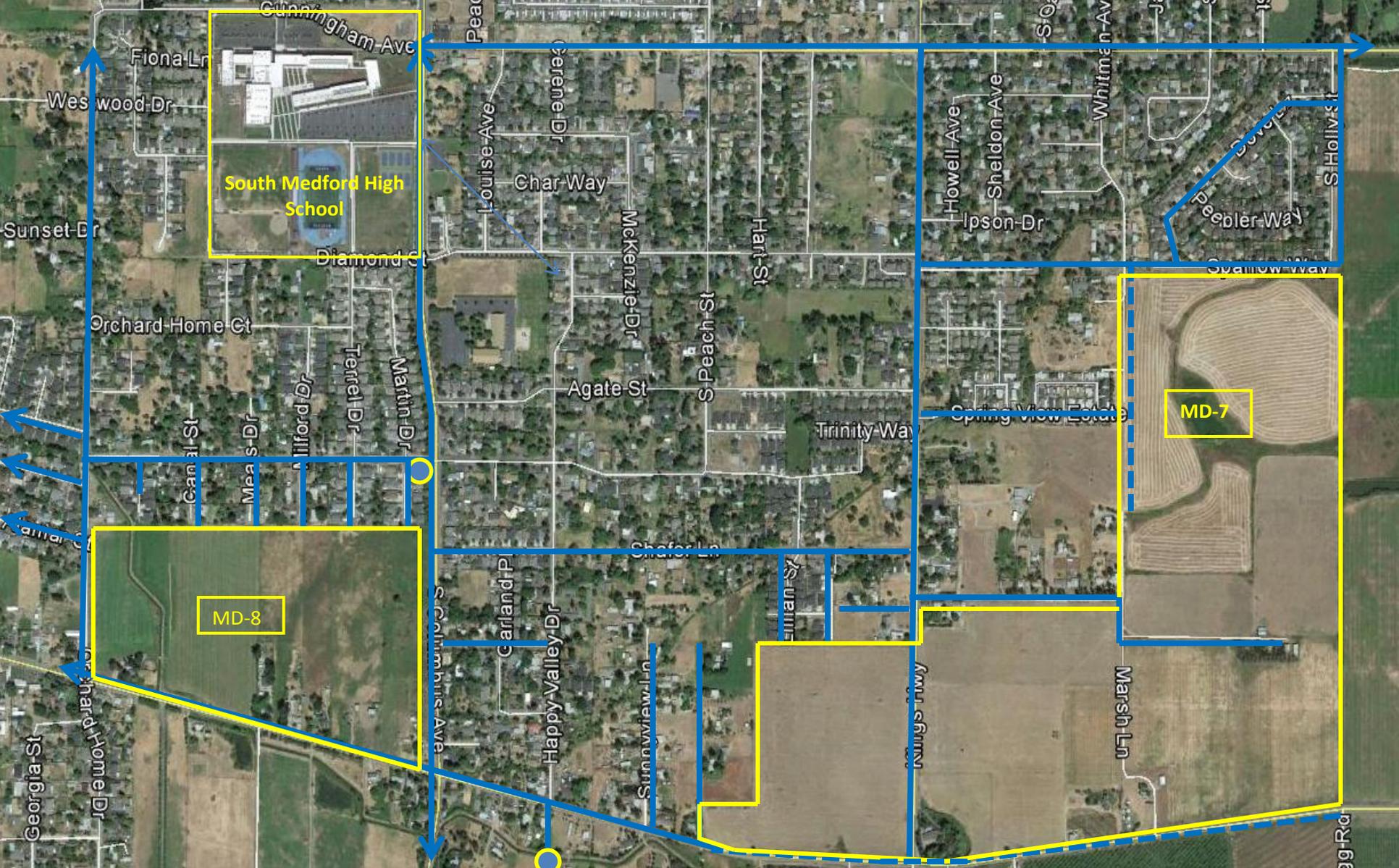
Downtown Medford's Urban Center



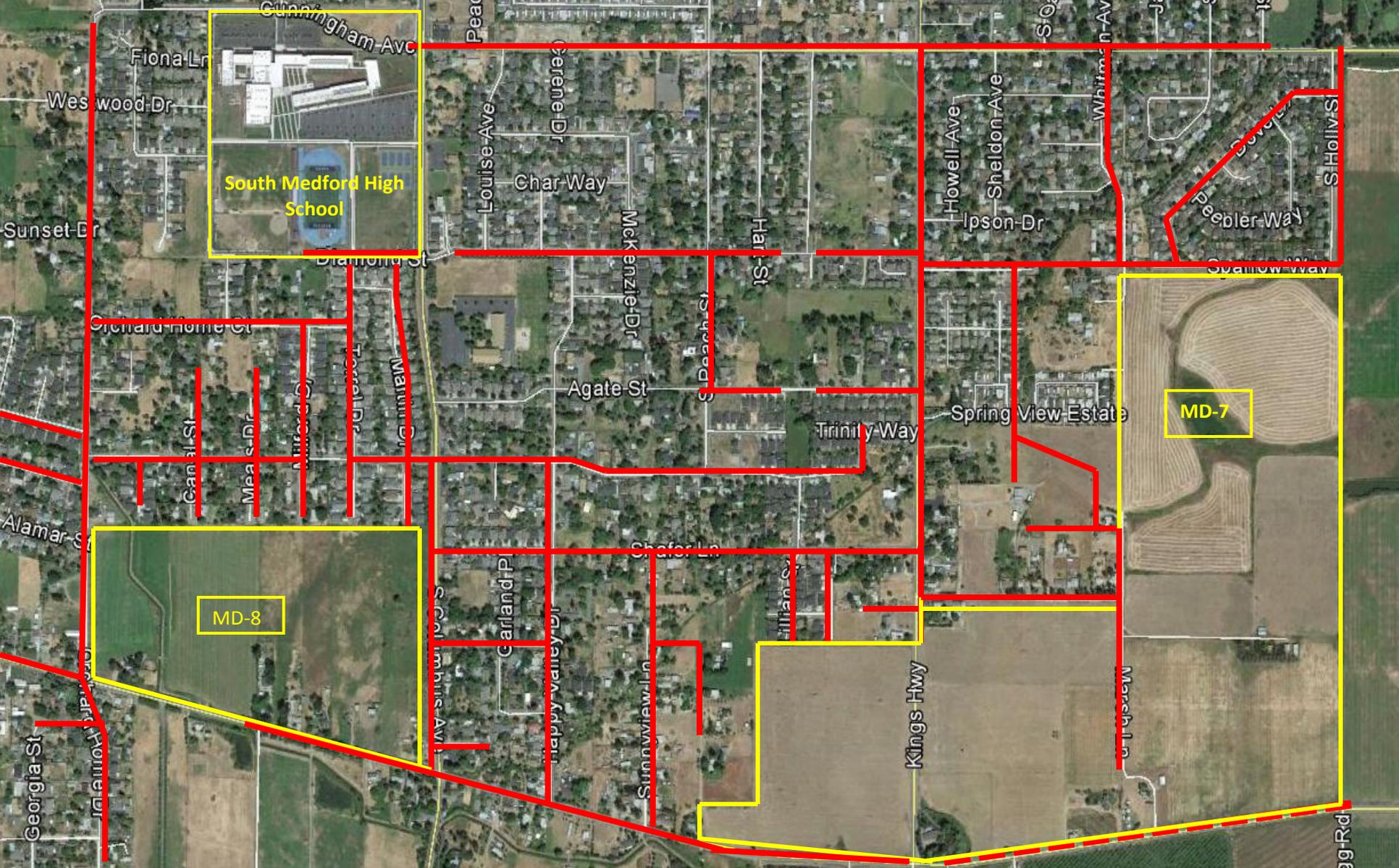


NETWORK OF STREET FACILITIES

The above photo illustrates the multitude of “possible” street and pedestrian connections for not only the Naumes Park Conceptual Master Plan area (MD-7), but also MD-8 to the west. Connectivity of street patterns supports the *“overall goal of Medford’s Transportation System Plan (TSP) which is to provide for a multi-modal transportation system that supports the safe, efficient and accessible movement of people and goods while achieving the City’s vision for its future as an outstanding livable community. The TSP is also a key component of the City’s plan for encouraging compact urban development to reduce vehicle miles traveled and improve existing air quality problems”* (Adopted Medford Transportation System Plan, Chapter 13).



NETWORK OF WATER FACILITIES



NETWORK OF SEWER FACILITIES

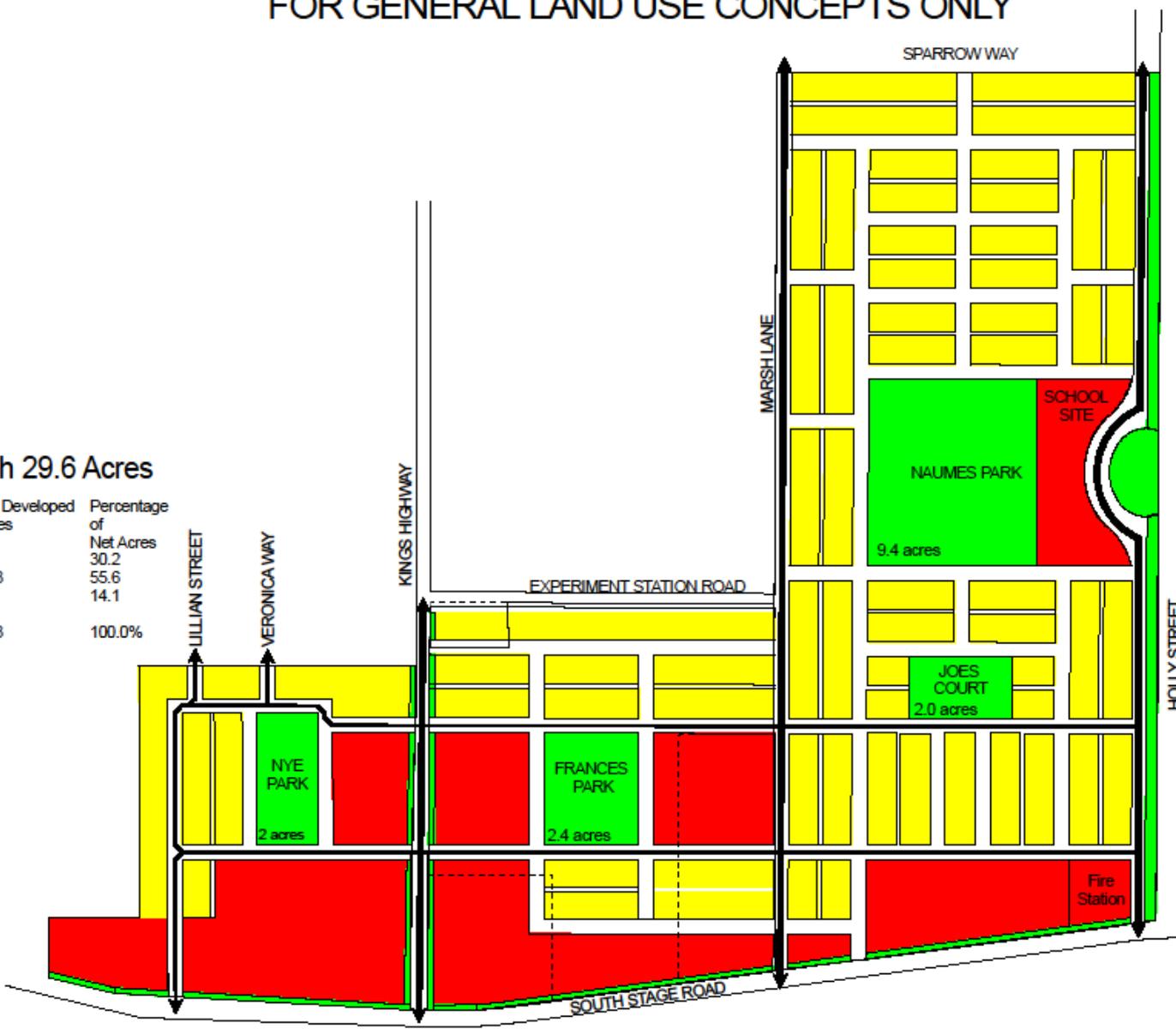
FOR GENERAL LAND USE CONCEPTS ONLY

MD-7 South 29.6 Acres

Uses	Net Developed Acres	Percentage of Net Acres
Residential	7.5	30.2
Employment	13.8	55.6
Open Space	3.5	14.1
Totals	24.8	100.0%

MD-7 Mid 141.5 Acres

Uses	Net Developed Acres	Percentage of Net Acres
Residential	45.6	50.2
Employment	30.4	27.1
Open Space	19.2	22.7
Totals	95.2	100.0%



CONCEPTUAL

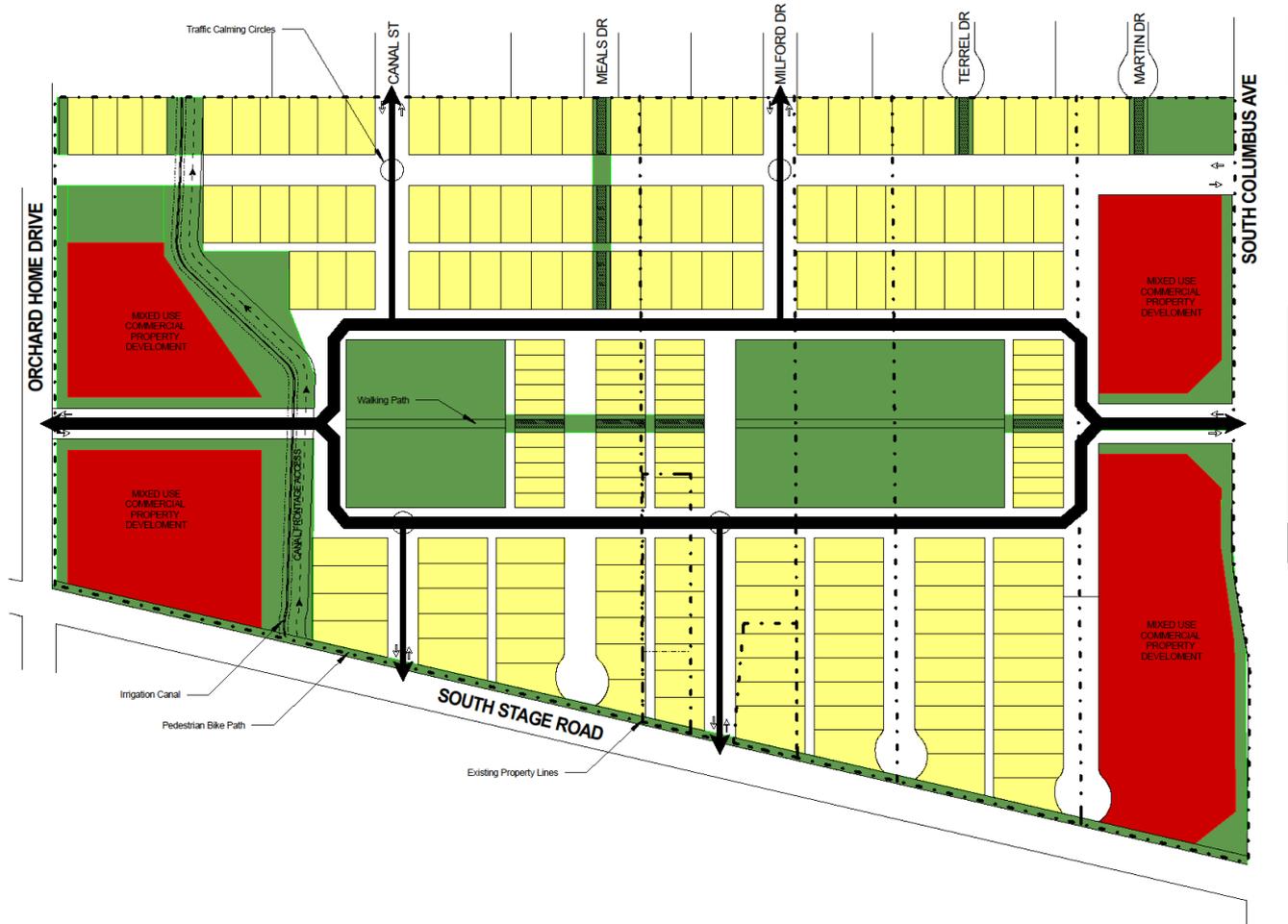
LAND USE

NORTH

Scale 1" = 400'

IF THIS SHEET IS LESS THAN 11" x 17" IT HAS BEEN REDUCED AND IS NOT TO SCALE

FOR GENERAL LAND USE CONCEPTS ONLY



- Residential Development
- Mixed Use Commercial Development
- Open Space Development
- Existing Property Boundaries

Summary of Uses

Gross Acres	55.0 acres (Based on Jackson County Assessor Maps)	
Total Developed Acres (Net Acres)	40.0 acres	100.0% of Total Developed Acres
Residential Development	19.9 acres	49.8% of Total Developed Acres
Mixed Use Commercial Development	8.9 acres	22.2% of Total Developed Acres
Open Space Development	11.2 acres	28.0% of Total Developed Acres

NOTE: IF THIS SHEET IS LESS THAN 24" x 36" IT HAS BEEN REDUCED AND IS NOT TO SCALE

CONCEPTUAL

LAND USE PLAN

NORTH

Scale 1" = 100'

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