
Subject **Technical Memorandum #1**
June 26, 2018

Introduction and Purpose

This memorandum includes a review of laws, rules, plans, policies, and codes that pertain to the Liberty Park Neighborhood Plan. The Plan Area is bound by McAndrews Road, Interstate 5, E. Jackson St. and the Central Oregon and Pacific Railroad right-of-way (see Figure 1). Study Area includes the Liberty Park neighborhood, plus the lots directly west of Central Avenue

This memorandum is organized as follows:

1. **Goals and Objectives.** These goals and objectives have been updated from the 2002 Liberty Park plan. They have been revised based on results of a preliminary meeting with the Liberty Park Neighborhood Advisory Committee (NAC), interviews with other community and neighborhood stakeholders, and results of an online survey conducted for this project.
2. **Policy and Regulatory Review.** This is an analysis of federal, state, and local laws, plans, policies, and ordinances that impact the Project.
3. **Funding Forecast.** This forecast details anticipated available funds for capital improvements (transportation, land use, parks, etc.) for the Liberty Park neighborhood.

1. Goals and Objectives

One of the initial tasks in this project is to draft a set of goals and objectives which will ultimately be incorporated in and guide implementation of the Liberty Park Neighborhood Plan. Several sources of information have been used to draft the goals and objectives:

- **2002 Liberty Park District Neighborhood Plan.** This Plan was developed in 2001 and reviewed and recommended for support by the City of Medford Planning Commission and supported by resolution 2003-225 by the City Council in 2002. It established a vision for the neighborhood, identified desired locations for changes to zoning and land uses, proposed public realm improvements, and laid out a series of prioritized objectives in order to achieve the vision for the area. The 2002 Neighborhood Plan serves as a primary starting point for updated goals and objectives identified in this memorandum.
- **Neighborhood Advisory Committee (NAC) Goals and Priorities.** At the first meeting of the NAC, the group engaged in a discussion of their priorities and goals for the future of Liberty Park. The group's ideas and preferences have been incorporated into the updated set of goals and objectives.
- **Stakeholder Interviews.** Medford city staff conducted interviews with 27 neighborhood stakeholders, including business owners, community group representatives, neighborhood

residents, and city decision-makers. Participants identified recommended improvements for the Liberty Park area which were considered in drafting the updated Goals and Objectives.

- **Community Meeting and Neighborhood Survey.** The project team held a community open house in Liberty Park in July 2018 and asked participants to describe their vision for the future of Liberty Park. In addition, the City conducted an online survey to help identify needed improvements and desired types of development in Liberty Park. Results of these two efforts were also reviewed and incorporated in the updated Goals and Objectives.

2002 Liberty Park Neighborhood Plan

The 2002 Plan includes the following Vision statement and Objectives.

Vision Statement

We desire to bring change to our neighborhood by implementing community-based solutions formulated through the consensus of public, business, nonprofit and citizen resources.

Our neighborhood is alive and most of our residents choose to live here because it is affordable and conveniently located downtown where there is a large concentration of businesses, jobs, medical facilities, government and educational opportunities.

We recognize that there are social problems and urban blight in our neighborhood, however we feel fortunate to live in a country where Civil liberties grant us freedom and the ability to effect change and start anew. Rebuilding our neighborhood will prove to be a daunting task; however our common goal is to make our neighborhood a better place for all.

It is our wish that the Beatty/Manzanita neighborhood be referred to as “The Liberty Park District” since it is a special place that we hope will serve as a catalyst for change in other neighborhoods.

Objectives

- A happy, healthy and vibrant neighborhood created by the people for the people.
- To have places within the neighborhood containing resources to enrich lives.
- To provide quality, affordable housing and neighborhood-oriented businesses to residents.
- To make this a safe neighborhood for residents to walk, bicycle and socially interact.
- To conserve natural resources and preserve the environment.
- Family wage jobs and advanced educational opportunity to the residents of the neighborhood.
- To connect this neighborhood into the downtown economy.

NAC Goals and Priorities

Goals and priorities were identified by the NAC in their first meeting. A distillation of the group’s comments are included below. A more detailed summary is included as an attachment to this memo. Many of the over-arching ideas have been reflected in the updated goals and objectives, while other more specific comments will be incorporated in specific recommendations in the Neighborhood Plan.

- Safety and security is very important, including physical safety, improve law enforcement, addressing or eliminating land uses or activities that contribute to crime, and having safe transportation options.

- A variety of transportation improvements are needed and desired, including sidewalks, more pedestrian crossings, improved bicycle facilities, wayfinding, streetscape beautification, and street lighting.
- Consider other public improvements like parks, plazas, other community gathering places, undergrounding utilities, and other needed infrastructure improvements.
- More housing in the neighborhood is needed, including on blighted properties. Housing should include smaller units that target broader demographics, a sister program to the homeowner improvement program for improving rental properties, strategic use of infill lots, high density, mixed income housing, opportunities for residents to age in place, and other housing options, including "promise housing" – housing where residents make a commitment to focusing on education and responsible behavior. Consider waiving SDCs for affordable housing.
- Continue to partner with community assets like Kids Unlimited and continue to improve their facility.
- Consider a "fused grid" approach to close or cul-de-sac some neighborhood streets to allow bicycle or pedestrian connectivity but reduce automobile traffic. Convert alleyways into open space, green lanes to increase available open space and active transportation routes.
- Building trust with the Latino community is very important for the process.
- Create a place we can be proud of.
- Address impacts of homelessness and improve services to the homeless population.
- Need continuity between The Commons and the Liberty Park Neighborhood.

Stakeholder Interviews

When asked to identify proposed improvements to meet future needs in Liberty Park, participants recommended the following (categorized by number of times cited).

Recommendations Cited More than Once

- More housing, particularly mixed income housing (17)
- Sidewalks (11)
- More specific types of businesses (7) – examples: retail, laundromat, hardware store, restaurants, grocery store
- Safe, vibrant area, including patrol and enforcement, reduction of homeless impacts (8)
- Street lighting and/or lighting on trail (6)
- Pedestrian and bicycle improvements, including pedestrian crossings (6)
- More support or expansion for existing businesses (6)
- Street improvements generally (5)
- Parks and other gathering places (5)
- Clean up properties, improve look and feel, be accountable, etc. (5)
- Mixed use development (4)
- Traffic calming or control (4)
- Community center and services, including counseling, rehab, medical clinic, other (4)
- Increased amount of automobile parking (3)
- Convert hotels to other uses, including residential (2)

Other Transportation Recommendations

- Pathways
- Fewer car lanes

- Niantic, Beatty, Boardman – Alleys on these streets could be a greenway system. Bike/Ped right-of-way local access only, no cut through with traffic calming
- Wayfinding for directions/transit use and general pedestrian access to and from neighborhood
- ADA curb cuts
- Shade trees
- Too many signs, need a reverse sign program
- Entry feature on streets
- Better bus stops
- Tie in cross streets
- Roadwork in alleys that take access from them
- Installation of a trail along the west side of the creek linking to the north

Other Infrastructure Recommendations

- Shade and water features
- Landowners being financially responsible for sewer lateral upgrades
- Undergrounding of utilities
- Infrastructure improvements in the residential core
- Streets, sewer, water, storm drain improvements
- Any infrastructure that will encourage new development
- More restroom facilities that are monitored and locked at night.

Other Suggestions (Comments Noted by One Participant)

- Conversion of parking lots
- Close proximity to Downtown - would love to see architecture concepts expand into Liberty Park; same concepts of Downtown
- Consider what improvements/development will do to those affected by raise in income.
- Create a transition from neighborhood to City (i.e. Jackson)
- Community village look
- Agency support
- First time home buyer program.
- Intentional service delivery systems to address holistic family support systems.
- Transformation or success story like that of the Pearl or Lloyd Districts in Portland
- More home businesses
- Modify home occupation regulations to be more flexible or create an overlay that would allow for home-based businesses within the neighborhood
- New development will increase property values and certain businesses will sell and change
- Safety net like a fenced in play area like Hawthorne Park.
- Really old building (owned by Cornerstone Church). Sits empty, could be used.
- Hotels need to be more careful of who they rent to. We are near families and schools.

Neighborhood Survey

Participants were asked to identify the most important types of future improvements for Liberty Park and to indicate which types of development they would most like to see in the future. Results include:

Highest Ranking Improvements

- Streetscape Improvements
- Parks, public facilities and open space
- Renovation of existing residential uses
- New/additional businesses
- Street improvements/repairs
- New multi-family residential development

Type of Development Most Want to See in Liberty Park

- Restaurants
- Open space/parks
- Retail shops
- Improved connections to Bear Creek Greenway
- Grocery Store
- Duplexes, triplexes or fourplexes
- Single-family residences
- Five or more unit apartments

Proposed Draft Updated Goals and Objectives

Following is a proposed updated draft set of Goals and Objectives for the Liberty Neighborhood Park Plan. It draws heavily from the Goals and Objectives in the 2002 Neighborhood Plan, while also incorporating results of the current planning and outreach efforts.

- Create and maintain a happy, healthy, attractive and vibrant neighborhood for residents and business owners through a shared sense of responsibility, accountability, ownership and respect.
- Create, maintain and enhance places within the neighborhood that contain resources to enrich lives, including parks, gathering places and other educational and community facilities and services that enhance the neighborhood and improve the lives of people within it.
- Provide quality, affordable, attractive housing for people with a range of incomes, ages and needs through development and redevelopment of a full range of housing types and mixed residential and commercial development.
- Support creation and expansion of local businesses, including those that serve neighborhood residents and workers and provide products that meet every-day needs.
- Make this a safe neighborhood for residents to walk, bicycle and socially interact through design of private development and public spaces, as well as law enforcement and social services that meet community needs and help minimize crime and the impacts of homelessness on the neighborhood.
- Conserve natural resources, preserve the natural environment and provide access to nature, including through connections to the Bear Creek Greenway.
- Support the creation of family wage jobs and advanced educational opportunity to the residents of the neighborhood.

- Connect this neighborhood into the downtown economy and to other parts of the City through improvement and maintenance of an efficient, effective transportation system that supports all types of travel, including walking, bicycling, driving and transit.

2. Policy and Regulatory Review

A variety of local and state plans and policy documents help guide future development within Medford, including within the Liberty Park neighborhood. Following is a summary of relevant policies and plans which are relevant to this planning effort.

Transportation System Plan

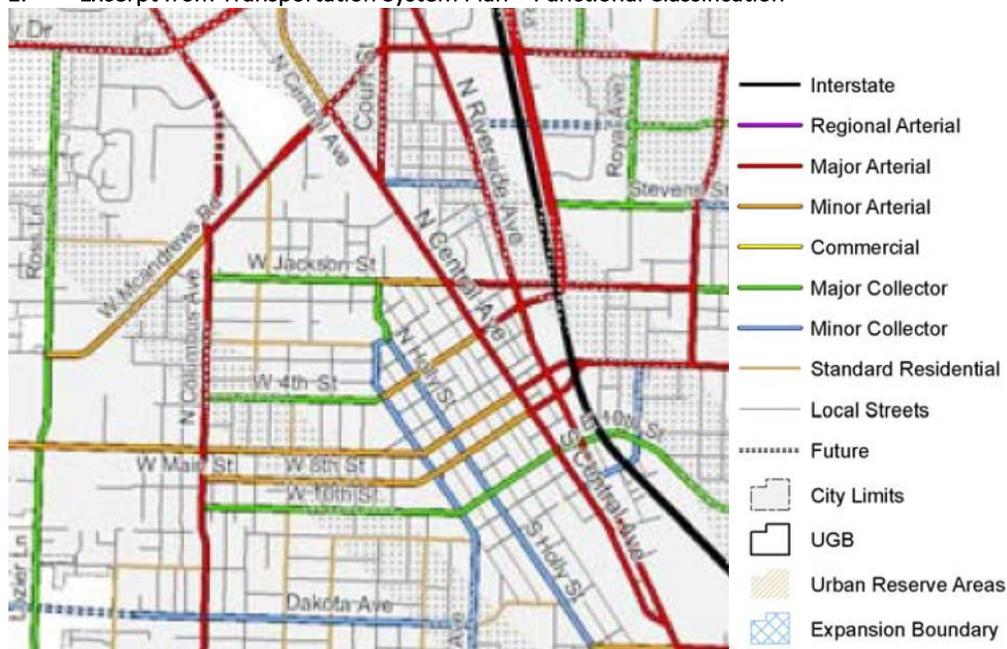
The current City of Medford Transportation System Plan was adopted in November 2003 and considered a horizon period of 2023. As of this writing, a new TSP is underway and is expected to be adopted in 2018.

The TSP contains a comprehensive assessment of the pedestrian, bicycle, transit, freight, air, pipeline, railway, and vehicular systems. The TSP provides detailed inventories of each of the systems, identifies phased goals and strategies, and identifies revenue forecasts and options. It includes standards for improvements to each classification of roadway identified in the TSP, as well as a list of proposed capital improvements to help implement the TSP.

What this means for the Liberty Park Neighborhood Plan:

Classifications of local roads are shown in Figure 1 below.

Figure 1. Excerpt from Transportation System Plan – Functional Classification



The existing functional classifications for streets in the Liberty Park Neighborhood are Major Arterial (i.e. W McAndrews Rd), Minor Collector (i.e. Edwards), and standard residential streets. Several cross sections from the draft TSP are shown in the following figures. These are draft and subject to change.

Figure 2. Proposed Major Arterial/Regional Arterial Cross Section

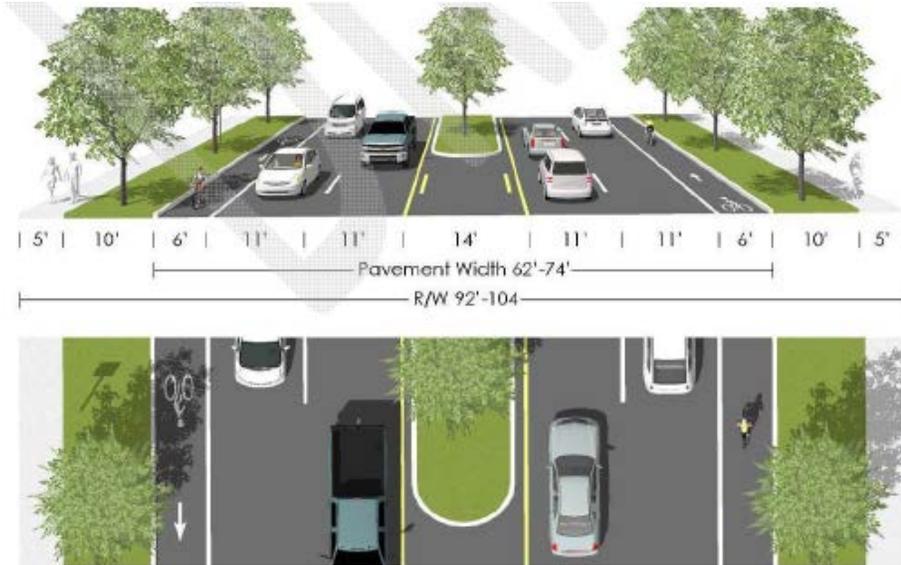


Figure 3. Proposed Major Arterial/Regional Arterial Cross Section with Buffered Bicycle Lanes (Low Stress for 35mph and Lower)

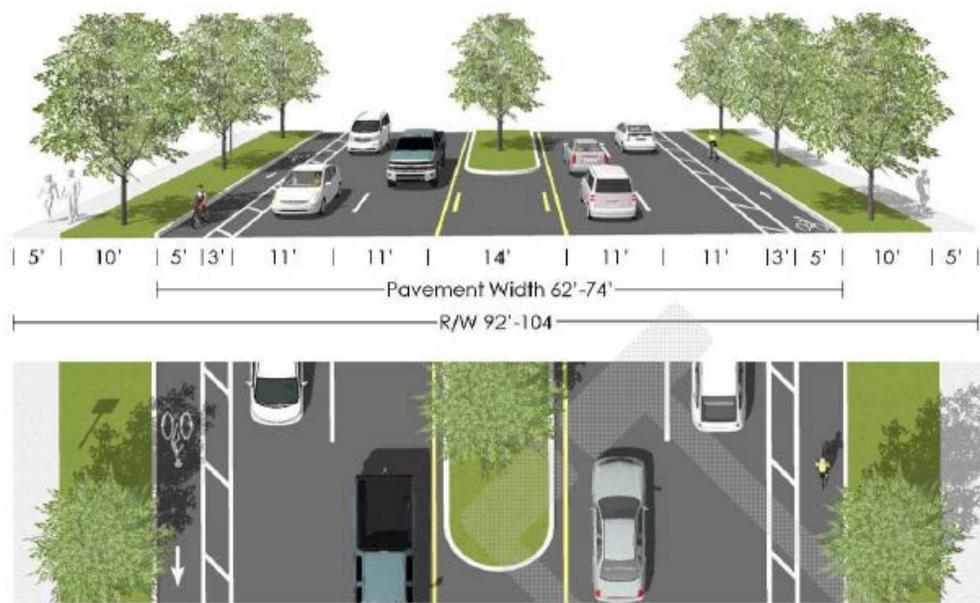


Figure 4. Proposed Major Arterial/Regional Arterial Cross Section with Separated Bicycle Lanes (Low stress for 40mph and higher)

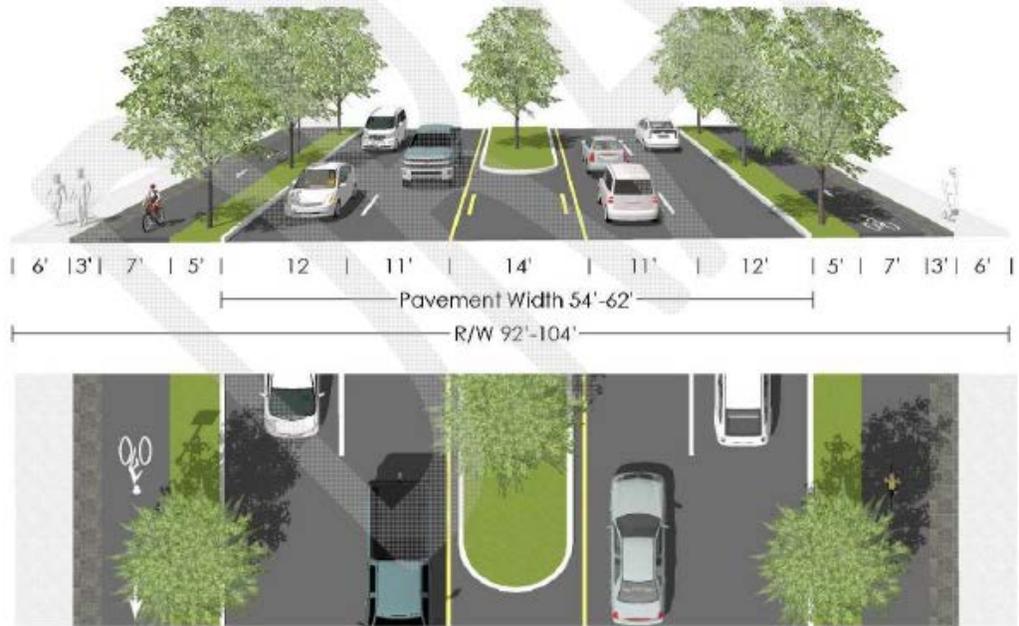


Figure 5. Proposed Minor Collector Cross-Section



Figure 6. Proposed Standard Residential Street Cross-Section

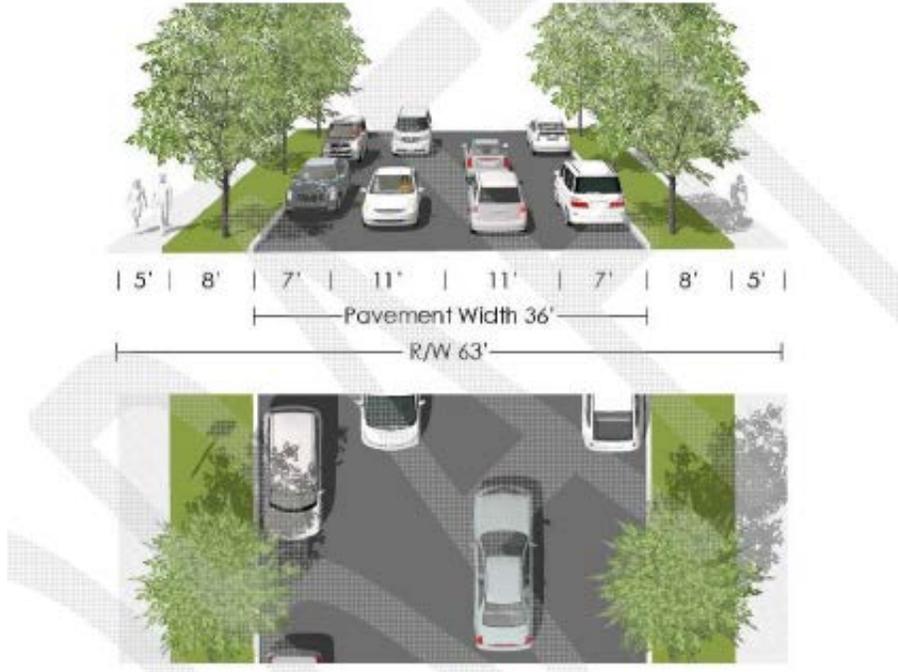


Figure 7. Proposed Minor Residential Street Cross-Section

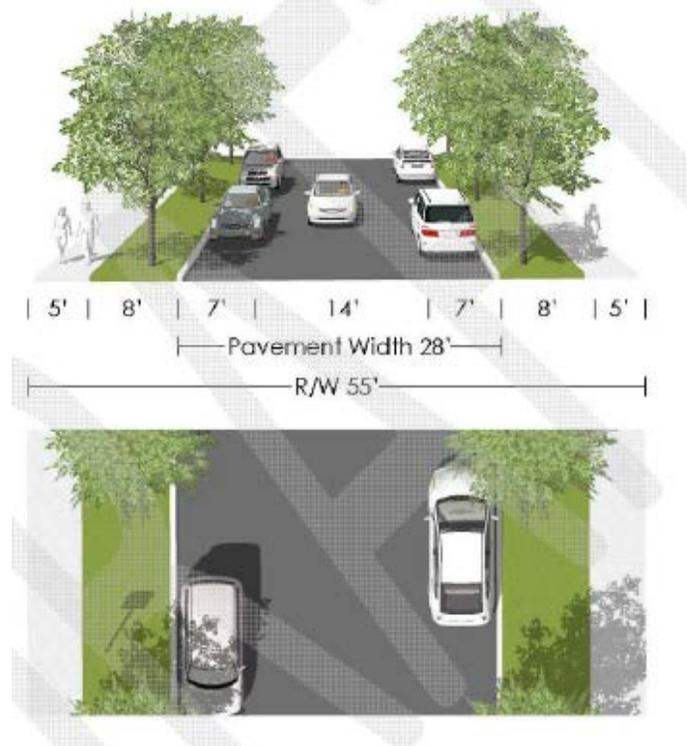
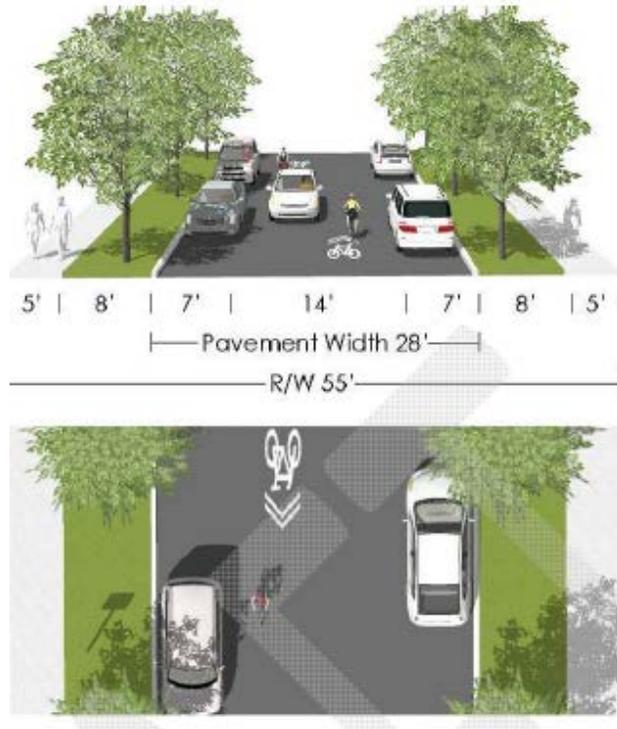


Figure 8. Proposed Minor Residential Street Cross-Section (Neighborhood Bikeway)



There are seven (7) proposed transportation improvement projects identified in the 2018-2038 TSP within the Liberty Park Neighborhood area. Projects within the TSP are proposed as a Tier 1 or Tier 2 project meaning funded and unfunded through the year 2038, respectively. All projects proposed within the Liberty Park neighborhood are proposed as a Tier 2 (un-funded) transportation improvement through the year 2038. These projects include:

1. **462** Edwards Street, Court Street/Central Avenue to Riverside Avenue - Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks
2. **479** Manzanita Street, extension from Riverside Avenue to Spring Street and crossing Interstate 5 - Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks) and new crossing of I-5 at Manzanita or Austin
3. **163** McAndrews Road & Riverside Avenue - Intersection improvements such as re-striping westbound approach to one through, a shared through/right, and a right-turn lane, signal modifications, and second westbound right-turn lane when needed
4. **B3** Beatty Street, Manzanita Street, Niantic Street, Maple Street, Bartlett Street from McAndrews Road to Jackson - Street Sign and Stripe Neighborhood Bikeway
5. **B13** Jackson Street, Central Avenue to East of Pearl Street - Reconfigure to Provide Bike Facilities
6. **B16** Court Street, Rossanley Drive to Edwards Street - Reconfigure to Provide Bike Facilities
7. **B17** Central Avenue, McAndrews Road to Jackson Street - Reconfigure to Provide Bike Facilities

Finally, the TSP is a key component of meeting the State of Oregon’s Transportation Planning Rule (TPR), which requires the land use planning and transportation planning be integrated and mutually supportive. To the extent to which the Liberty Park Neighborhood Plan makes any changes to possible land uses within the planning area, it must evaluate the impacts of these changes on the City’s transportation system.

City of Medford Comprehensive Plan

The City of Medford Comprehensive Plan is the over-arching document that establishes overall policy for land use, transportation, and related issues for the City of Medford. Land within the City has specific Comprehensive Plan Designations, which are implemented through various City zoning districts (described later in this memorandum)

What this means for the Liberty Park Neighborhood Plan:

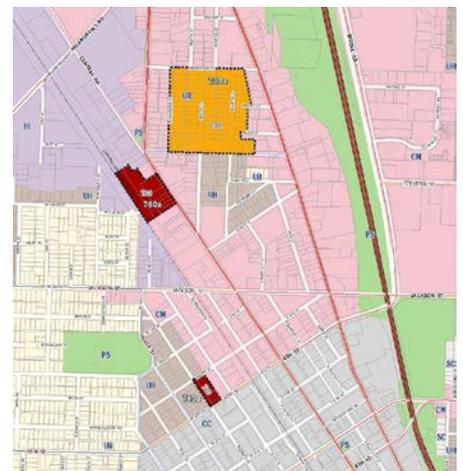
Comprehensive plan designations for the Liberty Park Neighborhood Plan Area are shown on the General Land Use Plan (GLUP) Map. They include residential, commercial, industrial, and parks/schools designations, described briefly below.

- Urban Residential (UR), between 2 and 10 dwelling units per gross acre (DU/AC), typically single-family detached units.
- Urban Medium Density Residential (UM), between 10 to 15 DU/AC, typically attached units such as townhouses or multifamily units.
- Urban High Density Residential (UH), between 15 and 30 DU/AC, typically multifamily units.
- Commercial (CM), a broad designation permitting commercial development as well as residential and mixed-use development.
- Heavy Industrial (HI) permits uses with a large amount of noise, vibration, air pollution, or other nuisance
- Parks and Schools (PS) applies to areas with existing and proposed public parks and schools, in this case Liberty Park itself and the Bear Creek corridor.

In addition to these planning designations, a wide variety of goals and policies in the Comprehensive Plan are relevant to future development in Liberty Park, particularly those related to the economy, housing and public facilities.

In 2014, the Council adopted Ordinance No. 2014-154 which changed the General Land Use Plan designation for approximately 500 acres within the urban area including land within Liberty Park. The project purpose was to increase development capacity within the City in order to accommodate some of the City’s projected residential and employment land needs. The changes in Liberty Park include the following:

- 19.4 acres of Urban Residential to Urban Medium Density Residential (730a)
- 4.9 acres of Heavy Industrial to Commercial (760a)



Medford Zoning Map and Land Development Code

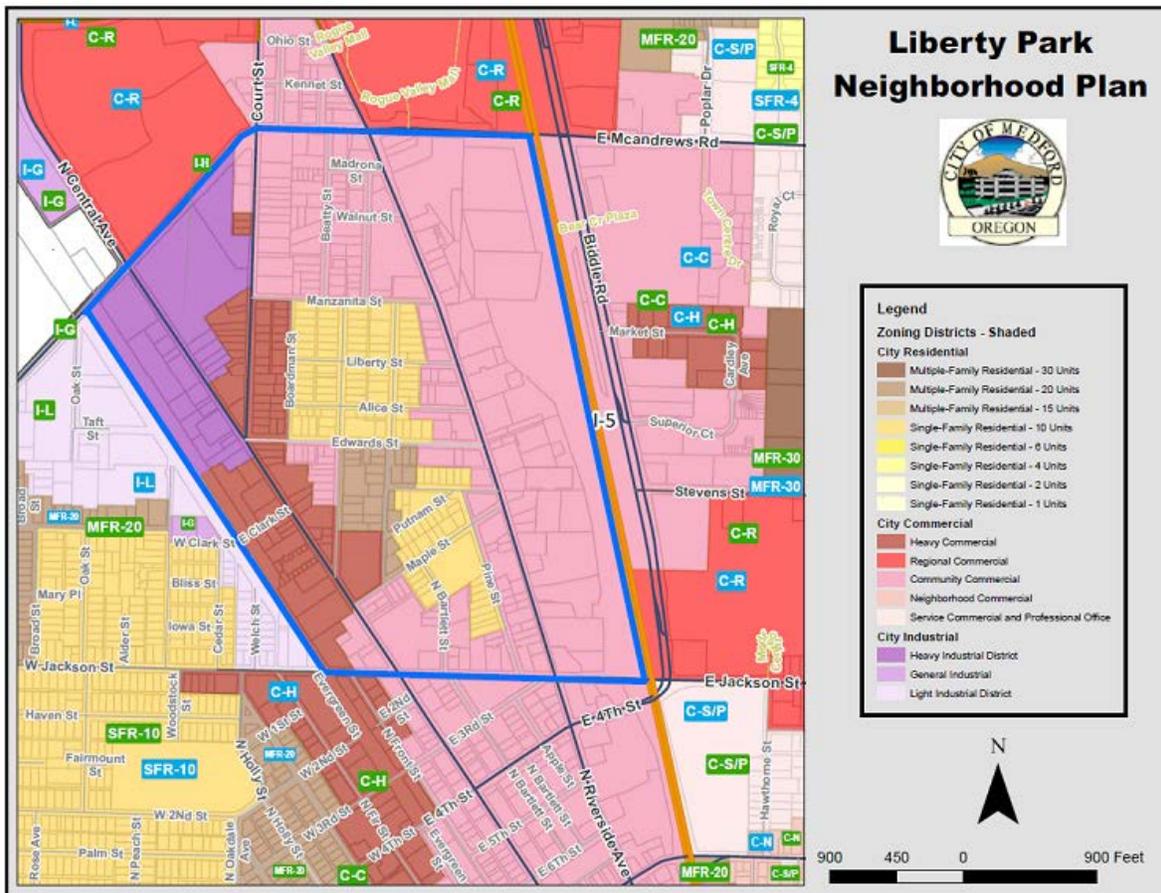
Zoning designations for the City of Medford are defined in the development code and applied to land via the zoning map. Development within a particular zone is governed by the pertinent regulations laid out in the Development Code.

What this means for the Liberty Park Neighborhood Plan:

The zones within the Liberty Park neighborhood area include the following. They are depicted in the figure below. The City’s development code includes standards for land use and development within each of these zones, including allowed uses and site development standards related to setbacks, parking, landscaping, lots sizes, and other features. As part of the Liberty Park Neighborhood Plan, the zoning of parcels within the study area will be evaluated and changes to zoning designations or text of the development code may be recommended.

- Single-Family Residential – 10 Dwelling Units per Gross Acre (SFR-10)
- Multiple-Family Residential – 20 Dwelling Units per Gross Acre (MFR-20)
- Community Commercial (C-C)
- Heavy Commercial (C-H)
- Heavy Industrial (I-H)

Figure 9. Liberty Park Neighborhood Plan Area Zoning Designations



2002 Liberty Park District Neighborhood Plan

The Liberty Park District Neighborhood Plan was developed in 2001 and the City Council passed a resolution in support of the plan in 2002. It established a vision for the neighborhood, desired locations for changes to zoning and land uses, proposed public realm improvements, and laid out a series of prioritized objectives in order to achieve the vision for the area.

What this means for the Liberty Park Neighborhood Plan:

- The current planning effort aims to update and build upon the 2002 neighborhood plan. The project will revisit the vision for the Liberty Park District and the community’s desired outcomes for the neighborhood.
- The updated plan will replace the 2002 neighborhood plan. It will be adopted by the City as a supporting document of the Neighborhood Element of the Medford Comprehensive Plan.

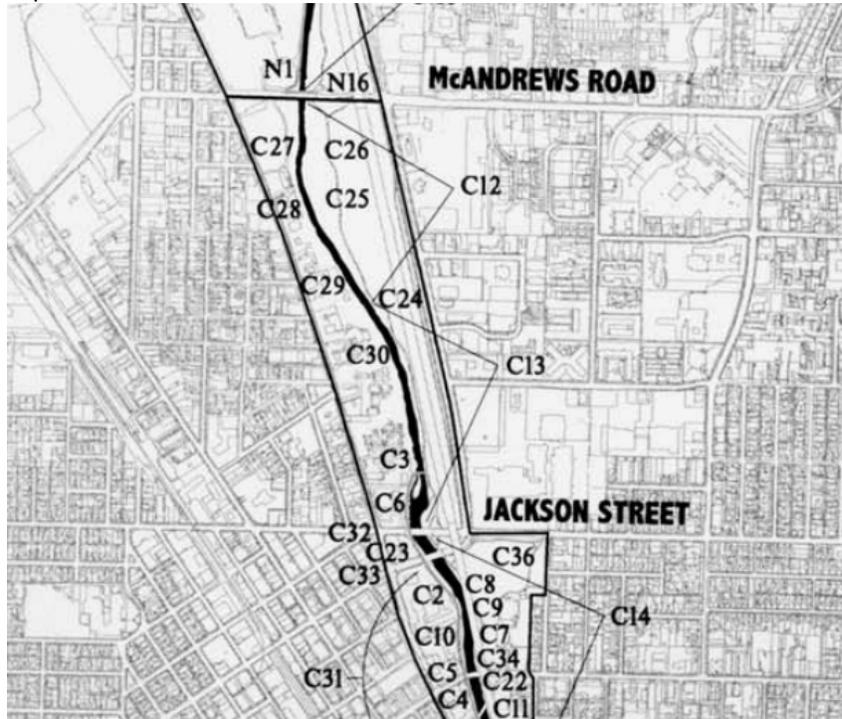
City of Medford Bear Creek Master Plan

The Bear Creek Master Plan addresses a 7.5 mile length of the Bear Creek Corridor that runs through the center of the City, with the broad goal of improving the corridor and integrating its natural amenities with the rest of the City. The Master Plan is adopted as part of the City of Medford Comprehensive Plan.

What this means for the Liberty Park Neighborhood Plan:

- Several projects are identified along the corridor near the Liberty Park neighborhood, as shown in the image below. These projects are within the plan’s “Central Zone” and include items such as the Jackson Street Outdoor Education Park (C6), Creek/Habitat Enhancement Area #1 (C12), and McAndrews Station/Overlook #2 (C29).
- The status of the projects identified in the Bear Creek Master Plan will be evaluated as part of the Liberty Park Neighborhood Plan process, as will opportunities to implement and/or refine project ideas.

Figure 10. Excerpt from the Bear Creek Master Plan



City of Medford Leisure Services Plan (2016)

As stated in the plan’s Executive Summary: The Leisure Services Plan is a ten-year guide and strategic plan for managing and enhancing park and recreation services in Medford. It establishes a path forward for providing high-quality, community-driven parks, trails, greenways and recreational opportunities. The Plan reinforces the City’s vision for its park and recreation system, proposes updates to service standards for parks and trails, and addresses departmental goals, objectives and other management considerations toward the continuation of high-quality recreation opportunities to benefit the residents of Medford.

What this means for the Liberty Park Neighborhood Plan:

Chapter 6 of the Leisure Services Plan addresses Paths, Trails, and Greenways. A key focus of this part of the plan is moving beyond a metric of mere mileage for trails planning, focusing instead on connections and quality of these facilities.

- The existing Bear Creek shared use path lies on the east side of the plan area.
- The Liberty Park area shows two spots with planned bicycle lanes, per Map 13.
- The Liberty Park area is not targeted for parkland acquisition, per Map 12.

City of Medford Capital Improvements Program

The City of Medford recently adopted a six-year Capital Improvement Program (CIP) that lists the projects that will be funded between the years 2018 and 2023. There are projects identified for various roadway improvements, stormwater improvements, and sanitary sewer improvements.

What this means for the Liberty Park Neighborhood Plan:

There are some identified projects in the Liberty Park vicinity that the project team should be aware of:

Transportation Improvements:

- McAndrews bridge over rail improvements (identified for future improvements)
- Funds for traffic calming, bike/ped upgrades, and lighting upgrades citywide are identified in the CIP.

Sanitary Sewer Improvements:

- Jackson #5 – Central to Riverside in 2019-2020

There are no projects for local street construction or storm drainage identified for the project area although as noted previously several transportation improvement projects are included in the City's draft Transportation System Plan for the area.

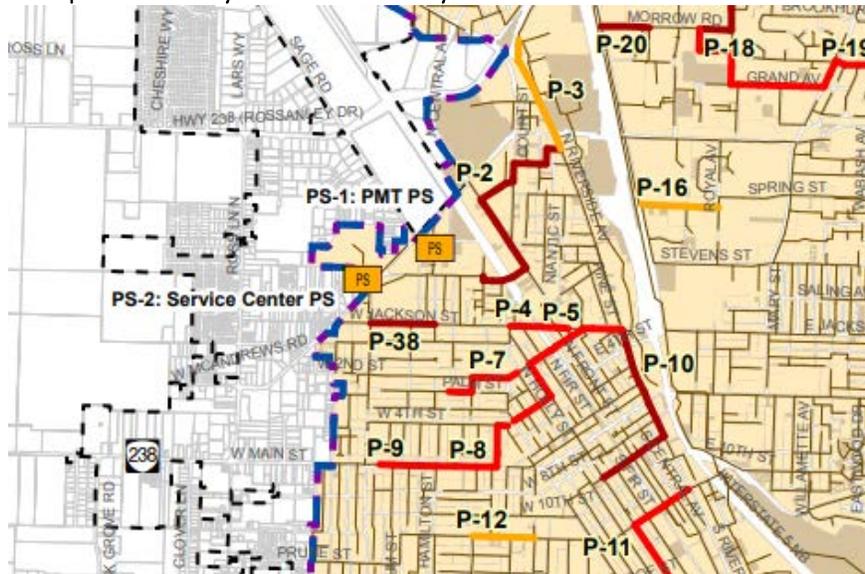
City of Medford Sanitary Sewer Master Plan

The City is currently updating its Sanitary Sewer Master Plan, which addresses existing conditions and future needs for the City's sanitary sewer system. A draft of the plan is available on the City's website.

What this means for the Liberty Park Neighborhood Plan:

The study area has several locations with Existing Deficiencies, and identified Short-Term projects for the area to increase capacity (P-2, P-4, P-5, and P-38). Pump stations in the area have also been identified as in need of additional pumps, in order to add redundancy to the system (PS-1 and PS-2).

Figure 11. Excerpt from the City of Medford Sanitary Sewer Plan



City Stormwater Management Plan

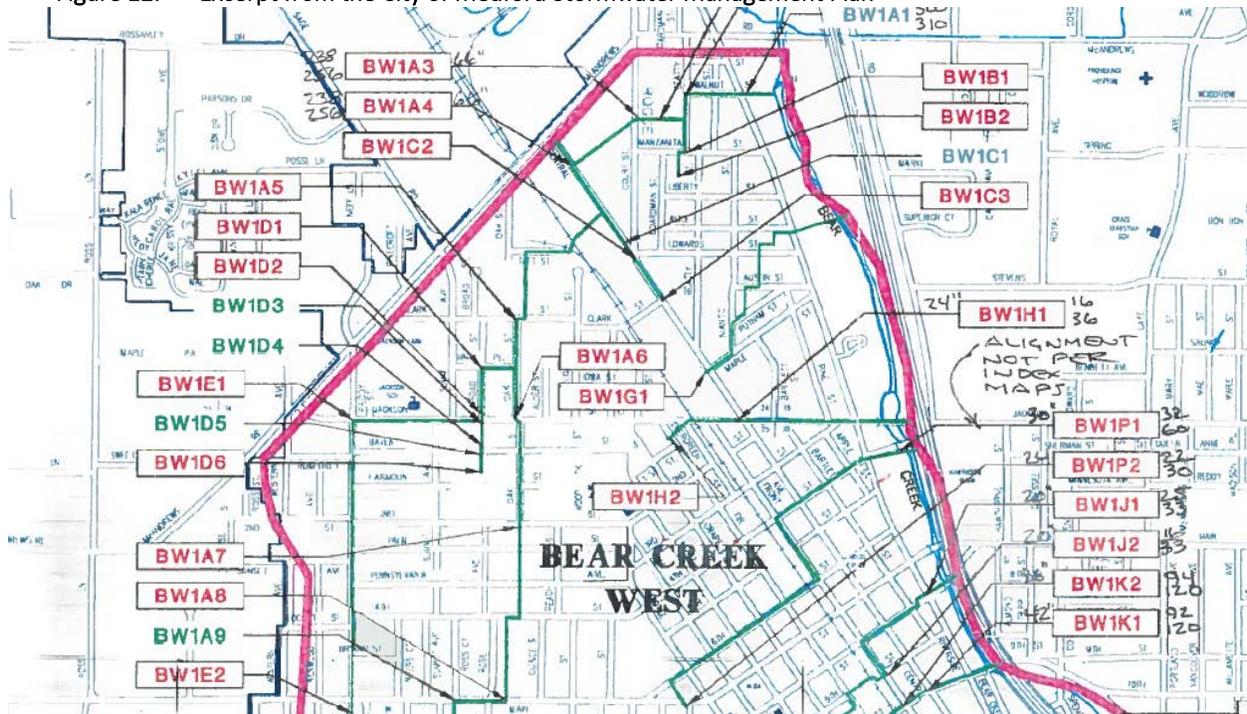
The City of Medford Stormwater Management Plan was created in 2005 and identifies existing conditions and future needs for the City’s stormwater system.

What this means for the Liberty Park Neighborhood Plan:

Per the City’s Stormwater Management Plan, the study area is within the Bear Creek West basin. As stated in the document’s Executive Summary: “Much of the Bear Creek West drainage is collected in a network of drainage pipelines. The basin contains nine separate drainage systems discharging to Bear Creek. There are no wetlands or open channels in this basin.”

The image below is an excerpt of existing facilities from the City of Medford Storm Drainage Plan. Engineering staff do not have particular concerns about storm drainage in the study area at this time.

Figure 12. Excerpt from the City of Medford Stormwater Management Plan



City of Medford Transportation Standards

The City of Medford transportation standards are addressed in Article 4 of the City of Medford Land Development Ordinance. These standards include items such as street access and dedication requirements, circulation and connectivity standards, street improvement standards, and requirements for Traffic Impact Assessments.

What this means for the Liberty Park Neighborhood Plan:

The plan will examine land use and transportation issues in the Liberty Park Neighborhood area. Revisions to transportation standards may be recommended if needed to implement related recommendations in the plan for transportation facility improvements or land use changes.

Transportation Planning Rule (OAR 660-012)

OAR 660-012, commonly referred to as the Transportation Planning Rule (TPR), requires cities to prepare a transportation system plan that provides and encourages a safe, convenient, and economic transportation system that is coordinated with planned land uses within the jurisdiction.

What this means for the Liberty Park Neighborhood Plan:

Land use recommendations that come out of the Liberty Park Neighborhood Plan process will need to be coordinated with the City’s transportation system, and vice versa. Any proposed changes to comprehensive plan/zoning designations will need to be evaluated to determine whether they are adequately served by Medford’s existing and/or planned transportation system. Where deficiencies and other issues arise, changes to the City’s transportation system plan may be recommended.

3. Funding Forecast

This future funding forecast details anticipated available funds for capital improvements for the Liberty Park Neighborhood Plan. Anticipated funding may be used for transportation, parks and recreation, and other improvements in the Liberty Park neighborhood.

Transportation

Transportation projects are funded by a variety of revenue streams and funding sources. Table 1 summarizes revenue estimates based on existing funding sources, as well as the estimated share of state transportation revenues from House Bill 2017 (the Keep Oregon Moving Act) based on the current Draft Medford TSP. After accounting for fixed expenditures, including operating expenses, maintenance, loan repayments, and SDC credits, the draft 2018-2038 TSP update projects that \$36.7 million in total revenue will be available for capital projects between 2018-2022, \$11 million between 2023-2027, and \$24.7 million between 2028-2038. In total, 20-year total revenue available for capital projects amounts to \$72.5 million. It is important to note that a small number of draft TSP projects are located in the Liberty Park neighborhood; it is unlikely that the funding sources listed in Table 1 would be used to fund projects as part of the Liberty Park Neighborhood Plan. Medford Urban Renewal Area funds, discussed later, represent the largest dedicated sources of funds for Liberty Park projects.

Table 2 below lists proposed 2018-2038 TSP projects within the Liberty Park Neighborhood, their tier categorization (Tier 1: fiscally constrained; Tier 2: currently unfunded), project type, description, and cost estimates.

Table 1. Medford Transportation Revenue Sources (Source: Draft Medford TSP Update)

Existing Revenue Sources	2018-2022	2023-2027	2028-2038
State Gas Tax	\$23.5 million	\$23.5 million	\$47 million
Street System Development Charges (SDC)	\$8.75 million	\$8.75 million	\$17.5 million
Street Utility Fees	\$37 million	\$37 million	\$74 million
Miscellaneous (CBDG, grants, MURA, etc.)	\$3.5 million	\$3.5 million	\$7 million
Anticipated Revenue Sources	2018-2022	2018-2022	2018-2022
State Transportation Revenue Increase from HB 2017	~\$6.5 million	~\$9.9 million	~\$20.2 million
Total Estimated Revenue	\$79.2 million	\$82.6 million	\$165.7 million
Total Estimated Revenues for Projects	\$36.7 million	\$11 million	\$24.7 million

Note: Figures are being evaluated by City Council and may change.

Table 2. Medford 2018-2038 TSP Projects in Liberty Park

Project ID	Tier	Project Location	Project Type	Project Description	Cost
B3	Tier 2	Beatty Street, Manzanita Street, Niantic Street, Maple Street, Bartlett Street from McAndrews Road to Jackson Street	Bicycle	Sign and Stripe Neighborhood Bikeway	\$24,420
462	Tier 2	Edwards Street, Court Street/Central Avenue to Riverside Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$1.66 million
479	Tier 2	Manzanita Street, extension from Riverside Avenue to Spring Street and crossing Interstate 5	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks) and new crossing of I-5 at Manzanita	\$100 million
I63	Tier 2	McAndrews Road & Riverside Avenue	Intersection	Intersection improvements such as re-striping westbound approach to one through-, a shared through/right-, and a right-turn lane, signal modifications, and second westbound right-turn lane when needed	\$245,000
B13	Tier 2	Jackson Street, Central Avenue to East of Pearl Street	Bicycle	Reconfigure to Provide Bike Facilities	\$160,000
B16	Tier 2	Court Street, Rossanley Drive to Edwards Street	Bicycle	Reconfigure to Provide Bike Facilities	\$105,000
B17	Tier 2	Central Avenue, McAndrews Road to Jackson Street	Bicycle	Reconfigure to Provide Bike Facilities	\$115,000

Parks & Recreation

The City of Medford’s Parks Capital Improvement General Fund expenditures provide a primary source for funding parks and recreational facilities, along with system development charges, Parks utility fee, transient lodging tax and the car rental tax. The Medford Leisure Service Plan Update outlines 2016-2025 Capital Facilities Plan Priorities, and designates proposed project categories by their eligibility for SDC Funding in whole or in part. Among the projects identified in the Leisure Service Plan eligible for SDC Funding, none are within the Liberty Park study boundaries. However, other projects not eligible for SDC funding could provide enhancements to facilities within Liberty Park, as detailed below.

Projects eligible for SDC funding (in whole or in part)

- Park enhancements & developments
- Paths & trails
- Future acquisitions

Projects not eligible for SDC funding

- Master plan updates (e.g. Jackson Park)
- Safety improvements, upgrades, and renovations
- Wayfinding and signage program
- ADA renovations & upgrades

Medford Urban Renewal Area

The Medford Urban Renewal Agency (MURA) has adopted an amendment to the current Medford Central City Center Revitalization Plan which increases the total maximum indebtedness of the MURA through tax increment financing from \$67.3 million to \$87.2 million between FYE 2019 and 2024. Of the newly available \$19.9 million in financing, approximately \$2 million is allotted for downtown seismic retrofitting. This leaves more than \$17 million for projects within the amended MURA boundary that incorporates Liberty Park as bounded by Jackson Street, McAndrews, Biddle, and Court/Central. The central purpose of the amendment is to provide assistance to the Liberty Park area, including, but not limited to improving the safety and functionality of the transportation system, assisting in the upgrading of sewer laterals, and providing housing development and rehabilitation assistance. Table 3 summarizes four identified program categories eligible for MURA funding.

Table 3. MURA Program Categories

Program Category	Description
Street Improvements	Street improvements for Manzanita and Edwards Streets to bring them up to city standards, including sidewalk improvements, utilities, and bicycle facilities. Other projects may be identified as part of the Liberty Park Neighborhood Plan.
Sewer Lateral Replacements	As sewer laterals in the area are letting stormwater into the sewer system and overburdening capacity, this program would offer an incentive to homeowners to replace their sewer laterals.
Housing Assistance	This category could include a single-family residential housing improvement program for renter- and owner-occupied residences, authorization for use of funds to partner with a private developer for a single-family, mixed-use or multifamily housing development, and/or a program to improve existing mixed-use or multifamily housing developments in the area.
Liberty Park Neighborhood Plan	This category is to serve as a placeholder for projects that evolve from the planning process around the Liberty Park Master Plan. The Medford City Center Revitalization Plan can be amended to include specific projects from the Liberty Park Neighborhood Plan at a later date.

State and Federal Grants

In conjunction with existing and projected revenue streams, a variety of state and federal grants may be leveraged to fund capital improvements for the Liberty Park neighborhood. A selection of state and federal grant programs are cataloged below to support transportation, parks and recreation, land use, and housing improvements in Liberty Park.

U.S. Housing and Urban Development Community Development Block Grant (CDBG) Program

The City of Medford receives an average annual entitlement of approximately \$600,000 from the CDBG program. CDBG funding is used to benefit low-and moderate-income persons, eliminate conditions of slum and blight, or meet an urgent need (as defined by the Bureau of Housing and Urban Development) within the City of Medford. The Liberty Park Study Area, as approximated by Jackson County Census Tract, 1, Block Group 1 and Census Tract 2.01, Block Group 1, is eligible for the CDBG program.

Through the current City Capital Projects category, CDBG funds can be used to fund improvements to neighborhood parks, infrastructure development in CDBG eligible neighborhoods and street and sidewalk repair and construction. Funds can also be used to improve accessibility for disabled persons. Through the Capital Improvement Projects category, funds can be used to acquire sites and to develop infrastructure for low-income housing development projects along with rehabilitating homes to provide homeownership opportunities for low-income persons.

Oregon Department of Transportation (ODOT) Safe Routes to School

ODOT's Safe Routes to School (SRTS) programs include a focus on providing grants to fund safe biking and walking connections to schools. HB 2017 expanded funding to the SRTS Infrastructure Program Fund. The program will receive \$10 million dollars annually and increase to \$15 million in 2023. 87.5 percent of the funds are earmarked for a competitive grant program to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools.

Infrastructure grant proposals submitted to ODOT must be a minimum of \$60,000 and maximum of \$2 million, and can be coupled with other projects and funding sources so long as they meet the following criteria:

- 1) Eligible projects: within 1 mile of a public school, provide safety improvements, and be identified within a Transportation System Plan or SRTS Action or Infrastructure Plan.
- 2) Infrastructure projects include: the development, construction, reconstruction, repair, maintenance, or operational improvements of bikeways and walkways that reduce barriers and hazards to children walking or bicycling to and from school.
- 3) Local match of at least 40%; may be lowered to 20% when one or more of the following criteria are met:
 - City population of less than 5,000;
 - Project reduces hazards within a Priority Safety Corridor
 - Project is for a Title I school¹

¹ Jackson Elementary School and McLoughlin Middle School both qualify as Title I schools

Oregon Parks and Recreation Land & Water Conservation Fund Program (LWCF)

LWCF provides matching grants to state and local governments for acquiring and developing public outdoor recreation areas and facilities. LWCF grants provide up to 50 percent project funding, and eligible matches include local budgeted funds and donated funds, along with the value of property, equipment, materials, and/or labor. The two project categories eligible for LWCF are:

Acquisition – Acquiring land and water for public access, including new areas or additions to existing parks, forests, wildlife areas, beaches or similar.

Development – Developing outdoor recreation activities and support facilities needed by the public for recreation activities, including providing basic facilities and improvement of basic facilities.

Oregon Parks and Recreation Local Government Grant Program (LGGP):

The LGGP is an Oregon State Lottery funded reimbursement grant program that helps local government agencies fund outdoor park and recreation areas and facilities, and acquire property for park purposes. Approximately \$5 million dollars is available annually under the LGGP, and grants are divided into: small grants – projects with a maximum \$75,000 grant request and large grant requests - other than for land acquisitions, projects with a maximum \$750,000 grant request.

Eligibility is limited to public outdoor park and recreation areas and facilities, and eligible projects fall under the following categories: 1) acquisition; 2) development; 3) rehabilitation; and 4) planning and feasibility studies. At least 50 percent match required for cities and districts with over 25,000 people.