PLANNING COMMISSION AGENDA MARCH 12, 2015

Commission Members

Tim D'Alessandro

Norman Fincher

Chris MacMillan

Bill Mansfield

David McFadden

Mark McKechnie

Patrick Miranda

Jared Pulver

Alec Schwimmer

Regular Planning Commission meetings are held on the second & fourth Thursdays of every month

Beginning at 5:30 p.m.

City of Medford

City Council Chambers

411 W Eighth Street, Third Floor

Medford, OR 97501

(541) 774-2380

AGENDA
MEDFORD PLANNING COMMISSION March 12, 2015
5:30 p.m.

Council Chambers
411 West Eighth Street, Medford, OR

10.	**Roll Call**	
20.	**Consent Calendar/Written Communications (Voice Vote)**	
20.1	CUP-13-139	Consideration of a request for a one-year time extension of the Conditional Use Permit for the following improvements in the Lone Pine Creek Riparian Corridor related to the construction of the Highway 62 Bypass: realignment of approximately 400 feet of the creek approximately 100 feet to the east; removal of the existing concrete lined channel and construction of a new channel constructed in a manner that more closely simulates natural conditions; construction of dual 6 foot x 10 foot box culverts countersunk with natural streambed material; and riparian area plantings. Subject site is located just west of Highway 62 approximately 830 feet southwest of Delta Waters Road. (Oregon Department of Transportation, Applicant; Janell Stradtner, Agent)
20.2	LDP-13-071	Consideration of a request for a one-year time extension of the tentative plat for a 3 lot partition on 1.36 acres extending between Sunset Avenue and Willow Brook Drive approximately 810 feet west of Orchard Home Drive within the SFR-6 (Single Family Residential – 6 units per acre) zoning district. (Linda Bevard, Applicant).
30.	**Minutes**	
30.1	Approval of Minutes from the February 12, 2015, meeting	
30.2	Approval of Minutes from the February 26, 2015, meeting.	
40.	**Oral and Written Requests and Communications**	
50.	**Public Hearings**	
	New Business	
50.1	CP-14-114	The City of Medford is proposing to amend the Urban Growth Boundary (UGB) for the purpose of providing a twenty–year land supply based on the City's projected need for residential and employment land. The proposed changes include: amending (expanding) the Urban Growth Boundary, assigning General Land Use Plan (GLUP) map designations to the areas added to the UGB; amending the Medford Street Functional Classification Plan of the Transportation Element of the Comprehensive Plan to include the expansion areas; and amending some portions of the Urbanization and GLUP Elements of the Comprehensive Plan to accommodate the UGB amendment. (City of Medford, Applicant).
60.	**Report of the Site Plan and Architectural Commission**	
70.	**Report of the Joint Transportation Subcommittee**	
80.	**Report of the Planning Department**	
90.	**Messages and Papers from Chair of Planning Commission**	
100.	**Remarks from the City Attorney**	
110.	**Propositions and Remarks from the Commission**	
120.	**Adjournment**	

CITY OF MEDFORD
PLANNING DEPARTMENT

STAFF REPORT – EXTENSION OF TIME

Date: March 5, 2015, for the meeting of March 12, 2015

To: Planning Commission

From: Kelly Akin, Principal Planner

Subject: Lone Pine Creek Riparian Improvements (CUP-13-139)
Oregon Department of Transportation, Applicant (Janell Stradtner, Agent)

Proposal

Consideration of a request for a one-year time extension of the Conditional Use Permit for the following improvements in the Lone Pine Creek Riparian Corridor related to the construction of the Highway 62 Bypass: realignment of approximately 400 feet of the creek approximately 100 feet to the east; removal of the existing concrete lined channel and construction of a new channel constructed in a manner that more closely simulates natural conditions; construction of dual 6 foot x 10 foot box culverts countersunk with natural streambed material; and riparian area plantings. Subject site is located just west of Highway 62 approximately 830 feet southwest of Delta Waters Road.

Background

The Planning Commission adopted the Final Order granting approval of the conditional use permit on March 27, 2014. The applicant is requesting an extension of time as allowed under *Medford Land Development Code* (*MLDC*) Section 10.250.

Project Review

Per *MLDC* Section 10.250, extensions shall be based on findings that the facts upon which the conditional use permit application was first approved have not changed to an extent sufficient to warrant refiling of the application. It can be found that the circumstances of approval have not changed to a degree that warrants refiling of the application. The work has not yet begun, and no new development has occurred in the vicinity of the improvements. This is the only extension allowed under the *Medford Land Development Code.*

Recommended Action

Approve the one-year time extension to March 24, 2016, for the ODOT Lone Pine Creek Riparian Improvements (File No. CUP-13-139) per the Staff Report dated March 5, 2015, and Exhibit A – letter from Janell Stradtner, received February 20, 2015.

Exhibits

Exhibit A Extension Request Letter received February 20, 2015
Vicinity Map

PLANNING COMMISSION AGENDA: March 12, 2015

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Region 3
3500 NW Stewart Parkway
Roseburg, OR 97470
Phone: (541) 957-3500
Fax: (541) 672-6148

February 13, 2015

RECEIVED
FEB 20 2015
PLANNING DEPT.

James Huber
Planning Director
City of Medford Planning Department
200 South Ivy Street, Lausmann Annex, Rm. 240
Medford, OR 97501

RE: OR 62: I-5 to Dutton Road Project
Extension Request for CUP-13-139

James:

On March 27, 2014 the Medford Planning Commission approved a Conditional Use Permit for the construction of the Highway 62 Bypass project, located within the Lone Pine Creek Riparian Corridor. The Conditional Use Permit expires in March of 2015, one year from the approval date, unless substantial construction has been completed. The project is not expected to go to bid until summer of 2015.

I am requesting an extension of the Conditional Use Permit in accordance with the Medford Land Development Code Section 10.250.

The Conditional Use Permit specifically concerned the: realignment of approximately 400 feet of Lone Pine Creek channel; removal of the existing concrete lined channel and construction of a new channel that more closely simulates natural conditions in accordance with ODFW standards; construction of dual 6 x 12 foot box culverts (in accordance with the Medford Development Code Sections 9.701 – 9.706, Flood Control) countersunk with natural streambed material; and riparian area plantings, in accordance with ODFW standards.

Thank you for your consideration, please feel free to call me at (541) 957-3521 or send an email to janell.stradtner@odot.state.or.us.

Sincerely,

J Stradtner

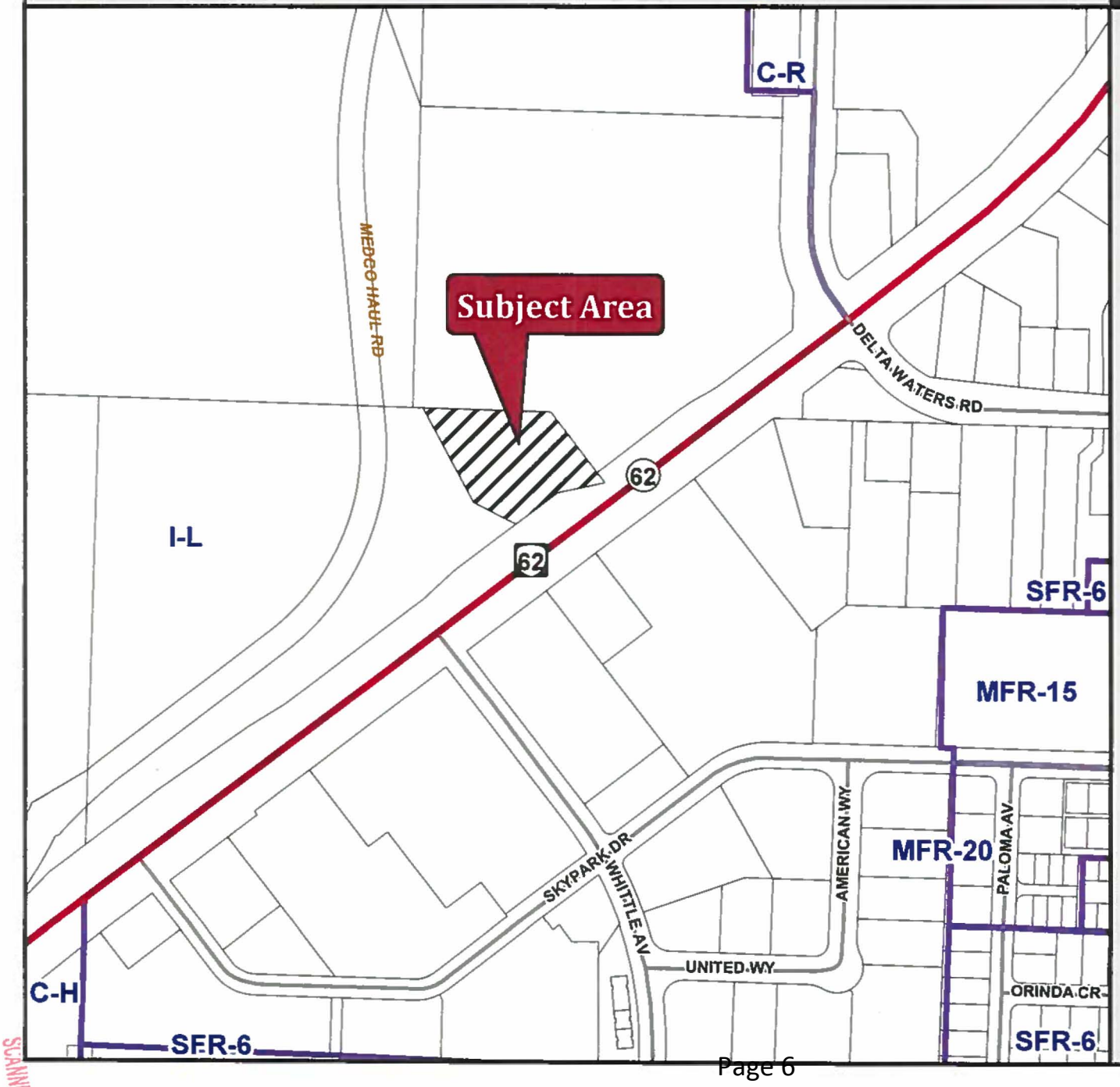
Janell Stradtner
Project Planner

CC: Kelly Akin

CITY OF MEDFORD
EXHIBIT # A
File # CUP-13-139
EXTENSION OF TIME

CITY OF MEDFORD ✵ PLANNING DEPARTMENT

Vicinity Map



Application Name/Description:
ODOT

Proposal:
Freeway Crossing and Culvert Relocation - Lone Pine Riparian Corridor

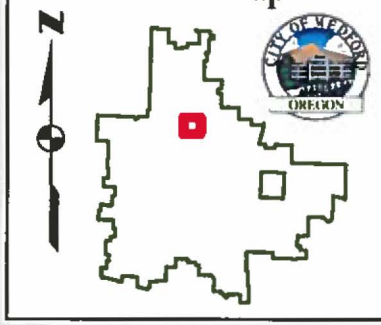
File Number:
CUP-13-139

Applicant:
ODOT

Map/Taxlot:
371W18A TL 3000

- Medford Zoning
- Subject Area
- UGB
- Tax Lots
- City Limits

Area of Map



1/9/2014

SCANNED

CITY OF MEDFORD
PLANNING DEPARTMENT

STAFF REPORT – EXTENSION OF TIME

Date: March 5, 2015, for meeting of March 12, 2015

To: Planning Commission

From: Kelly Akin, Principal Planner

Subject: Bevard Partition (LDP-13-071)
Linda Bevard, Applicant

Proposal

Consideration of a request for a one-year time extension of the tentative plat for a 3 lot partition on 1.36 acres extending between Sunset Avenue and Willow Brook Drive approximately 810 feet west of Orchard Home Drive within the SFR-6 (Single Family Residential – 6 units per acre) zoning district.

Background

The Planning Commission adopted the Final Order granting approval of the tentative plat on October 10, 2013. The applicant is requesting an extension of time as allowed under *Medford Land Development Code* (*MLDC*) Section 10.269.

Project Review

Per *MLDC* Section 10.269, extensions shall be based on findings that the facts upon which the tentative plat application was first approved have not changed to an extent sufficient to warrant refiling of the application. It can be found that neither the circumstances of approval nor applicable site development standards have changed to a degree that warrants refiling of the application. This is the only extension allowed under the *Medford Land Development Code.*

Recommended Action

Approve the one-year time extension to October 10, 2016, for the Bevard tentative plat (File No. LDP-13-071) per the Staff Report dated March 5, 2015, and Exhibit A – letter from Linda Bevard, received February 19, 2015.

Exhibits

Exhibit A Extension Request Letter received February 19, 2015
Vicinity Map

PLANNING COMMISSION AGENDA: March 12, 2015

RECEIVED
FEB 19 2015
Planning Dept.

February 18, 2015
Linda Bevard
PO Box 7
Eagle Point, OR 97524

RE: Request for time extension, Bevard Partition LDP-13-071, Linda Bevard, owner.

Kelly Akin, Principal Planner
City of Medford Planning Department
Lausmann Annex
200 South Ivy
Medford, Oregon 97501

Dear Kelly,

I am writing to request a time extension of one year for the tentative plat that was granted the end of September 2013, LDP-13-071. This request is necessary because it has taken longer than anticipated to acquire the financial release from Bank of America. B of A has released the property in question and has recorded the documents with the county, stating the property is free from encumbrance. Because this process was so lengthy it has put me behind in fulfilling the Code requirements. To date only Exhibit I has been completed. Currently Scott at Kas & Associates is reviewing the Staff report in order to finalize a plan to move forward with the completion of the other exhibits.

I want to emphasize that to my knowledge there have been no changes in any of the conditions since I first applied for the tentative plat and since the application for the tentative plat was approved.

Thank you for your consideration on this one year extension.

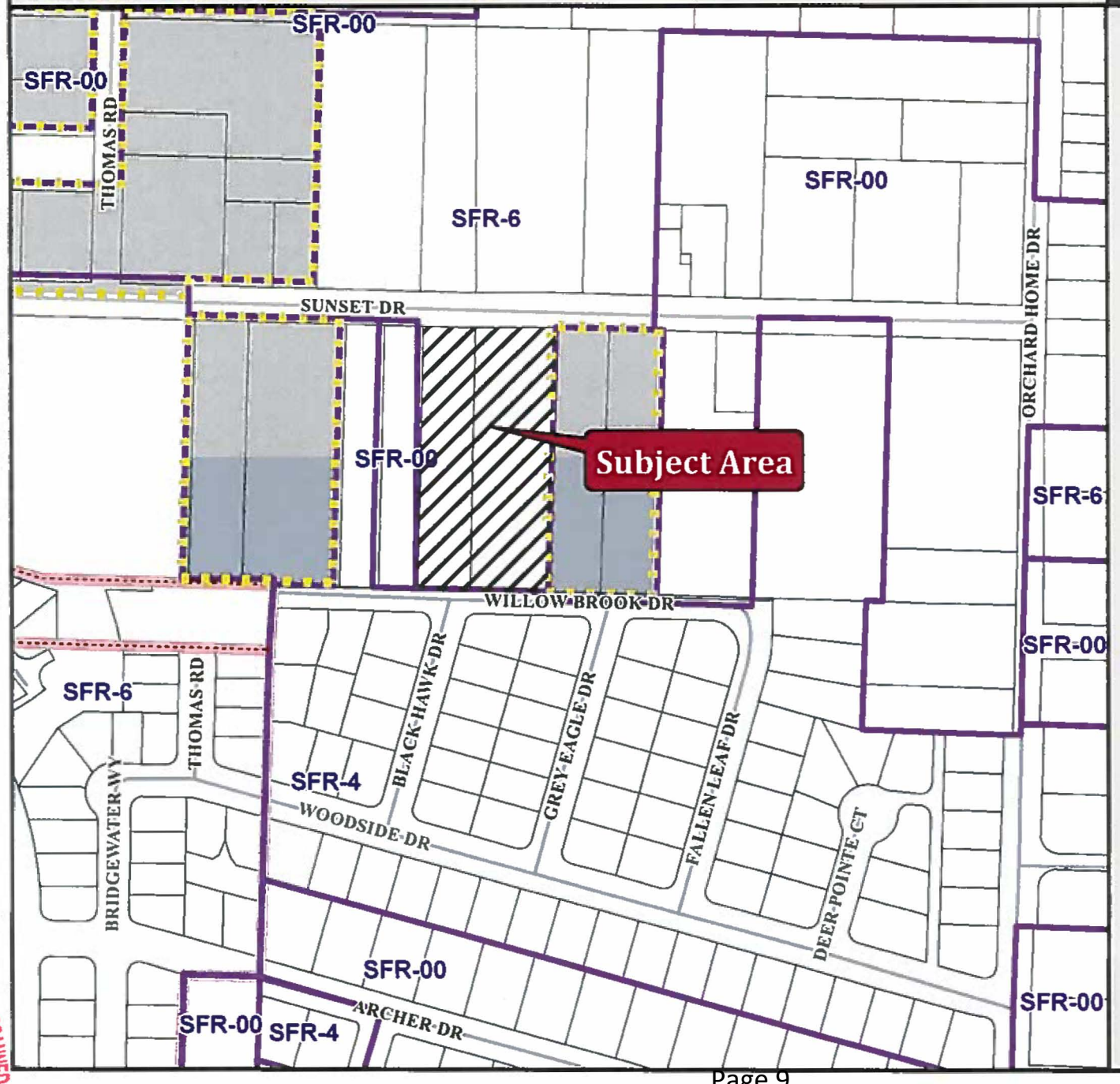
Linda Bevard

Linda Bevard
541-821-0609

CITY OF MEDFORD
EXHIBIT # A
File # LDP-13-071
EXTENSION OF TIME

CITY OF MEDFORD ✱ PLANNING DEPARTMENT

Vicinity Map



Application Name/Description:
Linda Bevard

Proposal:
3-lot Partition

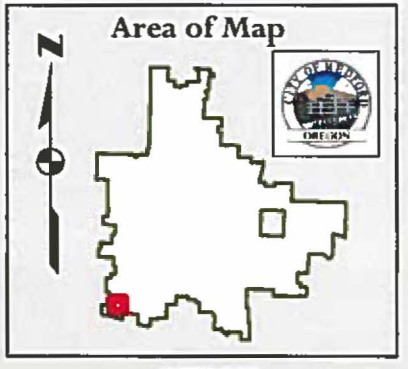
File Number:
LDP-13-071

Applicant:
Linda Bevard

Map/Taxlots:
372W35DD 3100
372W35DC 2100

- Subject Area
- Medford Zoning
- UGB
- Tax Lots
- City Limits
- PUD

Area of Map



8/7/2013

SCANNED

MINUTES
Planning Commission Meeting
February 12, 2015

The regular meeting of the Medford Planning Commission was called to order at 5:30 p.m. in the Council Chambers on the above date with the following members and staff in attendance:

Commissioners Present	Staff
Tim D'Alessandro	Jim Huber, Planning Director
Norman Fincher	Kelly Akin, Principal Planner
Chris MacMillan	John Adam, Senior Planner
Bill Mansfield	Kevin McConnell, Deputy City Attorney
David McFadden	Terri L. Rozzana, Recording Secretary
Patrick Miranda	Alex Georgevitch, Acting City Engineer
Jared Pulver	Greg Kleinberg, Fire Marshal
Alec Schwimmer	Aaron Harris, Planner II
	Sarah Sousa, Planner IV
Commissioners Absent	Desmond McGeough, Planner II
Mark McKechnie, Excused Absence	

10. Roll Call

10.1 Election of Officers

Commissioner Mansfield nominated Commissioner McFadden to serve as Chair for 2015. Commissioner Fincher seconded.

Roll Call Vote: Motion passed, 8-0.

Commissioner Mansfield nominated Commissioner Miranda to serve as Vice Chair for 2015. Commissioner Fincher seconded.

Roll Call Vote: Motion passed, 8-0.

10.2 Chair McFadden appointed Commissioner Schwimmer to the Site Plan and Architectural Commission for 2015.

Chair McFadden appointed Commissioner D'Alessandro to the Joint Transportation Subcommittee for 2015.

20. Consent Calendar/Written Communications.

20.1 **E-14-059** Final Order for an Exception to allow for the reduction of required street dedication along a northerly section of Cedar Links Drive adjacent to Cedar Landing Planned Unit Development within an SFR-4 (Single Family Residential – 4 units per acre) zoning district. (Cedar Investment Group LLC, Applicant; Hoffbuhr and Associates, Agent).

Motion: Adopt the consent calendar.

Moved by: Vice Chair Miranda Seconded by: Commissioner D'Alessandro

Voice Vote: Motion passed, 8-0.

30. Minutes.

30.1 The minutes for January 22, 2015, were approved as submitted.

40. Oral and Written Requests and Communications. None.

Kevin McConnell, Deputy City Attorney, read the Quasi-Judicial Statement.

50. Public Hearing.

New Business

50.1 **DCA-14-133** The Planning Department proposes an ordinance amending *Land Development Code*, Sections 10.250, 10.294 and 10.031 to allow revisions to Conditional Use Permit and Site Plan and Architectural Review approvals. The proposed code amendment provides criteria to identify circumstances in which permit revisions shall be allowed. The proposal aims to simplify the land use process by allowing applicants to modify permits without having to start the application process from the beginning. (City of Medford, Applicant).

Aaron Harris, Planner II, presented background, outlined the proposal, explained Site Plan and Architectural Commission's recommendation and read the Land Development Code amendment approval criteria.

Commissioner MacMillan asked staff to give an example of a minor modification to a conditional use permit. Kelly Akin, Principal Planner, reported that a couple of years ago, an existing church that had a Porte-cochere share that they wanted to enclose to make a vestibule. It was floor area that did not increase capacity of the facility. There was no relief from the conditional use permit requirement because it added gross floor area to the structure. It was approximately 350 square feet.

Commissioner Pulver asked what does open space mean as opposed to landscape? Mr. Harris commented that green space is on the site plan.

Commissioner Pulver asked that if a minor change is received by the Planning Director and the result is of his decision is opposed, who do they appeal the decision to? Mr. Harris stated that because it is a ministerial decision they would have the option of a full review.

The public hearing was opened and there being no testimony, the public hearing was closed.

Motion: Based on the materials presented in the staff report dated February 2, 2015, the Planning Commission adopts the findings and conclusions that all of the approval criteria are

either met or are not applicable and forwards a favorable recommendation for adoption to the City Council per the staff report dated February 2, 2015, including Exhibits A and B.

Moved by: Vice Chair Miranda Seconded by: Commissioner Pulver

Commissioner Schwimmer stated that this agenda item was presented to the Planning Commission at a study session and the Planning Department did a nice job correcting some of the substantive problems with making sure these were clearly objective criteria. The issue that was raised at the Site Plan and Architectural Commission level, were concerns raised by several of the professional architects and it had to do with the architectural element. The concern was that if there was a general purpose or architectural element that needed to be changed, that change could take place and it would not be subject to Site Plan and Architectural Review but allowed by the Planning Director. He supports the motion.

Voice Vote: Motion passed, 8-0.

50.2 **LDP-14-132** Consideration of tentative plat approval for a three lot partition on approximately 11.9 acres located on the west side of Crater Lake Highway and the east side of Grumman Drive approximately 400 feet south of Burlcrest Drive within an I-L/AR/RZ (Light Industrial/Airport Radar Overlay/Restricted Zoning) zoning district. (Lithia Real Estate, Inc., Applicant; Maize and Associates, Inc., Agent).

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. None were declared.

Sarah Sousa, Planner IV, read the land division criteria and gave a staff report.

The public hearing was opened and the following testimony was given.

a. Jim Maize, Maize & Associates, Inc., P. O. Box 628, Medford, Oregon, 97501. Mr. Maize stated that he was present tonight representing his client Lithia Real Estate, Inc. This application is fairly simple. It is dividing the land into three parcels for three separate auto dealerships. The applicant has submitted findings that show that this partition meets the criteria for a land division. They are agreeable to the conditions proposed by City staff and requests that the Planning Commission adopt those findings and approve this application.

The public hearing was closed.

Motion: Adopt the Findings as recommended by staff and adopt the Final Order for approval of LDP-14-132 per the Staff Report dated February 5, 2015, including Exhibits A through M.

Moved by: Vice Chair Miranda Seconded by: Commissioner MacMillan

Voice Vote: Motion passed, 8-0.

50.3 **PUD-14-074/LDS-14-091/ZC-14-103** Consideration of a request for a Planned Unit Development consisting of a Preliminary PUD Plan for Rockland Place and Tentative Plat for a 31 lot single family subdivision and a zone change from County RR-5 (Rural Residential – 5 acre minimum lot size) to SFR-10 (Single Family Residential – 10 units per gross acre) on two parcels totaling 4.61 acres located on the south side of Harbrooke Road, approximately 385 feet east of North Phoenix Road, within an SFR-10/S-E (Single Family Residential – 10 units per gross acre / Southeast Overlay) zoning district. The zone change pertains only to 371W34 Tax Lot 1600. (Richard & Leslie Lovett Trust, Applicant; Richard Stevens and Associates, Agent).

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. None were declared.

Sarah Sousa, Planner IV, stated that the land division criteria had previously been read. She read the planned unit development and zone change criteria and gave a staff report. Ms. Sousa addressed the two letters that staff received and emailed to the Planning Commission and placed at their seats. These letters will be submitted into the record as Exhibits X and Y.

Mr. McConnell wanted to make sure that staff was addressing the proper criteria. On page 54 of the agenda packet under Planned Unit Development Section 2(a) it mentions Section 10.235(C)(1)(a-e) and Ms. Sousa mentioned 10.235(B). What is the proper criterion? He wants to make sure the staff report is addressing the proper criterion before they move forward. Ms. Sousa replied that it is Section 10.230. Mr. McConnell asked if the staff report addresses Section 10.230? Ms. Sousa shook her head yes.

Vice Chair Miranda reported that on Exhibit X that the regard line reads PUD-14-074, LDS-14-091 and ZC-14-013. It should be PUD-14-074, LDS-14-091 and ZC-14-103.

Commissioner MacMillan stated that one of the proposed modifications is elimination of the 7 foot parking lane. Does staff anticipate that people will still park along both sides of the road and if so, will they still have room for 2-way traffic? Ms. Sousa replied that they would not have enough room to maneuver with cars on both sides. She does not know if there will be no parking signs.

Commissioner D'Alessandro asked if these were all City streets? Ms. Sousa replied yes, they are all public streets.

Commissioner Pulver asked if the applications were a package or could they be split up? Ms. Sousa replied that the zone change is a must.

Mr. McConnell reminded staff and the applicant that there are a lot of criteria with these applications to address. He recommended that staff address the issues raised in Exhibit X. For instance, one of the issues is that the staff report says that the application meets the requirements of the Southeast Circulation Plan and the creator of Exhibit X states it does not. This is right for an appeal if not addressed. Each one of the issues will need to be addressed

at some point tonight before the Planning Commission makes a decision tonight. It is a lot of material.

The public hearing was open and the following testimony was given.

a. Clark Stevens, Richard Stevens and Associates, P. O. Box 4368, Medford, Oregon, 97501-0168. Mr. Stevens reported that he is present tonight representing Richard and Leslie Lovett for the Rockland Place Planned Unit Development which includes a change in zoning from RR-5 to SFR-10 and a subdivision tentative plat. Staff has presented a complete report which includes the staff report and the applicant's findings which has addressed applicable criteria. With the applicant's application there were three modifications proposed. Staff has represented those modifications correctly. One of the questions raised by Commissioner Pulver was whether or not there was going to be parking on one side. Stonegate Estates has no parking on both sides. The applicant is going to try and match exactly what is proposed for Stonegate Estates. They would be in agreement to have no parking on both sides of the street. The important factor is to provide the second sidewalk because of the pedestrian access going both north and south. The future residents in this subdivision and to the north would have access to the Larson Creek Greenway through Stonegate Estates and into the future commercial district. Providing safe pedestrian traffic is why they are making this proposal onto Rutherford Drive. As far as the alleys for lots less than 50 feet in width there is no place to put an alley. The applicant is proposing several lots that are less than 50 feet in width which is justification for the side yard setback modification. They originally requested a 4 foot setback across the board. The applicants are in agreement to go the 5 foot setback. The purpose for this is that they do not have the garage as the dominant feature along the streetscape. Six foot setbacks are very limiting to what they can provide for a front door and front entry when the garage is in the front. They are in agreement to go with the 5 foot setbacks versus what they proposed at 4 foot and what Planning staff is recommending at the 6 foot setbacks. They would like to have Exhibit A Discretionary Conditions changed to 5 foot setbacks, if possible. Also, in Exhibit Q the Parks Department recommended different street trees. They applicants are in agreement with all of those.

Mr. Stevens addressed the letters that were received this afternoon. Ms. Peterson's comments made three comments regarding vehicle access, setbacks and street designs. Her recommendation is to create wider lots. This project cannot provide for wider lots and still meet the minimum density. The applicants are proposing 31 lots within this project. The minimum density of this area is 30. All three of Ms. Peterson's arguments are to make the lots wider. That is not practical or feasible to meet the density. Mr. Knecht's letter is requesting that the applicant's relocate Rutherford Drive as it terminates into Harbrooke. The only thing that Mr. Stevens can say about that is this is the purpose of why they have the neighborhood meetings. The meeting was full disclosure of what they were proposing. He had full opportunity to bring his concerns to that meeting. At the eleventh hour he requests the street be moved. The applicants have done the preliminary storm drain plan with this alignment. If he wanted to propose his own development he will be required to do a Planned Unit Development. Therefore, he has that opportunity to take those modifications if they were offset 6 foot and he has to have a shorter lot that does not meet the Code, those

modification requests are available to him at that time. The applicants would like to keep the design and alignment as proposed for this project.

Chair McFadden asked whether the section north of Sydney Way is not a residential lane designation with park strips? Mr. Stevens reported that it is a minor residential 55 foot right-of-way. Chair McFadden asked if Mr. Stevens would be amendable to those types of alignment changes or at least some alignment change if the City was to give exception to allow the street to be moved within the right-of-way so that he would end up with less park strip on one side versus the other side of the street. Would that be something that could be designed to accommodate? Mr. Stevens stated that his answer to that would be as long as it is not a major modification to the Planned Unit Development that they would have to make a reapplication or re-plat with this or final plat. He would defer that to staff and the engineers. He would be interested in discussing it if they wanted to reduce the planter strips a few feet maybe on the north side to make it match.

Mr. Stevens reported that the property is within the Southeast Medford Overlay and a Planned Unit Development is required. Being in the sub-area 15 the SFR-10 zoning is the appropriate zone for the district. They support staffs recommendation for approval of the Planned Unit Development, subdivision and zone change with their one request for a 5 foot side yard setback compared to the 4 foot they originally proposed or the 6 foot proposed by staff.

b. Theresa Peterson, 3636 Creek View Drive, Medford, Oregon, 97504-9128. Ms. Peterson stated that this is not a creative or imaginative project that preserves natural features or does something special for transit or creates any open space. The purpose and intent is lacking a little bit. There is nothing special here. In summary, she is looking for compliance with the standards, wider lots or structure design that fits lots that are there and sidewalks on both sides all the way through as indicated in the Southeast Circulation Plan. She does not like narrow streets. She asked the Commission to approve the zone change, deny the setback request and deny the Planned Unit Development with the requested exceptions.

Mr. Stevens stated that the Planned Unit Development is required for being in the Southeast Overlay. This is a standard subdivision looking type project. There are a few requirements for being within the Southeast Overlay such as alleys that they requested the modification because it is not practical with their development. Ms. Peterson mentioned green space and open spaces. If they provide such as that they will lose a lot and density is an issue. Larson Creek is a block away for the green space. Public Works mentioned that the current standard for a residential lane is no parking on one side of the street for Rutherford Drive south of Sydney Way.

Alex Georgevitch, Transportation Manager/Acting City Engineer stated that currently it does not look like there is no parking on one side of the street on Rutherford Drive but it is a requirement per the Code. Public Works will be placing “No Parking” signs on one side of the street. In their staff report they recommend that it is built per the Code.

Chair McFadden asked Mr. Georgevitch about the alignment of Rutherford Drive at Harbrooke. Will there be alignment variations that could be explored at that intersection? Mr. Georgevitch reported that staff would have concerns moving the street within the existing right-of-way and not shifting the center line. They require that the center of the road line up with the center of the right-of-way. The six foot jog anticipated will work. It does not appear to preclude future development.

Mr. McConnell stated that Mr. Stevens addressed several issues raised in the letter regarding the wider lots. They cannot have wider lots because of the minimum density requirements. Ms. Peterson made an argument in her letter regarding alleys as to why one cannot do a minimum access easement. Mr. McConnell does not think that concern has been addressed.

Chair McFadden stated that it is his opinion that the answer to wider lots and alleys is based around density.

The public hearing was closed.

Motion: Adopt the Findings as recommended by staff and direct staff to prepare the Final Orders for approval of PUD-14-074, LDS-14-091 and ZC-14-103 per the Staff Report dated February 5, 2015, including Exhibits A through Y. On Exhibit X, the typographical error in the regard line and on the grid there was an accidental omission on 1(d), should read as no. The proposed 5 foot setback is reasonable from the applicant.

Moved by: Vice Chair Miranda Seconded by: Commissioner Pulver

Commissioner D'Alessandro made a Friendly Amendment: Parking only on one side of Rutherford south of Sydney Way and sidewalks on both sides of the road.

Commissioner Pulver spoke to the motion stating that sidewalks that lineup with Stonegate Development to the south is appropriate. He does not think the parking is appropriate given the width of the street and having sidewalks on both sides. The density requirement is causing a challenge making it hard to address all concerns. A setback in the 5 to 6 foot range is realistic. The Commission should accept the modification of the alleys since it is not feasible with the product they are dealing with.

Commissioner Schwimmer stated that he is struggling with the modifications. The modifications are necessary for the Planned Unit Development to move forward in order to meet the density requirements. It is his opinion that the subjective altruistic goals in Section 10.230 are not met.

Voice Vote: Motion passed, 6-2, with Commissioner Fincher and Commissioner Schwimmer voting no.

50.4 **PUD-14-116/LDS-14-117** Consideration of a Preliminary Planned Unit Development Plan, including proposed modifications to Land Development Code standards pertaining to specific

lots including: 1) modification of minimum lot area, width, depth, coverage, and frontage standards, and 2) implementation of private streets to be utilized as shared driveway easements; and consideration of a tentative subdivision plat to create 41 residential lots and two common area lots on an 8.16 gross acres located on the east side of Thomas Road, approximately 800 feet north of Sunset Drive, within the SFR-6 (Single Family Residential, 6 dwelling units per gross acre) zone district. (Stella Real Estate Investments, LLC, Applicant; CSA Planning, Ltd., Agent).

Chair McFadden inquired whether any Commissioners have a conflict of interest or ex parte communication they would like to disclose. None were declared.

Desmond McGeough stated that the planned unit development and land division criteria had previously been read and gave a staff report. Mr. McGeough stated that staff received revised exhibits from the Public Works Department and the Fire Department and a letter from Judy Hogue that were distributed to the Planning Commission by email and placed at their seats. Those will be labeled Exhibits C-1, E-1 and L and submitted into the record.

Chair McFadden asked if there was a City policy of crossing wetlands. Do they have to be crossed? Could the eastern portion of this property not be crossed since they are planning to development it later? Mr. McGeough reported that they have to be mitigated. He does not believe there is a policy.

Commissioner MacMillan asked if the applicant had gotten a permit for discharge into the wetlands from the Army Corps of Engineers? Mr. McGeough deferred the question to the applicant.

The public hearing was open and the following testimony was given.

a. Raul Woerner, CSA Planning Ltd., 4497 Brownridge Terrace, Suite 101, Medford, Oregon, 97504-9173. Mr. Woerner reported that he was present tonight representing Stella Real Estate Investments, LLC. The wetlands have expanded from what was there before and beyond what are shown on the local wetlands inventory. Mr. Woerner mentioned “duets”. These are similar to duplexes. In his research he discovered the Bell View project in Ashland, that shows a cottage like street presence, great curb appeal, individually owned units connected by the garage. Mr. Woerner presented a housing prototype of a cottage court. This was submitted into the record.

The public hearing was closed.

Motion: Adopt the Findings as recommended by staff and direct staff to prepare the Final Orders for approval of PUD-14-116 and LDS-14-117 per the Staff Report dated February 5, 2015, including Exhibits A through L, replacing Exhibits C and E with Exhibits C-1 and E-1.

Moved by: Vice Chair Miranda Seconded by: Commissioner Fincher

Commissioner Schwimmer reported that in his opinion contrary to the previous Planned Unit Development, this Planned Unit Development clearly meets the criteria and subjective intent proposed by the Medford Code 10.230. This is a very nice use of mixed-use, nice idea preserving the criteria contained in that Code involving preservation of open space and mixed-use of structures.

Voice Vote: Motion passed, 8-0.

60. Report of the Site Plan and Architectural Commission.

60.1 Commissioner Schwimmer reported that the Site Plan and Architectural Commission met on Friday, February 6, 2015. The previously heard agenda item that we heard tonight was a follow-up to the Code amendment that has been approved by the Planning Commission and the recommendation as he previously spoke of regarding the architectural review comments. There was another application before the Site Plan and Architectural Commission that was approved. He is unable to pull it up on his iPad and requested Ms. Akin to give the specifics in her report.

70. Report of the Joint Transportation Subcommittee. None.

80. Report of the Planning Department.

80.1 Kelly Akin, Principal Planner, welcomed the new Planning Commissioners, Jared Pulver. Mr. McKechnie was unable to attend tonight's meeting and the next couple of meetings due to conflicts.

The Planning Commission will have a study session on Monday, February 23, 2015. The discussion will be about the UGBA expansion project.

There is business scheduled for the Planning Commission through April. The dates are Thursday, February 26, 2015, Thursday, March 12, 2015, Thursday, March 26, 2015 and April 9, 2015.

On February 5, 2015, the City Council adopted the resolution upholding the Planning Commission's decision on the zone change near Lewis Park. They have also been working on updating the Strategic Plan. Ms. Akin thanked the Commissioners for attending City Council's study session today.

Last week the Site Plan and Architectural Commission considered the text amendment that the Planning Commission heard this evening. The other item they approved was an expansion to an airplane hangar at the airport.

There is the availability for two Commissioners to attend the APA Conference. Ms. Akin will send the information to the Planning Commissioner tomorrow morning.

90. Messages and Papers from Chair of Planning Commission. None.

100. Remarks from the City Attorney. None.

110. Propositions and Remarks from the Commission.

110.1 Commissioner Pulver requested that staff stress to applicants to provide exhibits as clear as possible. He found some of the exhibits difficult to navigate through and trying to read street names. Also, at a future study session discuss more in depth the concept of density.

Commissioner D'Alessandro reported that if the Commissioners that were unable to attend the City Council study session today he could bring them up-to-date if they were interested. Mike Montero did an eloquent job of presenting transportation options. He did a good job of putting where the City could leverage them in looking at funding and things down the road. Mike Baker from the Oregon Department of Transportation gave a presentation about the viaduct seismic study that they have been awarded $3M to just do the study. They expect to have results later this year to start working on the actual study. Gary Leaming brought everyone up-to-date on the Phoenix interchange. What they are going to do when they make closures and how they are going to route traffic getting traffic on and off I-5. Art Anderson talked about the rest area welcome center that is a point of contention with the Ashland City Council on the water rights and the sunset date for that project looming and requested backup at the next meeting or positive reinforcements at the next Ashland City Council meeting.

Jim Huber, Planning Director reported that the City Council would like an annual study session with the Planning Commission. Mr. Huber suggested that the Planning Commissioners and City Council representatives think of topics they would like to discuss during a joint study session.

120. Adjournment.

The meeting was adjourned at 8:12 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by:

_____	_____
Terri L. Rozzana	David McFadden
Recording Secretary	Planning Commission Chair

Approved: March 12, 2015

MINUTES
Planning Commission Meeting
February 26, 2015

The regular meeting of the Medford Planning Commission was called to order at 5:32 p.m. in the Council Chambers on the above date with the following members and staff in attendance:

Commissioners Present	Staff
David McFadden, Chair	Jim Huber, Planning Director
Patrick Miranda, Vice Chair	Kelly Akin, Principal Planner
Tim D'Alessandro	Kevin McConnell, Deputy City Attorney
Norman Fincher	Terri L. Rozzana, Recording Secretary
Chris MacMillan	Alex Georgevitch, Acting City Engineer
Bill Mansfield	
Jared Pulver	
Alec Schwimmer	

Commissioners Absent
Mark McKechnie, Excused Absence

10. Roll Call

10.1 Appoint two Commissioners to the Joint Transportation Subcommittee

Chair McFadden appointed Commissioner Schwimmer and Commissioner Fincher to the Joint Transportation Subcommittee for 2015.

20. Consent Calendar/Written Communications.

20.1 **PUD-14-074/LDS-14-091/ZC-14-103** Final Orders for requests for a Planned Unit Development consisting of a Preliminary PUD Plan for Rockland Place and Tentative Plat for a 31 lot single family subdivision and a zone change from County RR-5 (Rural Residential – 5 acre minimum lot size) to SFR-10 (Single Family Residential – 10 units per gross acre) on two parcels totaling 4.61 acres located on the south side of Harbrooke Road, approximately 385 feet east of North Phoenix Road, within an SFR-10/S-E (Single Family Residential – 10 units per gross acre / Southeast Overlay) zoning district. The zone change pertains only to 371W34 Tax Lot 1600. (Richard & Leslie Lovett Trust, Applicant; Richard Stevens and Associates, Agent).

20.2 **PUD-14-116/LDS-14-117** Final Orders for a Preliminary Planned Unit Development Plan, including proposed modifications to Land Development Code standards pertaining to specific lots including: 1) modification of minimum lot area, width, depth, coverage, and frontage standards, and 2) implementation of private streets to be utilized as shared driveway easements; and consideration of a tentative subdivision plat to create 41 residential lots and two common area lots on an 8.16 gross acres located on the east side of Thomas Road, approximately 800 feet north of Sunset Drive, within the SFR-6 (Single Family Residential, 6

dwelling units per gross acre) zone district. (Stella Real Estate Investments, LLC, Applicant; CSA Planning, Ltd., Agent).

Motion: Adopt the consent calendar.

Moved by: Vice Chair Miranda Seconded by: Commissioner D'Alessandro

Voice Vote: Motion passed, 8-0.

30. Minutes.

30.1 Chair McFadden reported that the minutes for February 12, 2015, will be submitted at the March 12, 2015, Planning Commission meeting.

40. Oral and Written Requests and Communications. None.

50. Public Hearing.

New Business

50.1 **Update Planning Commission Rules of Order.**

Kelly Akin, Principal Planner, stated that there were a few minor corrections to the Rules of Order. Last year the City Council dissolved the Citizens Planning Advisory Committee so the Rules of Order needed to be updated.

Motion: Adopt the updated Planning Commission Rules of Order.

Moved by: Commissioner Mansfield Seconded by: Commissioner Fincher

Voice Vote: Motion passed, 8-0.

60. Report of the Site Plan and Architectural Commission.

60.1 Commissioner Schwimmer reported that the Site Plan and Architectural Commission did not meet on Friday, February 20, 2015, due to no business.

70. Report of the Joint Transportation Subcommittee. None.

80. Report of the Planning Department.

80.1 Kelly Akin, Principal Planner, reported that the Site Plan and Architectural Commission will meet on Friday, March 6, 2015. There is no date for the next meeting of the Joint Transportation Subcommittee.

The next Planning Commission study session is scheduled for Monday, March 9, 2015. The discussion will be on the urban growth boundary expansion. It is scheduled for the Planning Commission public hearing on Thursday, March 12, 2015. Also, scheduled is a proposed text amendment that can be pushed to another study session. The urban growth boundary discussion is important for staff to answer questions the Commissioners may have.

The Planning Commission has business scheduled through April.

Next week the City Council will hear a contract for a wetland analysis that is for the expansion areas in the urban growth boundary.

On Thursday, March 19, 2015, City Council will hear the text amendment that the Planning Commission considered at their last meeting; the site plan and conditional use permit revision.

Annually the City Council and Planning Commission have a joint study session. Staff encourages the Commission to start thinking about what they might like to discuss with the City Council.

90. Messages and Papers from Chair of Planning Commission. None.

100. Remarks from the City Attorney. None.

110. Propositions and Remarks from the Commission. None.

120. Adjournment.
The meeting was adjourned at 5:41 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by:

_____	_____
Terri L. Rozzana	David McFadden
Recording Secretary	Planning Commission Chair

Approved: March 12, 2015

STAFF REPORT

URBAN GROWTH BOUNDARY AMENDMENT (UGBA)

Date: March 12, 2015

To: Medford Planning Commission

From: Joe Slaughter, Planner IV

Reviewer: Bianca Petrou, Assistant Planning Director

Subject: UGBA Phase 2: ESA Boundary Amendment file no. **CPA-14-114**

CONTENTS

Proposal 3
Background 3
Amendment 5
- Land Need 5
- Urban Reserve 5
- Coarse Filter 7
- External Study Areas (ESAs) 8
- Capacity Analysis of the Urban Reserve 10
- Additional Scoring 10
- Conceptual Plan for Urban Reserve 10
- Selection Process 13
- Chrissy and Prescott Parks 13
- Summary of Amendments 14

Conclusions 15
Recommended Action 15
Exhibit A. Proposed Amendment 16
Exhibit B. Findings 22
Exhibit C. Available Land 69
Exhibit D. UGBA Phase 1 Effect on Land Supply 71
Exhibit E. Land Need 75
Exhibit F. Coarse Filter Maps 80
Exhibit G. Capacity Analysis of the Urban Reserve 82
Exhibit H. Additional Scoring Maps 83
Exhibit I. Infrascructure Scoring Memos 86
Exhibit J. Letters from Property Owners and Agents 87

PROPOSAL

To amend the Urban Growth Boundary (UGB) for the purpose of providing a twenty-year land supply based on the City's projected need for residential and employment land. The proposed changes include: expanding the Urban Growth Boundary, assigning General Land Use Plan (GLUP) map designations to the areas added to the UGB; amending the Medford Street Functional Classification Plan of the Transportation Element of the Comprehensive Plan to include the expansion areas; and amending some portions of the Urbanization and GLUP Elements of the Comprehensive Plan to accommodate the UGB amendment.

BACKGROUND

The City of Medford, as all cities in Oregon, continues to have a goal of providing land to accommodate its 20-year land need for housing and employment, as required under Oregon Revised Statute (ORS) 197.296. The City of Medford's current UGB was adopted in 1990 and was expected to last through 2010. As demonstrated in the City's Comprehensive Plan the City does not currently have a 20-year land supply. ORS 197.296 subsection (6) recommends addressing the need by expanding the urban growth boundary, by increasing the developable capacity of the urban area, or by a combination of the two. Urban Growth Boundary Amendment (UGBA) Phase 1 (ISA GLUP Amendment) changed the General Land Use Plan (GLUP) designation of land in the existing urban area for the purpose of increasing its development capacity in order to accommodate some of the City's projected need for residential and employment land. The outcome of UGBA Phase 1 was the Selected Amendment Locations (SALs). The next phase, UGBA Phase 2 (External Study Area (ESA) Boundary Amendment), seeks to amend the City's UGB and make more land available for urban development.

The process of amending Medford's UGB began in the late 1990s with the start of the Regional Problem Solving (RPS) process. RPS was a joint effort between six local municipalities, Jackson County, and the State of Oregon, to determine future land need for the region and to determine the most appropriate locations for future growth. From RPS the City adopted the Regional Plan Element of the Comprehensive Plan. The Regional Plan Element specifies where Medford's future growth will occur by identifying the urban reserve. The urban reserve areas are meant to provide a 50-year land supply for the City.

In order to determine the land need for the next twenty years the City relies on the Buildable Lands Inventory (adopted in February 2008), the Population Element (adopted November 2007), the Economic Element (adopted December 2008), and the Housing Element (adopted December 2010) of the Comprehensive Plan. The Buildable Lands Inventory determined the amount of land available within the existing UGB (see Exhibit C: Available Land). This total supply of land was adjusted to account for the effect of UGBA Phase 1 (see Exhibit D: UGBA Phase 1 Effect on

Land Supply). The Population Element was taken along with the Housing and Economic Elements to determine the total land demand for the 20-year period. The demand was then subtracted from the supply to determine the total land deficit by individual land type over the 20-year period (see Exhibit E: Land Need). The UGB must be expanded by this total deficit amount in order to meet the land need for the 20-year period.

The entire urban reserve area was considered initially as part of the boundary expansion process. The Planning Department used a coarse filter, considering proximity and parcelization, to narrow the focus for further analysis from the available 50-year supply (see Exhibit F: Coarse Filter Maps). The properties that passed through the coarse filter became known as the External Study Areas (ESAs). Data were collected for serviceability for transportation, water and sewer for the ESAs (see Exhibit H: Additional Scoring Maps; and Exhibit I: Infrastructure Scoring Memos). The scores from each of the five factors (proximity, parcelization, transportation, water, and sewer) were used to guide the Planning Department's recommendation concerning the location of the UGB amendment. The Planning Department selected areas from the ESAs to fill the land need by type, and in total, for the 20-year period. In addition to expanding the urban growth boundary and assigning GLUP map designations to the areas added to the UGB, the City proposes to amend the Medford Street Functional Classification Plan of the Transportation Element of the Comprehensive Plan to include the expansion areas and portions of the Urbanization and GLUP Elements of the Comprehensive Plan to accommodate the UGB amendment.

AMENDMENT

LAND NEED

Tables 1.1 and 1.2 show the residential and employment land need by GLUP designation. Exhibits C–E provide more information regarding how these figure were derived.

Residential

Table 1.1. Residential Land Need in Gross[1] Acres

Plan Designation	Need	Plan Description
UR	885	Low-density Residential, 4–10 units/acre
UM	27	Medium-density Residential, 10–15 units/acre
UH	120	High-density Residential, 15–30 units/acre
Total Residential	1,032	

Employment

Table 1.2. Employment Land Need in Gross Acres

Plan Designation	Need	Plan Description
SC	222	Service Commercial: office, services, medical
GI & HI	97	General & Heavy Industrial: manufacturing
CM	318	Commercial: retail, services
Total Employment	637	

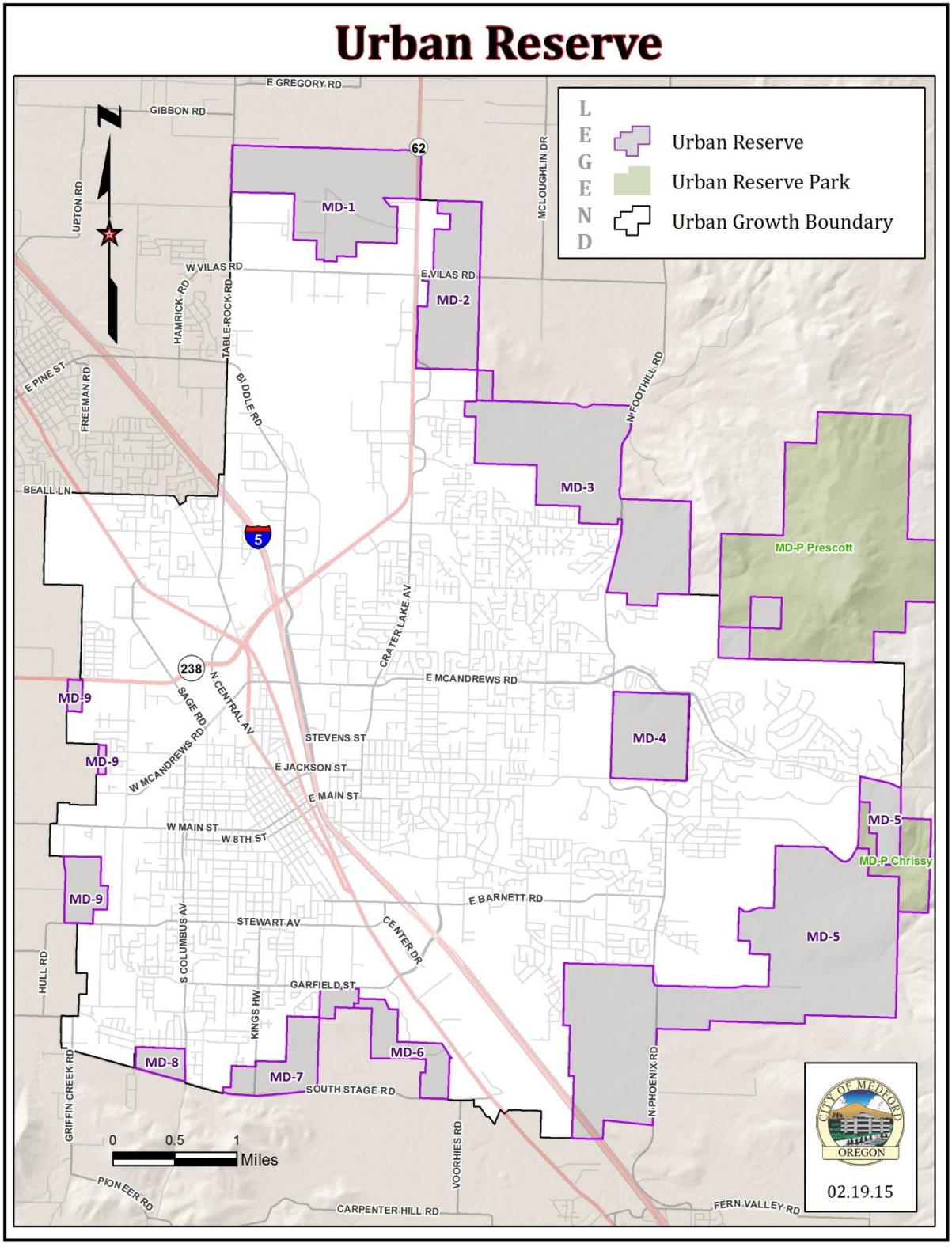
URBAN RESERVE

The urban reserve was created through the Regional Problem Solving Process and adopted into the City's Comprehensive Plan as part of the Regional Plan Element. The urban reserve provides a 50-year supply of land for future development and all UGB expansion for the City of Medford for the next 50 years should occur within the urban reserve. Per ORS 197.298, once a City has demonstrated a need to expand its UGB, the first priority of land for inclusion is land designated as urban reserve.

The urban reserve contains a total of 6,365 acres. Of that, 1,877 acres consist of two large regional parks, Chrissy Park and Prescott Park. The remaining 4,488 acres are intended for future development and include both buildable and non-buildable lands. These urban reserve areas are known as MD-1, MD-2, MD-3, MD-4, MD-5, MD-6, MD-7 north, MD-7 mid, MD-7 south, MD-8, MD-9 south, MD-9 mid, and MD-9 north. A map of the urban reserve is provided below (*Map 2.1*).

[1] Includes streets and other infrastructure

Map 2.1. Urban Reserve



COARSE FILTER

The City has an identified land need of 1,669 acres and an urban reserve of 4,488 acres (excluding the two wildland park areas) from which to choose. While the 4,488 acres includes both buildable and non-buildable acres, the total far exceeds the 1,669 buildable acres needed for the 20-year planning period (see *Table 1.1* and *Table 1.2*). In order to determine where the City could most efficiently meet its land needs for the next 20 years a "coarse filter" was used. The coarse filter, which considered proximity and parcel size indicators of efficiency for development, helped to refine the area of consideration prior to completing a capacity analysis (to determine the number of buildable acres) and comparing urban reserve areas on a more detailed level.

One of the best indicators for suitability for the first 20-year supply is proximity. Basic principles of urban planning dictate that growth will occur from the center out in order to avoid "leap-frog" development which leads to inefficient use of land and difficult and costly extensions of infrastructure. The results of the proximity analysis are shown on *Map 10.1* in Exhibit F.

The next criterion used in the coarse filter portion of the analysis is parcelization. Staff mapped parcel size in order to determine the amount of parcelization in each of the urban reserve areas. The results of the parcel size analysis are shown on *Map 10.2* in Exhibit F. The City is obligated to provide a 20-year supply of land for residential and economic development but is not allowed to offer anything more than a 20-year supply. Because of this obligation, and this constraint, it is imperative that the City select land that is available for development over the next 20 years. The development of larger tracts of land tends to have a higher return on investment than the development/redevelopment of smaller tracts of land. In addition, the land use structure in Oregon has created a premium on rural residential acreage near the city limits. Because "rural" living close to town is both desirable to many, and is getting harder to come by, people who own these properties have little incentive to develop the properties to urban density standards. Once urban development extends to, and encroaches upon, these smaller parcels, the land becomes more developable both because it makes greater economic sense (utilities more readily available, and higher land value/larger demand) and because the property loses its rural feel.

EXTERNAL STUDY AREAS (ESAs)

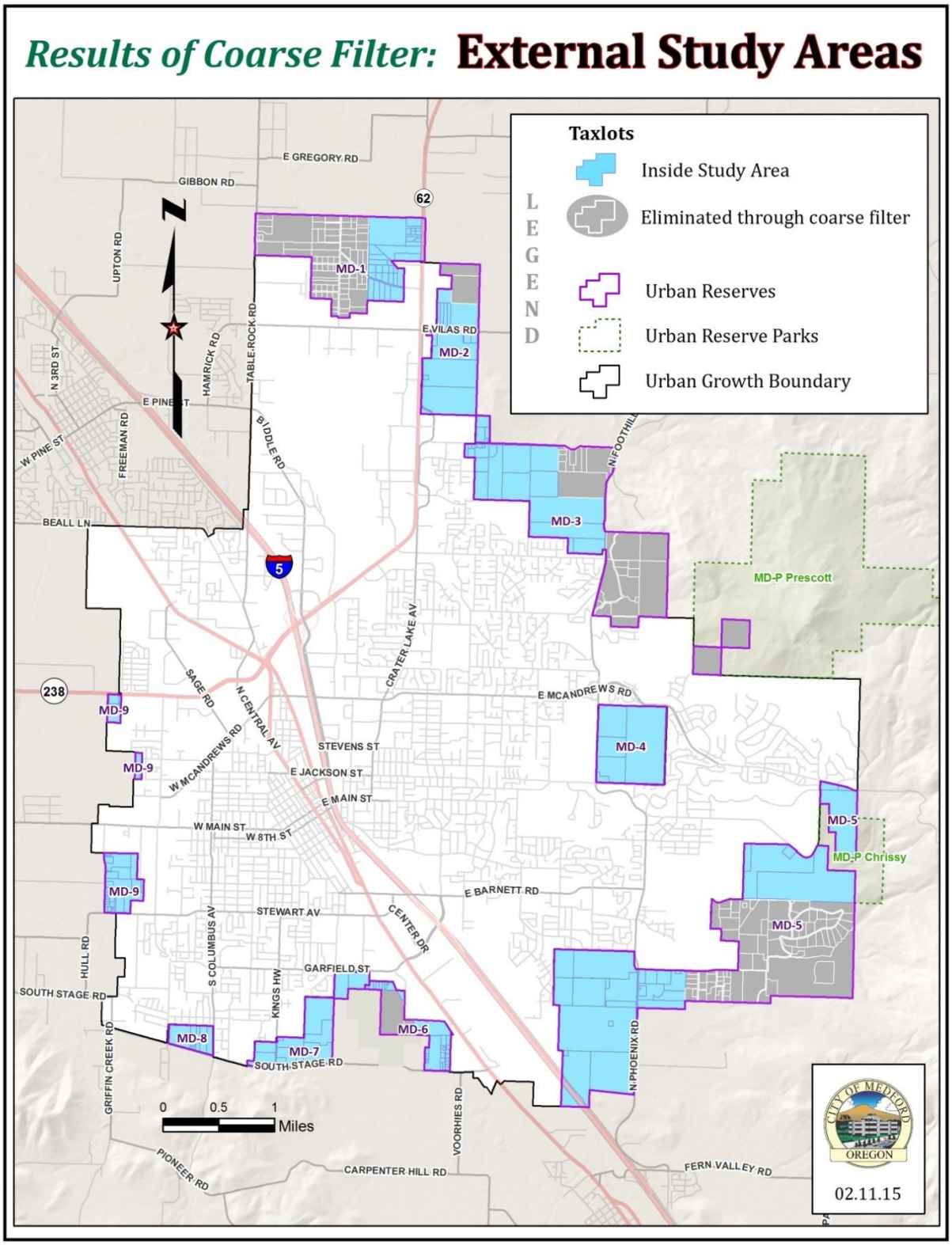
The areas that passed through the coarse filter were labeled the External Study Areas (ESAs) (shown on *Map 3.1* below) and were identified for further analysis. A brief discussion of why certain portions of the urban reserve were eliminated through the coarse filter process is provided below.

The middle portion of MD-1 and the southeast corner of MD-5 were eliminated from further consideration because they scored poorly on both proximity and parcelization. The remainder of MD-1, the north portion of MD-2, the northeast corner of MD-3, MD-3 east of Foothill Rd, and all of MD-6, MD-7, MD-8, and MD-9 had marginal composite scores for proximity and parcelization. With the exception of a portion of MD-6 the urban reserve areas on the west side of interstate 5 (MD-6, MD-7, MD-8, & MD-9) were retained for further consideration in order to maintain a balance of ESAs around the existing UGB. The balanced distribution around the existing UGB was considered important for a number of factors, including:

- It worked as an additional filter in the selection of parcels near existing development. Since urban development extends to, or near, the existing UGB in most places, selecting a group of parcels spread out around the UGB to the fullest extent possible places these parcels closer to existing urban development. Selecting parcels all within large groups (all of MD-5 for example) would have the effect of including parcels that are further away from existing development.
- The selection of land distributed around the entire UGB adds diversity to the supply of land. This adds choice in development type, price point, and so on.
- Distributing parcels around the existing UGB helps to spread the burden of providing services to new development. Placing all new development in a smaller number of areas would have the effect of overburdening the systems for water, sewer, transportation, etc. By providing for a larger geographic distribution for future development the City can allow for the increased demand on the existing systems to be distributed throughout the systems.

The east portion of MD-1 was retained for further consideration because of its proximity to the existing Highway 62 route and the future Highway 62 route. The west portion of MD-1, the northeast corner of MD-2, the northeast corner of MD-3, and MD-3 east of Foothill Rd were eliminated from consideration because they all have marginal composite scores for proximity and parcelization and they do not serve to improve the transportation system by providing connections for highways or higher-order streets.

Map 3.1. Results of Coarse Filter/External Study Areas (ESAs)



CAPACITY ANALYSIS OF URBAN RESERVE

From the 4,488 acres of both buildable and non-buildable land available in the urban reserve the ESAs, containing a total of 2,795 acres (not including Prescott Park and Chrissy parks), were selected. A capacity analysis was conducted for the ESAs to determine the number of developable acres. The capacity analysis marked areas that were already developed and areas that were undevelopable. Undevelopable areas were those having an open space assessment (per ORS 197.186) and those located within riparian corridors, wetlands, and slopes exceeding 25 percent. A total of 140 acres were classified as developed and 417 acres were classified as unbuildable (119 because of open space assessment), leaving a total of 2,238 buildable acres within the ESAs. The results of the capacity analysis are shown on *Map 11.1* in Exhibit G.

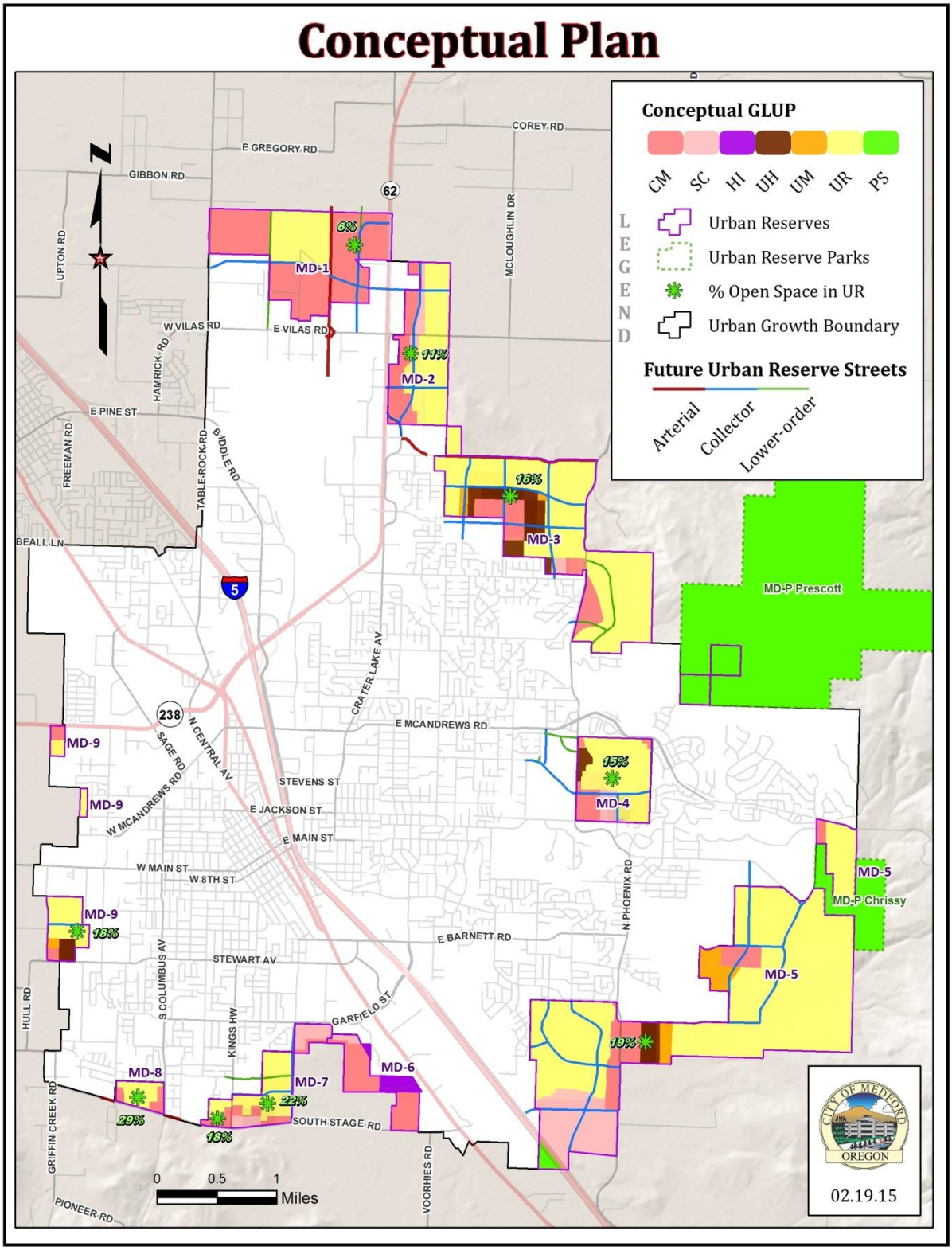
ADDITIONAL SCORING

The ESAs were then analyzed for serviceability for water, sewer, and transportation. The results of these analyses are shown in Exhibit H: Additional Scoring Maps, and the information used to help create the maps is shown in Exhibit I: Infrastructure Scoring Memos.

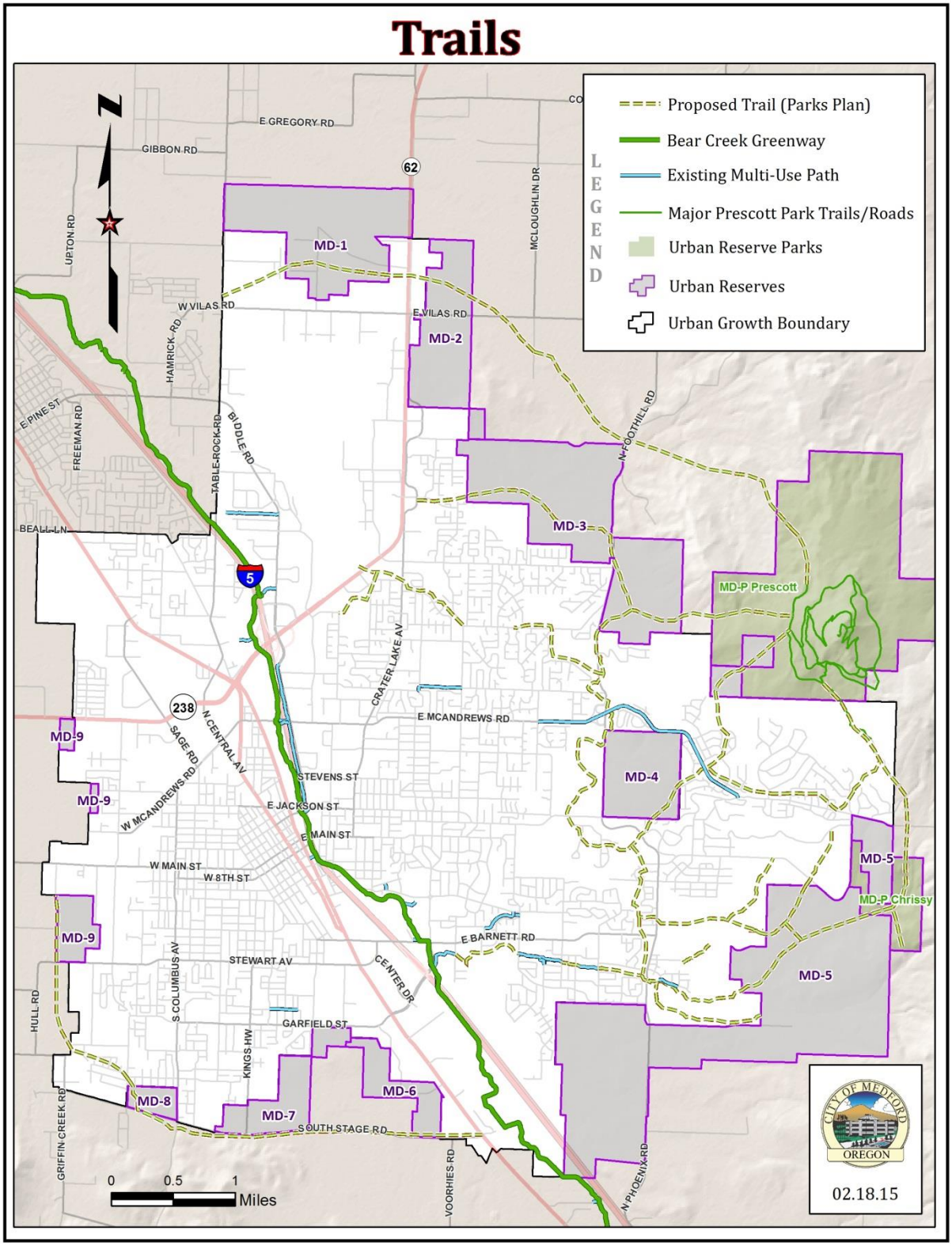
CONCEPTUAL PLAN FOR URBAN RESERVE

The Regional Plan Element has a list of performance indicators listed under the regional obligations of Chapter 4. Section 4.1.7 requires the City to produce conceptual transportation plans early in the planning and development cycle in order to identify and protect regionally significant transportation corridors. Section 4.1.8 requires the City to collaborate with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies to produce a conceptual land use plan for the area proposed to be added to the UGB. The conceptual land use plan will be used to demonstrate how the City is meeting targets for density, land use distribution, transportation infrastructure, and mixed-use/pedestrian-friendly areas. The conceptual transportation and land use plans for all of the urban reserve, provided below (*Map 4.1*), has been developed by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies. *Map 4.2* is included as it supplements the street plan with identified trails and was previously adopted in the Leisure Services Plan in 2006.

Map 4.1. Conceptual Plan for Urban Reserve (Higher-order Streets and Land Use)



Map 4.2. UGB/Urban Reserve Trails Plan (adapted from Leisure Services Plan *Figure 6.2)*



SELECTION PROCESS

The results of the scoring for all five factors—proximity, parcelization, water, sewer, and transportation—were used to guide the decision on where to expand the City's UGB. In addition to the scoring of the properties for the five factors, the City also had to consider the obligations of the Regional Plan Element (e.g. density, mixed-use/walkable neighborhoods, and the conceptual plan) and the amount of land needed by GLUP map designation. The scored properties were not ranked on a parcel-by-parcel basis, but rather, areas were selected based on their scores and the above considerations. Overall, the mix of land uses in the area, compared to the City's identified land need, was an important consideration regarding which areas to include in the UGB amendment. As is demonstrated in the Findings (Exhibit B starting on page 22), this consideration was necessary in meeting many of the criteria for UGB expansion.

CHRISSY & PRESCOTT PARKS

In addition to the standard urban reserve areas, the Regional Plan Element identifies two large regional park areas, MD-P Prescott and MD-P Chrissy, which contain Prescott Park and Chrissy Park, respectively. These areas are City-owned wildland parks totaling 1,877 acres. Inclusion as urban reserve was intended to serve as a mechanism to eventually incorporate this City property into the municipal boundary and give the City (rather than the County) jurisdiction over these parks. The two MD-P areas were not considered areas for future urban growth because of their classification as parkland. There is no residential, commercial, or industrial development planned for the MD-P acres. They present a tremendous recreational and open space asset to the City and the region, in addition to creating a buffer between the city and rural lands to the north and east. However, due to their location along the eastern periphery of the city and very steep topography, these lands satisfy little of the localized open space needs throughout the city and do not meet land needs for traditional urban parkland.

SUMMARY OF AMENDMENTS

Based on the foregoing discussion, staff developed a proposal for a UGBA that meets the identified land need by quantity and type for the period from 2009-2029. *Table 5.1* and *Map 5.2* (Exhibit A) show the full extent of the proposed UGB amendment which contains a total of 3,948 acres of land.

In addition to expanding the urban growth boundary and assigning GLUP map designations to the areas added to the UGB, the City proposes to amend the Medford Street Functional Classification Plan of the Transportation Element of the Comprehensive Plan to include the expansion areas (*Map 5.3,* Exhibit A). This is being done to establish the locations of the higher-order streets identified through the conceptual planning process on the Street Functional Classification Plan.

The proposal also includes amending some relevant portions of the Urbanization and GLUP Elements of the Comprehensive Plan to accommodate the UGB amendment and requirements of the Regional Plan (proposed text changes in Exhibit A).

Table 5.1. Summary of Proposed UGB Amendment

	Number of Acres
Total Expansion Proposal	**3,948**
Developed or Unbuildable Land	402
Prescott Park and Chrissy Park	1,877
Land for Future Development (Residential + Employment)	1,669
Residential Land Amount	**1,032**
Low-Density Residential (UR)	885
Medium-Density Residential (UM)	27
High-Density Residential (UH)	120
Employment Land Amount	**637**
Service Commercial (SC)	222
Commercial (CM)	318
General Industrial (GI)	90
Heavy Industrial (HI)	7

CONCLUSIONS

As discussed in the findings in Exhibit B the City has demonstrated the need for additional land outside of the existing UGB in order to provide the required 20-year supply. The proposed boundary amendment and accompanying GLUP map designations, Street Functional Classification Map changes, and text changes to applicable sections of the Comprehensive Plan meet the approval criteria for urban growth boundary amendments (Exhibit B).

RECOMMENDED ACTION

Based on the findings and conclusions that all the approval criteria are met, and based on the testimony received in writing and at hearing(s), the Planning should either:

1. Recommend approval to the City Council per the recommendations in the staff report dated March 12, 2015, including Exhibits A–J, or

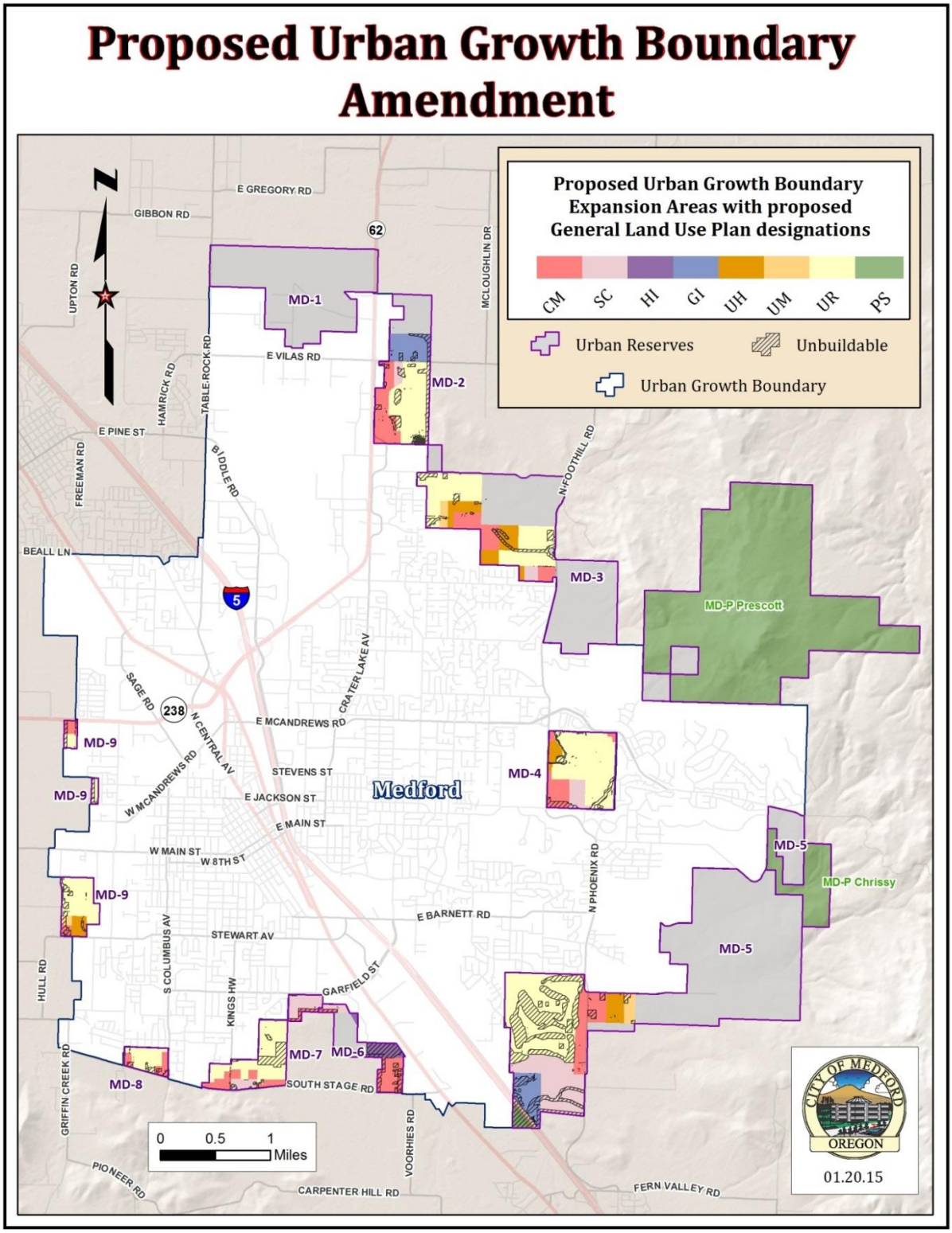
2. Direct staff to modify the proposal and findings, and return with the modifications at a future hearing for consideration by the Planning Commission.

EXHIBITS:

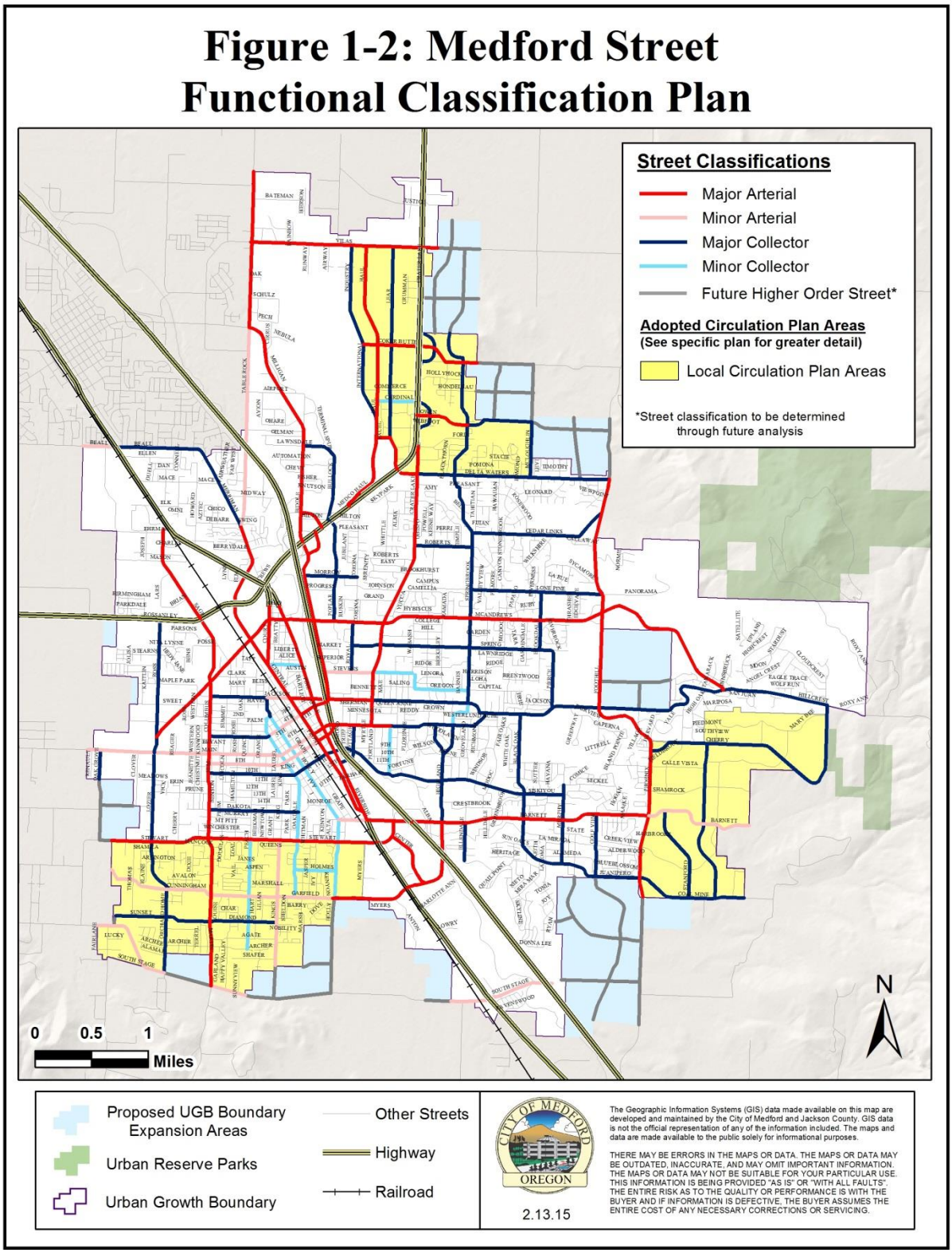
A Proposed Amendment
B Findings
C Available Land
D UGBA Phase 1 Effect on Land Supply
E Land Need
F Coarse Filter Maps
G Capacity Analysis of the Urban Reserve
H Additional Scoring Maps
I Infrastructure Scoring Memos
J Letters from Property Owners and Agents

EXHIBIT A. PROPOSED AMENDMENT

Map 5.2. Proposed GLUP Map Amendment



Map 5.3. Proposed Medford Street Functional Classification Plan Map



Proposed Text Changes

The following text sections will be changed through the proposed UGB amendment. Proposed additions shown in **Bold** and proposed deletions shown in ~~Strikethrough~~.

URBANIZATION ELEMENT

****

1. URBAN GROWTH BOUNDARY

The Medford Urban Growth Boundary (UGB) includes land within the city and selected land surrounding the city that is committed to/planned for future city growth, the development of which is likely to require the extension of urban services. Land around the city within the UGB is called the unincorporated urbanizable area in this element. The Medford UGB was last amended in ~~1990~~**2015** through a cooperative process between the City of Medford and Jackson County. It is officially delineated on the Jackson County and City of Medford Comprehensive Plan and zoning maps.

The Medford UGB was established to comply with the statutory requirement for Urban Growth Boundaries around urbanized areas to identify and separate urbanizable land from rural land.

***

2. ANNEXATION

The transfer of urbanizable land under county jurisdiction to city jurisdiction is called annexation. Chapter 222 of the Oregon Revised Statutes governs annexation in Oregon. According to state law, land may be annexed to a city only if it is within the Urban Growth Boundary, and is contiguous to the city limits. Generally, a majority of the registered voters and/or property owners within the area to be annexed must agree to the annexation, except in cases where the area is surrounded by land already under city jurisdiction.

***

2.1 Annexation Policies

The following are the policies of the City of Medford with respect to annexation:

***

2.1.7. Annexation of Property Added to the Urban Growth Boundary in 2015

The City Council must find that the following conditions are met in order to approve an annexation of land that was added to the Urban Growth Boundary in 2015:

1. **A revised Transportation System Plan (TSP), which includes the area to be annexed, has been adopted by the City;**

2. **A Local Wetlands Inventory (LWI), which includes the area to be annexed, has been adopted by the City;**

3. **For the area to be annexed, all Goal 5 resources, including riparian corridors, historic structures/properties, deer and elk habitat, wetlands, and scenic views have been identified and protected in accordance with Goal 5; and**

4. **A master plan has been submitted, and adopted into the Neighborhood Element, for the area to be annexed which demonstrates compliance with the Regional Plan by showing the following details:**

    a. **Compliance with the minimum residential density required by Regional Plan Element item 4.1.5. The master plan must demonstrate how the planned residential development will meet the minimum density requirement of 6.6 units per acre assuming all areas within the development will build out to the minimum allowed densities. Since the required density is in excess of the density supported by the Housing Element (after the adoption of the SALs) the following are acceptable methods for meeting the density standard:**

        i. **Committing areas to higher density zones within a General Land Use Plan (GLUP) designation. For example, an area within the UR GLUP designation could be designated as SFR-10 (Single Family Residential – 10 units per acre) which would insure a minimum density of 6 units per acre; and/or**

        ii. **Requesting GLUP map changes as part of the master plan approval process. This will allow for additional areas for medium-density and high-density development within the areas added to the UGB.**

b. Compliance with the requirements of Regional Plan Element item 4.1.6. for mixed-use/pedestrian-friendly development.

c. Compliance with the land use distribution requirements of Regional Plan Element item 4.1.8.(b).

APPENDIX 1—URBAN GROWTH MANAGEMENT AGREEMENT

This agreement was mutually adopted in 1993 by Jackson County (Ord. no. 93-31) and the City Medford (Ord. no. 7183 (1992); minor text correction via Ord. no. 7502 (1993)).

The following policies guide the administration of the Medford Urban Growth Boundary:

1. An Urban Growth Boundary adopted herein, or hereinafter amended, for the Medford area will establish the limits of urban growth to the year ~~2010~~**2029**.

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GENERAL LAND USE PLAN (GLUP) ELEMENT

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GLUP MAP DESIGNATIONS

The GLUP Map has ~~13~~**12** different land use designations **that are applied to all land within the Urban Growth Boundary (UGB). The GLUP map also identifies the Urban Reserves, which will not have GLUP designations applied to them until they are included in the UGB. These designations are defined** ~~as listed~~ below. Permitted land uses, as well as the development standards associated with each zoning district noted, are listed in "Article III" of the *Land Development Code.* The City's SFR-00 (Single-Family Residential – one dwelling unit per existing lot) zone is permitted in all GLUP Map designations because it is considered a holding zone for parcels that are being converted from County to City zoning. These parcels are not eligible for development to urban density or intensity until facility adequacy has been determined through the zone change process. It is the City's intent to have these parcels converted to zoning that is consistent with the following GLUP Map designations as soon as a property owner can show that urban facilities are adequate or will be made adequate to serve the uses permitted by the proposed urban zoning.

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13. *Urban Growth Boundary* The City of Medford and Jackson County have established an Urban Growth Boundary (UGB), which delineates Medford's urban and urbanizable areas. Following the ~~1990~~**2015** UGB amendment there was a total of ~~17,889~~ **21,835** acres (~~27.95~~ **34.12** square miles) within the UGB including that land within the City. The UGB is site specific. Since the GLUP Map does not indicate lot lines, the UGB is also specified on the City of Medford Zoning Map, a map having lot lines, so that the location of specific parcels inside or outside of the UGB can be determined.

14. ***Urban Reserve*** **The Urban Reserve was created through the Regional Problem Solving (RPS) process and adopted into the Comprehensive Plan in the Regional Plan Element. The method of establishing an urban reserve is defined in state law (see ORS 195.137–145). The urban reserve areas are the first priority supply of land when the City considers expanding its UGB. The urban reserve areas are meant to provide a 50-year land supply for the City.**

***

EXHIBIT B. FINDINGS

Authority: This action is a Class "A" legislative Comprehensive Plan Amendment. The Planning Commission is authorized to recommend, and the City Council to approve, amendments to the Comprehensive Plan under Medford Municipal Code, sections 10.102, 10.110, 10.111, 10.122, 10.164, and 10.180.

Review Criteria: Medford Municipal Code §10.184(1) refers to the Urbanization Element of the Comprehensive Plan for Urban Growth Boundary Amendments. This Urban Growth Boundary Amendment consists of two parts: the map amendments (*Map 5.2* and *Map 5.3*) and the text amendments (pages 18-21). Since both portions are parts of the combined Urban Growth Boundary Amendment the following findings will apply to both the map changes (boundary adjustment/GLUP map/Street Functional Classification Map) and the text amendments (Comprehensive Plan text).

APPROVAL CRITERIA COMPLIANCE

Approval criteria for Urban Growth Boundary Amendments found in Section 1.2.3 (Approval Criteria) of the Urbanization Element of the Comprehensive Plan

1.2.3 Approval Criteria
The City will base its decision for both major and minor amendments on:

a. *The standards and criteria in Goal 14[2], OAR 660, Division 24, and other applicable State Goals, Statutes, and Rules.*
b. *Compliance with Medford Comprehensive Plan policies and development code procedures.*
c. *Compliance with Jackson County's development ordinance standards for urban growth boundary amendment. Many of the findings made to satisfy subparagraph (a), preceding, will also satisfy this criterion.*
d. *Consistency with pertinent terms and requirements of the current Urban Growth Management Agreement between the City and Jackson County.*

[2] Goal 14 identifies two components for amending a UGB: Land Need and Boundary Location. It also provides details on what should be considered for each of the two components. Goal 14 is divided into its two parts in the Findings below with the specific language from the goal provided in italics.

* * * * *

Urban Growth Boundary amendment approval criteria from Urbanization Element, Section 1.2.3

Criterion a. The standards and criteria in Goal 14, OAR 660, Division 24, and other applicable State Goals, Statutes, and Rules.

Goal 14 – Land Need

Establishment and change of urban growth boundaries shall be based on the following:

1. *Demonstrated need to accommodate long-range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and*
2. *Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space, or any combination of the need categories in this subsection (2).*

   In determining need, a local government may specify characteristics, such as parcel size, topography or proximity, necessary for land to be suitable for an identified need.

   Prior to expanding an urban growth boundary, local governments shall demonstrate that land needs cannot reasonably be accommodated on land already inside the urban growth boundary.

Findings

The process of determining Medford's land need for the next 20 years started with the adoption of the Population Element in 2007. This study looked at the forecasted population growth in Medford through 2040. The next step was the Buildable Lands Inventory (BLI), adopted in 2008, consistent with OAR 660-024-0050 and ORS 197.186 and 197.296. This study identified the number of acres, in total and by type, available for development within the City's current UGB. The BLI showed that there are approximately 2,592 gross residential acres[3] and approximately 1,078 gross employment acres[4] available for development within Medford's UGB.

The next step was the Economic Element, adopted in 2008, which considered the projected population growth, along with economic trends, to determine the overall need for employment land over the 20-year planning period. The study concluded that an additional 708 gross acres were needed to meet the demand for employment land. However, as shown in Exhibit E, this does not properly account for the excess supply of industrial land available within the existing UGB. When properly calculated (see Exhibit E) the need for employment land increases to 765 gross acres.

[3]From Housing Element *Table 30*
[4]From Economic Element *Figure 28*

The next step was the Housing Element, adopted in 2010, which considered the projected population growth, along with housing trends, to determine the overall need for residential land over the 20-year planning period. The study concluded that an additional 996 gross acres[5] were needed to meet the demand for housing and public and semi-public uses.

OAR 660-024-0040 (10) allows for a "safe harbor" net-to-gross factor of 25% for streets and roads, parks and school facilities. Rather than use the safe harbor amount the Housing Element calculates the net-to-gross factor for streets based on observations of the existing residential areas in the city. According to the Housing Element "…the forecast shows land need in net acres. Net acres is the amount of land needed for housing, not including public infrastructure (e.g. roads). Gross acres is the estimated amount of land needed for housing inclusive of public infrastructure. The net-to-gross factor allows for conversion between net acres to gross acres. The net-to-gross factor is highest (23%) for single-family detached dwellings, decreasing to 10% for multi-unit projects." Parks and schools were not considered in the net-to-gross factor, but rather, were included in the Other Residential Land Needs portion of the Housing Element, which concluded that 153 acres of park land and 20 acres of school land were needed in the UGB expansion area (see *Table 6.1*). The Other Residential Land Needs section of the Housing Element examines existing conditions for public and semi-public land to forecast future need for this land type.

According to the Housing Element:

> Lands needed for public operations and facilities include lands for city facilities, schools, substations, and other public facilities. Land needs were estimated using acres per 1,000 persons for all lands of these types. Lands needed for parks and open space estimates use a parkland standard of 4.3 acres per 1,000 persons based on the level of service standard established in the Medford Leisure Services Plan Update (2006). This update includes land needed for neighborhood and community parks, which usually locate in residential plan designations. It does not include land needed for natural open space and greenways, which may also be located in residential plan designations (Housing Element, Page 62).

[5] From Housing Element *Table 41*

Table 6.1. Public and Semi-public Land Need (adapted from Housing Element Table 40)

Type of Use	Existing Acres	Acres / 1000 Persons	Assumed Need (Ac/1000 Persons)	Estimated Need per 1000 Persons 2009-2034
City	113	1.5	1.5	64
City Parks	527	6.8	4.3	153
County	36	0.5	0.5	17
State	47	0.6	0.6	22
Federal	26	0.3	0.3	12
Other public agency	43	0.6	0.6	20
Schools	265	3.4	0.6	20
Church	159	2.1	2.1	73
Fraternal	96	1.2	1.2	44
Total	***1,313***	***17.0***	***11.6***	***425***

In addition to the standard urban reserve areas the Regional Plan Element identifies two large regional park areas, MD-P Prescott and MD-P Chrissy, which contain Prescott Park and Chrissy Park, respectively. These areas are City-owned wildland parks totaling 1,877 acres. Inclusion as urban reserve was intended to serve as a mechanism to eventually incorporate this City property into the City boundary to allow the City to have jurisdiction of the parks. The two MD-P areas were not considered areas for future urban growth because of their classification as parkland. There is no residential, commercial, or industrial development planned for the MD-P acres. They present a tremendous recreational and open space asset to the City and the region, in addition to creating a buffer between the city and rural lands to the north and east. However, due to their location along the eastern periphery of the city and very steep topography, these lands satisfy little of the localized open space needs throughout the city and do not meet land needs for traditional urban parkland.

Through the studies adopted into the respective elements of the Comprehensive Plan, the City of Medford demonstrated a deficit in the supply of land within its existing UGB, for all types of uses, over the next 20 years. ORS 197.296 subsection (6) recommends addressing the need by expanding the urban growth boundary, by increasing the developable capacity of the urban area, or by a combination of the two. Urban Growth Boundary Amendment (UGBA) Phase 1 (ISA GLUP Amendment) sought to change the General Land Use Plan designation of land in the existing urban area for the purpose of increasing its development capacity in order to accommodate some of the City's projected need for residential and employment land. UGBA Phase 1 resulted in more efficient use within the UGB in the following ways:

- It took surplus industrial land (land in excess of the need for the next 20 years) and converted it to commercial land. This resulted in the accommodation of a larger portion of the employment need within the existing UGB;

- The conversion of industrial to commercial also helped to increase the likelihood of both commercial and industrial development over the next 20 years by placing these uses in more appropriate locations. There is strong development pressure for commercial uses on the industrial land nearer the center of the city, near major transportation routes. This pressure makes the land less likely to develop with industrial use. The swapping of land types places commercial designations on tracts of land nearer the center of the city while allowing the City to designate more land near the outside of the urban area, and still near major transportation routes, for industrial development;
- The City was able to shift some of the residential density called for in the Housing Element, and required by the Regional Plan, to the inside of the urban area. By shifting density inward the City is providing for a more efficient use of land and of public infrastructure;
- While UGBA Phase 1 resulted in a 58-acre conversion of land from residential to employment GLUP designations, the total residential land need only increased by 36 acres;
- The conversion of some residential land to employment land decreased the overall land need due to the fact that some of this land was not identified as meeting any portion of the future residential land need because it was classified as developed for residential. Because this land is expected to redevelop with commercial uses it is now being counted toward meeting a portion of the employment land need; and
- The shifting of density inward allows for a more efficient use of land within the city now, rather than relying on redevelopment to higher densities in the future. This also helps to provide opportunities for increased densities in the UGB expansion area because a larger percentage of the forecasted population over the next 20 years can be accommodated within the existing boundary. This could result in a slower expansion into the newly added areas, which would allow for policy changes in the future should the market shift toward higher density development. The density shift also helps to meet the obligations of the Regional Transportation Plan.

UGBA Phase 1 resulted in a decreased land need for the City. Before these intensification measures, a total of 1,761 gross acres were needed outside of the existing UGB. After UGBA Phase 1, a total of 1,669 gross acres are needed, a reduction of 92 acres.

Regional Plan Element 4.1.5 requires a minimum density of 6.6 units per gross acre for all newly annexed areas for the years 2010 through 2035. The aggregate average density of the residential land need, determined by the Housing Element (see Exhibit E, *Table 9.2*), was 6.9 units per gross acre (see *Table 6.2.* below). Some of this density was then shifted into the existing UGB through UGBA Phase 1. This density shift resulted in an increased need for UR (Urban Low-Density Residential) and a

decreased need for UM (Urban Medium-Density Residential) and UH (Urban High-Density Residential) in the expanded UGB. While this density shift helped to accomplish a number of positive benefits it also makes meeting the minimum density requirement of the Regional Plan more difficult. With the revised ratios of residential land types in the UGB expansion area the average densities for each of the residential land types alone will not result in a density of 6.6 units per acre or above.

Table 6.2. Average Density from Housing Element (See Exhibit E)

	Acres	Density	Total DU	
UR	465	4.8	2,233	
UM	39	12.8	498	
UH	66	18.1	1,185	
Total	**570**		**3,916**	
Density				**6.9 dwelling units/acre**

The Housing Element (2010) provides an accurate representation of the City's housing need over the next 20 years. The Regional Plan (2012) imposes a density standard that is in excess of the density supported by the Housing Element now that the intensification measures of UGBA Phase 1 are completed. In addition, the Regional Plan requires a density of 7.6 units per gross acre for all newly added areas for the years 2036 to 2050. In order to reconcile the two the City will require a master plan to be submitted, showing compliance with the Regional Plan obligations for density and land use distribution, prior to annexation for any of the land added through this UGB amendment process. Acceptable methods for meeting the density standards will include:

- Committing areas to higher-density zones within a General Land Use Plan (GLUP) designation. For example, an area within the UR GLUP designation could be designated as SFR-10 (Single-Family Residential – 10 units per acre) which would insure a minimum density of 6 units per acre. By establishing "pre-zoning" within the established GLUP designations the residential density for the area can be moved higher than the minimum, or even average, density that the GLUP could accomplish; and/or
- Requesting GLUP map changes as part of the master plan approval process. This will allow for additional areas for medium-density and high-density development within the areas added to the UGB. This technique will allow for more flexibility in meeting the density obligations of the Regional Plan without imposing a housing mix that is not consistent with the Housing Element. This will allow for flexibility in housing types as the market shifts toward higher-density housing while also setting the stage for the future density standard of 7.6 units per gross acre required by the Regional Plan. This approach will also help to address the affordable housing need identified in the Housing Element. By adding additional high-density housing throughout the UGB (in the existing UGB through the SALs and in the newly added areas by allowing for GLUP changes to

higher density), the City is providing for more high-density housing, which is needed to provide more affordable housing within Medford, a need identified in the Housing Element but not subsequently addressed.

Conclusions

UGBA Phase 1 (the SALs) converted surplus industrial land to commercial land which allowed for more of Medford's need for employment land to be accommodated within its existing UGB. The conversion also resulted in the increased likelihood of a larger amount of Medford's employment land need being met within the existing UGB by more appropriately locating both commercial and industrial land. While these adopted efficiency measures helped to address a portion of the City's employment land need, an additional 637 gross acres of employment land outside of the existing UGB are needed. The proposed UGB expansion will allow the City to meet its identified need for employment land.

The Housing Element provides for an adequate land supply at a realistic housing mix for the planning horizon. In addition to land for housing, the Element accounts for land needed for streets and other utilities, and for public and semi-public uses, which usually occur on residentially zoned properties. The residential density requirements of the Regional Plan were added to the Comprehensive Plan after the adoption of the Housing Element. By requiring master plans for all of the areas being added to the UGB prior to annexation, the City can reconcile the Housing Element with the Regional Plan and can insure that the residential density standards are being met. The required master plans must demonstrate compliance with the minimum density standards and with the land use distributions required by the Regional Plan.

Goal 10 requires that "plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density." By allowing for some residential areas to be up-GLUPed (from a lower-density residential GLUP to a higher-density residential GLUP) the City is providing for more flexibility of housing types in the UGB expansion areas while also helping to increase the supply of higher-density housing, which is needed to meet the demand for low-income housing in the City.

The Other Residential Land Needs of the Residential Element identified a need for 153 gross acres of additional parkland for neighborhood and community parks, outside of the existing UGB. The Regional Plan Element also includes two large wildland park areas that are owned by the City. These areas, Chrissy and Prescott parks, are intended to provide for both recreational and open space opportunities for the City and for the region. While both help to meet the recreational needs for the City these are two different land types (neighborhood and community park vs. regional/wildland park and open space) that provide two discreet types of uses for the City.

After adopting the efficiency measures from UGBA Phase 1 the City needs 1,032 gross acres of land outside of the existing UGB to meet its needs for residential and public and semi-public land. The proposed UGB expansion will allow the City to meet its identified need for these land types.

Goal 14 – Boundary Location

The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:

1. *Efficient accommodation of identified land needs;*

Findings

Per ORS 197.298, once a City has demonstrated a need to expand its UGB, the first priority of land for inclusion is land designated as urban reserve. No other type of lower priority land should be considered for inclusion unless the land need exceeds the supply of land within the urban reserve. In this case, Medford's urban reserve provides for a roughly 50-year supply of land.

The City needed to select land to meet the need for the next 20 years from the available 50-year supply within the urban reserve. The purpose of the coarse filter was to select land that could most efficiently accommodate the City's identified land need. Proximity and parcelization were used as indicators of efficiency for development. Proximity helps to indicate current and short-term pressure for development as well as efficiency for the extension of services. Parcelization is also an indicator of both availability for development and the ability to develop an area in an efficient, coordinated way. More detail on the coarse filter process can be found in the Coarse Filter portion of the Proposed Map Amendment section on page 7 above and maps of the coarse filter results can be found in Exhibit F.

Conclusions

The City only considered first-priority land (land within the urban reserve) for inclusion per ORS 197.298. Since there is more than enough land within the urban reserve to meet the land need over the next 20 years, no lower priority land was considered for inclusion. The coarse filter used by the City eliminated land from consideration that would not result in the most efficient accommodation of the identified land need.

2. Orderly and economic provision of public facilities and services;

Findings

The External Study Areas (ESAs) were made up of the properties that passed through the coarse filter. Since the "efficient accommodation of identified land needs" is set as the first priority, any area that did meet our measure for efficiency (the coarse filter) was eliminated from further consideration prior to further study on the ESAs. Once the ESAs were identified a capacity analysis was conducted (Exhibit F) similar to the Buildable Lands Inventory following the procedures of OAR 660-024-0050 and ORS 197.186 and 197.296 in determining buildable lands. Additional data were then collected for the ESAs regarding the serviceability for water, sewer, and transportation. This was done to measure the ability to provide public facilities and services in an orderly and economic fashion. Maps of the additional scoring results can be found in Exhibit H and the scoring memos provided by the service providers are attached as Exhibit I.

In the case of transportation there are major system improvements needed regardless of where the boundary is expanded. Some areas had a greater negative effect on the system than others based on existing infrastructure, network connections, and traffic patterns.

The scoring for water serviceability came from staff at the Medford Water Commission. The scoring memo they provided was very thorough and detailed and made for easy conversion to Planning staff's scoring map. There were a couple requests to change the water scoring map received by Planning after the map was made public at the October 2014 open house. The Medford Water Commission reviewed the requests and ultimately decided that the scores that were provided originally were consistent with the scoring methodology used for all of the ESAs and that those scores appropriately represented the comparative ease/difficulty of providing service based on current conditions. Their response is included with the scoring memos in Exhibit I.

The scoring of sewer serviceability was a little different because there are two service providers within the Urban Reserve. The comments received initially from the two providers were very different, which made comparative scoring difficult. Planning staff took those comments and attempted to rank all of the ESAs (both City and RVS service areas) based on those comments alone. Once Planning staff had a map done a meeting was held with the representatives from the City and RVS who provided the initial comments.

Planning staff and the representatives from both sewer service providers discussed the draft scoring map and found that Planning's scoring was off in many areas. In general RVS viewed all areas within the ESAs as either easy or relatively easy to serve. Even the need for additional pump stations was viewed as a minor part of the standard operations of the district. Conversely, the City of Medford sewer system is

in need of major system upgrades that for the most part are not currently funded. Any additional demand on the system, regardless of where it is placed within the ESAs, will require additional investment to improve downstream capacity. Some areas were worse than others and so they were ranked from poor to moderate based on input from the City sewer representative. Both sewer representatives were satisfied with the new map before the meeting was over. The information obtained from the two services providers is the most accurate, up-to-date information available for our analysis. The ability for the two providers to discuss their system operations and needs in the same room provided the comparative analysis across both systems in all portions of the ESAs.

Policy differences between the two service providers were used in the analysis and helped to determine scores for the whole area. The willingness to use pump stations to provide service to an area is a good example in policy differences: RVS is much more willing to use pump stations in its system than the City of Medford is.

The results of the scoring for all five factors—proximity, parcelization, water, sewer, and transportation—were used to guide the decision on where to expand the City's UGB. In addition to the scoring of the properties for the five factors the City also had to consider the obligations of the Regional Plan Element. The Regional Plan requires the City to collaborate with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies to produce a conceptual land use plan for the area proposed to be added to the UGB. The conceptual land use plan must be used to demonstrate how the City is meeting targets for density, land use distribution, transportation infrastructure, and mixed-use/pedestrian-friendly areas. The scored properties were not ranked on a parcel-by-parcel basis, but rather, areas were selected based on their scores for the five factors and based on the area's ability to meet Regional Plan obligations. The mix of land uses in the area was an important consideration regarding the orderly and economic provision of public facilities and services.

Conclusions

By using the scores of the five factors, and considering an area's ability to meet the City's projected need by GLUP designation, and the Regional Plan obligations, rather than comparing properties on a parcel-by-parcel basis, the City proposes to expand its UGB in a way that will provide for the orderly and economic provision of public facilities and services.

3. Comparative environmental, social, economic, and energy (ESEE) consequences;

Findings—Environmental

One of the components of the coarse filter was proximity. Selecting parcels closer to the existing UGB not only helps to maximize the efficiency of public infrastructure, it helps the environment by reducing motor vehicle trips[6]. A more compact urban area with mixed-use neighborhoods[7] helps to promote the development and use of transit[8]. Density and distance both play key roles in developing and maintaining public transit options[9]. A more compact urban area with mixed-use neighborhoods also provides greater opportunities to invest in facilities for pedestrians and bicyclists, while at the same time making walking and biking more viable transportation options. The more compact urban area with mixed-use neighborhoods helps to reduce the amount of pollution caused by motor vehicle traffic by reducing the number of motor vehicle miles traveled; both by providing alternative modes of transportation and by reducing the distance traveled between home, work, shopping, recreation, and so forth.

The selecting of parcels close-in to the existing UGB also allows for the continued rural use of the properties nearer the edge of the urban reserve. Unused properties in the outer fringe of the urban reserve also help to benefit the City and the environment by acting as a buffer between urban uses and rural uses and/or natural areas. In contrast, selecting properties nearer the outside edge of the urban reserve would have the effect of disrupting the use of those properties and of the properties closer to the existing UGB. By reducing the impact on the urban reserve areas not being proposed for inclusion, the City is limiting the amount of displacement of rural uses in the urban reserve, thus minimizing the impact on lands outside of it.

The City has regulations in place to guide the development and/or protection of environmentally sensitive areas such as steep slopes and riparian corridors. These rules will be extended to areas added to the UGB once annexed to the City. The City must also adopt a revised Local Wetland Inventory (LWI) for the areas added to the UGB through this proposal. The LWI will identify wetlands and determine which have local significance. A wetland protection ordinance will then be adopted to protect locally significant wetlands from development. This work will be completed once the final boundary of the UGB is determined. The LWI and wetland protection regulations must both be adopted prior to the annexation of any of the areas added to the UGB through this amendment (see proposed text changes on pages 18-21).

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[6] For reference on pollution from automobiles see «http://www.ucsusa.org/clean_vehicles/why-clean-cars/air-pollution-and-health/cars-trucks-air-pollution.html#.VId3NNpOWUk»

[7] The Regional Plan requires the development of mixed-use/pedestrian-friendly areas.

[8] For reference on the benefits of mixed-use development see «http://www.mrsc.org/subjects/planning/mixeduse.aspx»

[9] For reference on the benefits of transit see http://www.usnews.com/news/articles/2011/02/11/public-transportation-key-to-transforming-communities»

Conclusions—Environmental

Environmental impacts were a key consideration during the adoption of the urban reserve. Now that the urban reserve is in place and the City must select its future UGB from the urban reserve areas, the biggest environmental consideration is proximity. All of the urban reserve area will be added to the UGB and made available for urbanization eventually, but relative environmental impacts must be considered when determining which properties to include in the UGB at this time. The urbanization of any of this area will have some effect on the environment but the magnitude of the effect has been minimized by selecting parcels near the existing UGB. The environmental protection provisions in the City Code will be extended to the areas added to the UGB when annexed. Both the LWI and wetland protection regulations for these newly added areas must be adopted prior to the annexation of any of the areas.

Findings—Energy

The Regional Plan requires the development of mixed-use/pedestrian-friendly areas. This type of development encourages the use of travel modes other than driving, leading to a reduction in vehicle miles travelled. One of the components of the coarse filter was proximity. Selecting parcels closer to the existing UGB not only helps to maximize the efficiency of public infrastructure, it has the effect of reducing energy use by reducing motor vehicle trips. A more compact urban area, with mixed-use neighborhoods, helps to promote the development and use of transit. Density and distance both play key roles in developing and maintaining public transit options. A more compact urban area with mixed-use neighborhoods also provides greater opportunities to invest in facilities for pedestrians and bicyclists, while at the same time making walking and biking more viable transportation options. The more compact urban area with mixed-use neighborhoods help to reduce energy consumption by reducing the number of motor vehicle miles traveled, both by providing alternative modes of transportation and by reducing the distance traveled between home, work, shopping, recreation, and so forth.

The process of selecting where to expand the UGB included a consideration regarding where anticipated higher-order streets could be connected to other planned and existing higher-order streets based on areas added to the UGB. This process helped to identify where the inclusion of areas currently in the urban reserve could help to provide key urban services to properties currently within the UGB. Some areas, such as portions of MD-2 and MD-3, provide the ability to connect higher-order streets and to create a grid pattern of streets that will help to spread traffic within the existing UGB in those areas. This distribution of traffic will help to relieve congestion on existing traffic infrastructure. Therefore these areas have a positive energy consequence through their inclusion in the UGB because of their ability to reduce congestion within the existing UGB.

Conclusions—Energy

When considering where to expand the UGB mixed-use development and proximity have the greatest impact on the use and/or conservation of energy. The fact that the needed houses and jobs would be efficiently contained in the current urban area and in areas close to the existing UGB would have generally positive energy consequences due to the increased possibility of non-motorized travel modes between trip generators and decreasing overall "vehicle miles travelled" (VMT). Reid Ewing, a transportation planning researcher and professor at the University of Utah, "looked at all the available evidence and concluded that sprawling communities that require car trips to meet most daily needs exhibit 20–40% higher VMT than more compact, mixed-used, and walkable neighborhoods."[10] And as noted in an online edition of "The Atlantic" magazine[11]:

> We [the US] continue to lead advanced economies in per-capita carbon emissions, 28 percent of which come from transportation. But even if the crunchy granola argument isn't good enough to make you see the benefits of public transit, consider that trains, trams, buses, and the like reduces traffic congestion, which is good for the life satisfaction of everybody behind the wheel, since science shows long commutes make us unhappy.[12]

Findings—Economic

The City of Medford, as all cities in Oregon, continues to have a goal of providing land to accommodate its 20-year land need for housing and employment, as required under Oregon Revised Statute (ORS) 197.296. The City of Medford's current UGB was adopted in 1990 and was expected to last through 2010. As demonstrated throughout this document, the City does not currently have a 20-year land supply and needs to meet the projected demand for employment and residential land over the 20-year planning period. ORS 197.296 subsection (6) recommends addressing the need by expanding the urban growth boundary, by increasing the developable capacity of the urban area, or by a combination of the two. UGBA Phase 1 sought to increase the development capacity of land within the existing UGB in order to accommodate some of the City's projected need for residential and employment land. This phase, UGBA Phase 2 (External Study Area (ESA) Boundary Amendment), seeks to amend the City's UGB and make more land available for urban development.

[10] Excerpt from website «http://streetswiki.wikispaces.com/Vehicle+Miles+Traveled» (retrieved 2013-11-20), summarizing information from Ewing's book titled *Growing Cooler: The Evidence on Urban Development and Climate Change.* Chicago: Urban Land Institute, 2007.

[11] Excerpted from «http://www.theatlantic.com/business/archive/2013/11/the-case-against-cars-in-1-utterly-entrancing-gif/281615/» (retrieved 2013-11-20)

[12] For reference to commuting studies see «http://www.economist.com/blogs/gulliver/2011/06/perils-commuting»

UGBA Phase 1 had a number of positive effects on the developable capacity within the existing UGB. One of which, the conversion of industrial land to commercial land, also helped to increase the likelihood of both commercial and industrial development over the next 20 years by placing these uses in more appropriate locations. There is strong development pressure on the industrial land in the city core, near major transportation routes, to be used for commercial uses. This pressure makes the land less likely to develop with industrial use. The swapping of land types places commercial designations on appropriate tracts of land within the city core while allowing the City to designate more land near the outside of the urban area, but still near major transportation routes, for industrial development. In choosing where to expand its UGB, the City of Medford considered the suitability of employment land for each of the employment types. For example, large tracts of General Industrial, Service Commercial, and Commercial land were selected between North Phoenix Road and Interstate 5, near the future overpass and connection with South Stage Road to the west. This area is planned for a future employment center for the City and for the region. In other cases smaller tracts of employment land were designated in residential areas in order to promote the development of mixed-use neighborhoods.

In addition to appropriately locating land types, the proposed UGB expansion will also have the effect of increasing the availability of all types of urban land. The increased supply of land should have the effect of spurring economic development and improving the local economy by reducing the cost of land. However, this will only be the case if the urbanizable land is held by a large enough number of owners to promote competition and protect against monopoly and price-fixing[13]. Parcel size was one of the components of the coarse filter. It was used as an indicator of parcelization which was used to compare the relative availability of the land within the urban reserve for development. While it is important for the City to select land that is available for development, the selection of only large parcels of land would have the effect of concentrating the supply of land among a relatively small number of owners. By selecting some of the smaller parcels, primarily on the west side of Interstate 5, the City is effectively distributing the supply of developable land to a greater number of property owners.

Staff also selected parcels distributed around the existing UGB for inclusion in the UGB expansion area. This was done in part to help provide variety in the locations and types of land available for development and to help distribute the impact of additional development throughout infrastructure systems.

[13] For reference on the effects of monopoly on the supply and demand curve see «http://www.cliffsnotes.com/more-subjects/economics/monopoly/demand-in-a-monopolistic-market»

Conclusions—Economic

UGBA Phase 1 had the effect of more appropriately locating employment land. Through careful consideration of the available land within the urban reserve, and the land need by employment type, the City has selected land to efficiently meet the employment need over the 20-year period.

The increased availability of all types of urbanizable land should have a positive effect on the local economy by decreasing the cost of developable land. This can only occur if the land is held by a large enough number of owners to promote competition. By selecting a mix of both large and small parcels the City will provide an adequate supply of developable land while helping to distribute the supply to a greater number of property owners.

Findings—Social

The things that influence the scores for the environmental, energy, and economic factors—proximity, mixed-use development, and availability of developable land—also influence the social effect of the proposal. These factors, along with other factors influencing the social effect of the proposal, will be discussed individually.

Traffic: One of the components of the coarse filter was proximity. Selecting parcels closer to the existing UGB not only helps to maximize the efficiency of public infrastructure, it has the social benefit of reducing motor vehicle trips. A more compact urban area, with mixed-use neighborhoods, helps to promote the development and use of transit. Density and distance both play key roles in developing and maintaining public transit options. A more compact urban area also provides greater opportunities to invest in facilities for pedestrians and bicyclists, while at the same time making walking and biking more viable transportation options. The more compact urban area helps to reduce the amount of motor vehicle traffic by reducing the number of motor vehicle miles traveled; both by providing alternative modes of transportation and by reducing the distance traveled between home, work, shopping, recreation, etc.

Land Availability: In addition to appropriately locating land types the proposed UGB expansion will also have the effect of increasing the availability of all types of urban land. The increased supply of land should have the effect of spurring economic development and improving the local economy by reducing the cost of land. However, this will only be the case if the urbanizable land is held by a large enough number of owners to promote competition and protect against monopoly and price-fixing. Parcel size was one of the components of the coarse filter. It was used as an indicator of parcelization which was used to compare the relative availability of the land within the urban reserve for development. While it is important for the City to select land that is available for development the selection of only large parcels of land would have the effect of concentrating the supply of land among a relatively small number of owners. By selecting some of

the smaller parcels, primarily on the west side of Interstate 5, the City is effectively distributing the supply of developable land to a greater number of property owners.

Relative Cost of Development: The finding for the "Orderly and economic provision of public facilities and services," above are pertinent here as well. Since the cost of development is oftentimes passed on to the consumer through increased costs, and to the general population through increased service rates and increased taxes, selecting properties with the lowest relative cost of development has a positive social effect.

The External Study Areas (ESAs) were made up of the properties that passed through the coarse filter. Since the "efficient accommodation of identified land needs" is set as the first priority, any area that did not meet the measure for efficiency (the coarse filter) was eliminated from further consideration prior to further study on the ESAs. Once the ESAs were identified a capacity analysis was conducted. Additional data were then collected for the ESAs regarding the serviceability for water, sewer, and transportation. This was done to measure the ability to provide public facilities and services in an orderly and economical fashion.

The results of the scoring for all five factors—proximity, parcelization, water, sewer, and transportation—were used to guide the decision on where to expand the City's UGB. In addition to the scoring of the properties for the five factors the City also had to consider the obligations of the Region Plan Element, adopted in 2012. The Regional Plan requires the City to collaborate with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies to produce a conceptual land use plan for the area proposed to be added to the UGB. The conceptual land use plan must be used to demonstrate how the City is meeting targets for density, land use distribution, transportation infrastructure, and mixed-use/pedestrian-friendly areas. The scored properties were not ranked on a parcel-by-parcel basis, but rather, areas were selected based on their scores for the five factors and based on the area's ability to meet Regional Plan obligations. The mix of land uses in the area was an important consideration regarding the orderly and economic provision of public facilities and services.

Staff also selected parcels distributed around the existing UGB for inclusion in the UGB expansion area. This was done in part to help provide variety in the locations and types of land available for development and to help distribute the impact of additional development throughout infrastructure systems.

Planned Neighborhoods: Rather than provide for individual land types on segregated portions of the urban reserve, most of the areas selected provide for an integrated mix of uses. By selecting areas that are conceptually planned for a

variety of uses the City is not only meeting the Regional Plan requirement for mixed-use/pedestrian-friendly neighborhoods, but is also setting the stage for a type of neighborhood development that helps to improve public health and community cohesiveness.[14]

Compatibility: By requiring each area to be master planned prior to annexation the City will have the opportunity to consider the compatibility of the development with existing uses and other planned uses in the vicinity. The master planning process will also insure that the residential density and other requirements of the Regional Plan are met.

Conclusions—Social

The social consequences of the selected boundary location are positive relative to other boundary location alternatives. The selected boundary location helps to minimize the effect that increased development will have on transportation by helping to promote the reduction of vehicle miles traveled. The selected boundary location has a positive effect on land availability by increasing the supply of all urbanizable land types and by selecting land that is both available for development and held by a large enough number of property owners to promote competition in the market. The selected boundary location was selected in large part due to its relative cost of development compared to the alternatives. The selected boundary location and the selected land-use distributions help to promote mixed-use/pedestrian-friendly neighborhoods, which have a number of social benefits. Compatibility between development on these newly added areas and existing uses will be considered during the master plan process, prior to annexation.

Conclusions—overall

On balance the environmental, social, economic, and energy (ESEE) consequences of the selected boundary are positive compared to other alternatives. The biggest factors in having a favorable ESEE are proximity to the existing UGB and a large enough distribution of ownership to promote competition in the market for urbanizable land. The City has selected land from its urban reserve that is both close to the existing UGB (and existing development) and comprised of a large enough number of parcels to help promote competition in the market for urbanizable land.

[14] For reference on the benefits of mixed-use development see «http://www.wri.org/blog/2014/07/people-oriented-cities-mixed-use-development-creates-social-and-economic-benefits»

4. *Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.*

Findings

The selecting of parcels close-in to the existing UGB allows for the continued rural use of the properties nearer the outer edge of the urban reserve. The lower-intensity use of properties in the outer fringe can act as a buffer between urban uses and farm and forest uses outside of the UGB.

Regional Plan Element, 4.1.10 requires the use of agricultural buffers to separate urban uses from agricultural uses. The City adopted code that applies to land in the urban growth boundary that is added from the urban reserve shown in the Regional Plan (City Code Section 10.802, Urban–Agricultural Conflict in Urban Reserve, August 16, 2012).

Conclusions

By selecting parcels near the existing UGB for inclusion into the UGB the City is leaving properties on the outer edge of the urban reserve to help as a buffer between urban uses and agricultural and forest activities occurring on land outside of the UGB. Furthermore, Municipal Code Section 10.802 requires conflict mitigation (including buffers) between urban uses and agricultural uses.

Urban Growth Boundary amendment approval criteria from Urbanization Element, Section 1.2.3

Criterion a. continued: The standards and criteria in Goal 14, OAR 660, Division 24, and other applicable State Goals, Statutes, and Rules.

OAR 660

Oregon Administrative Rule (OAR) 660 is directed at the work of the Department of Land Conservation and Development (DLCD) and contains Rules for how to implement the applicable Statutes relating to the mission of DLCD. There are several sections of OAR 660 which apply to the adoption of individual Comprehensive Plan Elements. Each Comprehensive Plan Element being relied upon to support this UGB amendment (e.g., the Economic Element) was found to be consistent with all applicable portions of OAR 660 at the time of their adoption. Rather than repeat those findings here those findings are included in the record, and findings, for this proposed UGB amendment, through reference.

The proposed amendment's compliance with applicable portions of OAR 660 has been discussed, in large part, in the proceeding text. Any applicable portions of OAR 660, not already discussed, will be discussed below.

Division 24

Division 24 deals with Urban Growth Boundaries. Most of the applicable portions of Division 24 have already been covered in the Goal 14 findings above. These include: Population Forecasts; Land Need; Land Inventory and Response to Deficiency; and Boundary Location Alternatives Analysis. The following portions of OAR 660-024-0020 (Adoption or Amendment of a UGB) also apply and will be discussed as indicated:
(1) All statewide goals and related administrative rules are applicable when establishing or amending a UGB, except as follows:
(b) Goals 3 and 4 are not applicable; {This is covered under Goal 3 and Goal 4 below}
(c) Goal 5 and related rules under OAR chapter 660, division 23, apply only in areas added to the UGB, except as required under OAR 660-023-0070 and 660-023-0250; {This is covered under Goal 5 below}
(d) The transportation planning rule requirements under OAR 660-012-0060 need not be applied to a UGB amendment if the land added to the UGB is zoned as urbanizable land, either by retaining the zoning that was assigned prior to inclusion in the boundary or by assigning interim zoning that does not allow development that would generate more vehicle trips than development allowed by the zoning assigned prior to inclusion in the boundary; {This is covered under Goal 12 below}

Urban Growth Boundary amendment approval criteria from Urbanization Element, Section 1.2.3

Criterion a. continued: The standards and criteria in Goal 14, OAR 660, Division 24, and other applicable State Goals, Statutes, and Rules.

Other applicable State Goals, Statutes, and Rules

Goal 1—Citizen Involvement

Findings

Goal 1 requires the City to have a citizen involvement program that sets the procedures by which affected citizens will be involved in the land use decision process. Goal 1 requires provision of the opportunity to review proposed amendments prior to a public hearing, and recommendations must be retained and receive a response from policy-makers. The rationale used to reach land use decisions must be available in the written record. The City of Medford has an established citizen-involvement program consistent with Goal 1 that includes review of proposed Comprehensive Plan amendments by the Planning Commission and City Council. Affected agencies and departments are also invited to review and comment on such proposals, and hearing notices are published in the local newspaper, and posted on the site. This process has been adhered to in this proposed amendment.

The Planning Department conducted an open house (October 28, 2014) to receive comments about the scoring methods used for inclusion in the expansion from property owners within the urban reserve. For the public hearing process staff sent hearing notification to all property owners within the urban reserve. Staff prepared press releases and provided information on the City's website. Finally, this proposal will have been considered by the Planning Commission and the City Council during televised public hearings.

Conclusions

By following a supplemented notification and comment procedure, the City provided better-than-adequate opportunities for citizen input.

Goal 2—Land Use Planning

Findings

The City has a land use planning process and policy framework in the form of a Comprehensive Plan and development regulations in Chapter 10 of the Municipal Code. These are the bases for decisions and actions. The process for amending the UGB and all Comprehensive Plan elements was found to be consistent with all State requirements at the time of their adoption.

Conclusions

There is an adequate factual basis for the proposed changes and the adopted process has been followed for this UGB amendment.

Goal 3— Not applicable per OAR 660-024-0020(1)(b).
Goal 4— Not applicable per OAR 660-024-0020(1)(b).

Goal 5—Natural Resources, Scenic & Historic Areas, and Open Spaces

Findings

The City has regulations in place to guide the development and/or protection of environmentally sensitive areas such as steep slopes and riparian corridors. These rules will be extended to areas added to the UGB once annexed to the City. The City must also adopt a revised Local Wetland Inventory (LWI) for the areas added to the UGB through this proposal. The LWI will identify wetlands and determine which have local significance. A wetland protection ordinance will then be adopted to protect locally significant wetlands from development. This work will be completed once the final boundary of the UGB is determined. The LWI and wetland protection regulations must both be adopted prior to the annexation of any of the areas added to the UGB through this amendment. The City's historic inventory must also be amended to include the areas added through this amendment.

Some of the easternmost portions of the urban reserve are within a deer and elk habitat area. The Oregon Department of Fish and Wildlife would prefer that this area remain in its natural condition and if development does occur within this area it must have special standards used to protect this habitat. With the exception of Prescott and Chrissy parks, which allow for very limited development, staff's proposal does not extend the UGB into the deer and elk habitat area.

According to OAR 660-024-0020 (Adoption or Amendment of a UGB) "Goal 5 and related rules under OAR chapter 660, division 23, apply only in areas added to the UGB, except as required under OAR 660-023-0070 and 660-023-0250." This means that Goal 5 compliance is only under review for the areas added to the boundary. Goal 5 compliance has already been demonstrated for the existing boundary. ORS 197.250 [Compliance with Goals Required] requires that "**...**all comprehensive plans and land use regulations adopted by local government to carry out those comprehensive plans and all plans, programs, rules or regulations affecting land use adopted by a state agency or special district shall be in compliance with the goals within one year after the date those goals are approved by the Land Conservation and Development Commission." The City shall demonstrate full compliance with Goal 5 within one year of the adoption of the revised UGB through the extension of existing development codes to areas added to the UGB, through the adoption of a wetland protection ordinance for locally significant wetlands within the newly added areas, and through the inclusion of these newly added areas in the City's historic inventory.

Conclusions

The City will demonstrate compliance with all portions of Goal 5 within one year of the adoption of the proposed amendment and prior to annexation per OAR 660-024-0024 and per the revised Urban Growth Management Agreement (see proposed text changes on pages 18-21).

Goal 6—Air, Water, and Land Resources Quality

Findings

One of the components of the coarse filter was proximity. Selecting parcels closer to the existing UGB not only helps to maximize the efficiency of public infrastructure, it helps the environment by reducing motor vehicle trips. A more compact urban area with mixed-use neighborhoods helps to promote the development and use of transit. Density and distance both play key roles in developing and maintaining public transit options. A more compact urban area also provides greater opportunities to invest in facilities for pedestrians and bicyclists, while at the same time making walking and biking more viable transportation options. The more compact urban area helps to reduce the amount of pollution caused by motor vehicle traffic by reducing the number of motor vehicle miles traveled; both by providing alternative modes of transportation and by reducing the distance traveled between home, work, shopping, recreation, and so forth.

The selecting of parcels close in to the existing UGB also allows for the continued rural use of the properties nearer the outer edge of the urban reserve. Unused properties in the outer fringe of the urban reserve also benefits the City and the environment by acting as a buffer between urban uses and rural uses and/or natural areas. In contrast, selecting properties nearer the outside edge of the urban reserve would have the effect of disrupting the use of those properties and of the properties closer to the existing UGB. By reducing the impact on the urban reserve areas not being proposed for inclusion the City is limiting the amount of displacement of rural uses in the urban reserve, thus minimizing the impact on lands outside of the urban reserve.

Many of the Goal 5 findings, above, also apply to the findings here under Goal 6.

Conclusions

Environmental impacts, including air, water, and land resources quality, were key considerations during the adoption of the urban reserve. Now that the urban reserve is in place, and the City must select its future UGB from the urban reserve areas, the biggest environmental consideration is proximity. All of the urban reserve area will be added to the UGB and made available for urbanization eventually, but relative environmental impacts must be considered when determining which properties to include in the UGB at this time. The urbanization of any of this area will have some effect on the environment but the magnitude of the effect has been minimized by selecting parcels near the existing UGB. The environmental protection

provisions in the Municipal Code will be extended to the areas added to the UGB when annexed. Both the LWI and wetland protection ordinance for these newly added areas must be adopted prior to the annexation of any of the areas.

Goal 7—Areas Subject to Natural Hazards

Findings

Slopes: The City of Medford has existing hillside regulations, Municipal Code Sections 10.929 – 10.933, that regulate the development of property with slopes in excess of 15 percent. These procedural requirements are meant to decrease soil erosion and protect public safety. This code section will apply to any and all areas with slopes exceeding 15% added to the UGB through this amendment once annexed to the City. Areas exceeding 25% slope were classified as unbuildable in the capacity analysis. Within the area of staff's proposal lands with slopes of at least 15%, but less that 25%, account for only 34 total acres. Roughly 1.6% of the total area, not including the two large, wildland park areas.

Fire: The risk of wildfire in and around Medford often rises to extreme levels during the summer months. The City of Medford has Fire, Building, and Development codes in place to help to mitigate the risk of wildfire in the city. One such provision is Municipal Code Section 7.022, which prohibits the use of fireworks within the hazardous wildfire areas as defined by Jackson County. There are no areas proposed for inclusion into the UGB at this time that are within the proposed hazardous wildfire area as determined by Jackson County, with the exception of Prescott Park and Chrissy Park.

Flood: The Municipal Code allows development within flood plains provided that buildings meet certain construction standards designed to minimize damage from floods. City policies and codes do not have locational standards with respect to flood plains, but there is a recommendation in the Environmental Element that states "Development and redevelopment should be highly scrutinized when located in floodplains."

Conclusions

When considering where to expand its UGB the City is limited to the areas within the urban reserve. All State Planning Goals, including Goal 7, were considered as part of the selection of the urban reserve. The City has development standards in place to mitigate the risk of natural hazards from flood, fire, and steep slopes. These standards will be extended to applicable areas when annexed to the City.

Goal 8—Recreation Needs

Findings

The Other Residential Land Needs section of the Housing Element examines existing conditions for public and semi-public land to forecast future need for this land type.

According to the Housing Element:

Lands needed for public operations and facilities include lands for city facilities, schools, substations, and other public facilities. Land needs were estimated using acres per 1,000 persons for all lands of these types. Lands needed for parks and open space estimates use a parkland standard of 4.3 acres per 1,000 persons based on the level of service standard established in the Medford Leisure Services Plan Update (2006). This update includes land needed for neighborhood and community parks, which usually locate in residential plan designations. It does not include land needed for natural open space and greenways, which may also be located in residential plan designations.

The resulting land need for community and neighborhood parks is shown in *Table 6.3.*

Table 6.3. City Park Need (adapted from Housing Element Table 40)

Type of Use	***Existing Acres***	***Existing Acres / 1000 Persons***	***Assumed Need (Ac/1000 Persons)***	***Estimated Need per 1000 Persons 2009-2029***
City Parks	527	6.8	4.3	153

In addition to the standard urban reserve areas the Regional Plan Element identifies two large regional park areas, Prescott Park and Chrissy Park. These areas are City-owned wildland parks totaling 1,877 acres. Inclusion as urban reserve was intended to serve as a mechanism to eventually incorporate this City property into the City boundary. The two MD-P areas were not considered areas for future urban growth because of their classification as parkland. There is no residential, commercial, or industrial development planned for the MD-P acres. They present a tremendous recreational and open space asset to the City and the region, in addition to creating a buffer between the city and rural lands to the north and east. However, due to their location along the eastern periphery of the city and very steep topography, these lands satisfy little of the localized open space needs throughout the city and do not meet land needs for traditional urban parkland.

Another regional recreation use already in existence is Centennial Golf Club. If the Manor-owned land surrounding it is brought in, then its inclusion is unavoidable. Its function as a regional asset will be unaffected by inclusion. The golf course has been counted as unbuildable because the property owners intend to receive an open space assessment for the land (ORS 197.186). Although the land has been classified as unbuildable in order to remain consistent with ORS 197.186 it might more appropriately be viewed as developed. The open space assessment helps to insure that the land will remain a golf course and as a golf course the land is already developed and meeting that regional need. The land will have no more ability to meet an identified land need for the City as a golf course within the boundary than it does outside of the boundary.

Conclusions

The Other Residential Land Needs of the Housing Element identified a need for 153 gross acres of additional parkland for neighborhood and community parks, outside of the existing UGB. The Regional Plan Element also includes two large wildland park areas that are owned by the City. These areas, Chrissy and Prescott parks, are intended to provide both a recreational and open space purpose for the City and for the region. While both help to meet the recreational needs for the City these are two different land types (neighborhood and community park vs. regional/wildland park and open space) that provide two discreet types of uses for the City. The proposed UGB expansion will include an adequate supply of land determined to be needed by the Leisure Services Plan to accommodate a 20-year population.

Goal 9—Economic Development

Findings

Goal 9 factors were thoroughly addressed in the adoption and acknowledgement of the Economic Element of the Comprehensive Plan. Because the Economic Element has been deemed consistent with Goal 9, and it is being relied upon to determine the City's employment land need, detailed findings under Goal 9 are not necessary for this proposed boundary amendment. However, some discussion regarding Goal 9 compliance is provided below as a reference to the information from the Economic Element that was used in this amendment process. Much of this text is repeated from other sections of this document where it is more appropriately considered.

The process of determining Medford's land need for the next 20 years started with the adoption of the Population Element in 2007. This study looked at the forecasted population growth in Medford through 2040. The next step was the Buildable Lands Inventory (BLI), adopted in 2008, consistent with OAR 660-024-0050 and ORS 197.186 and 197.296. This study identified the number of acres, in total, and by type, available for development within the City's current UGB. The BLI showed that there are approximately 1,078 employment acres available for development within Medford's UGB. The next step was the Economic Element, adopted in 2008, which considered the projected population growth, along with economic trends, to determine the overall need for employment land over the 20-year planning period. The study concluded that an additional 708 gross acres were needed to meet the demand for employment land. However, as shown in the Exhibit E, this does not properly account for the excess supply of industrial land available within the existing boundary. When properly calculated (see Exhibit E) the need for employment land increases to 765 gross acres.

Through these studies the City of Medford demonstrated a deficit in the supply of employment land within its existing UGB over the next 20 years. ORS 197.296 subsection (6) recommends addressing the need by expanding the urban growth boundary, by increasing the developable capacity of the urban area, or by a

combination of the two. Urban Growth Boundary Amendment (UGBA) Phase 1 (ISA GLUP Amendment) sought to change the General Land Use Plan map designation of land in the existing urban area for the purpose of increasing its development capacity in order to accommodate some of the City's projected need for residential and employment land. UGBA Phase 1 resulted in more efficient use within the UGB in the following ways:

- It took surplus industrial land (land in excess of the need for the next 20 years) and converted it to commercial land. This resulted in the accommodation of a larger portion of the employment need within the existing UGB.
- The conversion of industrial to commercial also helped to increase the likelihood of both commercial and industrial development over the next 20 years by placing these uses in more appropriate locations. There is heavy development pressure for commercial uses on the industrial land in the city core near major transportation routes. This pressure makes the land less likely to develop with industrial use. The swapping of land types places commercial designations on tracts of land within the city core while allowing the City to designate more land near the outside of the urban area for industrial development.
- While 58 acres of land was converted from residential to employment GLUP designations the total residential land need only increased by 36 acres. This is due to the fact that some of this land was not identified as meeting any portion of the future residential land need but it is now being counted toward meeting the employment land need. This land was identified as developed for residential but is expected to redevelop as commercial.

UGBA Phase 1 resulted in a decrease in the amount of land needed outside the current UGB. Before these efficiency measures, a total of 765 acres were needed outside of the existing UGB for employment purposes. After UGBA Phase 1, that number was reduced to 637 acres.

<u>Conclusions</u>

UGBA Phase 1 converted surplus industrial land to commercial land which allowed for more of Medford's need for employment land to be accommodated within its existing UGB. The conversion also resulted in the increased likelihood of a larger amount of Medford's employment land need being met within the existing UGB by more appropriately locating both commercial and industrial land. UGBA Phase 1 also reduced the overall land need for the City by converting some residential land that was not identified as meeting any portion of the future residential land need to employment land that is now counted toward meeting the employment land need. While 58 acres of land was converted from residential to employment GLUP map designations the total residential land need only increased by 36 acres. These adopted efficiency measures helped to address a portion of the City's employment land need, but an additional 637 gross acres of employment land outside of the

existing UGB are needed. The proposed UGB expansion will allow the City to meet its identified need for employment land.

Goal 10—Housing

Findings

Goal 10 factors were thoroughly addressed in the adoption of the Housing Element of the Comprehensive Plan. Because the Housing Element has been deemed consistent with Goal 10, and it is being relied upon to determine the City's employment land need, detailed findings under Goal 10 are not necessary for this proposed boundary amendment. However, some discussion regarding Goal 10 compliance is provided below as a reference to the information from the Housing Element that was used in this amendment process. Much of this text is repeated from other sections of this document where it is more appropriately considered.

Regional Plan Element 4.1.5 requires a minimum density of 6.6 units per gross acre for all newly annexed areas for the years 2010 through 2035. The aggregate average density of the residential land need, determined by the Housing Element, was 6.9 units per gross acre (see *Table 6.2*). Some of this density was then shifted into the existing UGB through UGBA Phase 1. This density shift resulted in an increased need for low-density residential and a decreased need for medium-density residential and high-density residential outside of the existing boundary. While this density shift helped to accomplish a number of positive benefits it also makes meeting the minimum density requirement of the Regional Plan more difficult. With the revised ratios of residential land types in the UGB expansion area, the average densities for each of the residential land types alone will not result in a density of 6.6 units per gross acre or above.

The Housing Element (2010) provides an accurate representation of the City's housing need over the next 20 years. The Regional Plan, adopted in 2012, imposes a density standard that is in excess of the density supported by the Housing Element now that the intensification measures from UGBA Phase 1 are completed. The Regional Plan also requires a density of 7.6 units per gross acre for all newly added areas for the years 2036 to 2050. In order to meet the density obligations of the Regional Plan the City will require a master plan to be submitted, showing compliance with the Regional Plan obligations for density and land use distribution, prior to annexation of any of the land added through this UGB amendment process. Acceptable methods for meeting the density standards will include:

- Committing areas to higher density zones within a General Land Use Plan (GLUP) designation. For example, an area within the UR GLUP designation could be designated as SFR-10 (Single Family Residential – 10 units per acre) which would insure a minimum density of 6 units per acre. By establishing "pre-zoning" within the established GLUP designations the residential density for the

area can be moved higher than the minimum, or even average, density that the GLUP would accomplish.

- Requesting GLUP map changes as part of the master plan approval process. This will allow for additional areas for medium-density and high-density development within the areas added to the UGB. This technique would allow for more flexibility in meeting the density obligations of the Regional Plan without imposing a housing mix that is not consistent with the Housing Element. This would allow for flexibility in housing types as the market shifts toward higher-density housing while also setting the stage for the future density standard of 7.6 units per acre required by the Regional Plan. This approach will also help to address the affordable housing need identified in the Housing Element. By adding additional high-density housing throughout the UGB (in the existing UGB through the SALs and in the newly added areas by allowing for GLUP changes to higher-density), the City is enabling more high-density housing, which is needed to provide more affordable housing within Medford.

Goal 10 requires that "plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density." By allowing some residential areas to request higher density GLUP map designations the City is providing for more flexibility of housing types in the UGB expansion areas.

OAR 660-024-0040 (10) allows for a "safe harbor" net-to-gross factor of 25% for streets and roads, parks and school facilities. Rather than use the safe harbor amount the Housing Element calculates the net-to-gross factor for streets based on observation of the existing residential areas in the city. According to the Housing Element "… the forecast shows land need in net acres. Net acres is the amount of land needed for housing, not including public infrastructure (e.g. roads). Gross acres is the estimated amount of land needed for housing inclusive of public infrastructure. The net-to-gross factor allows for conversion between net acres to gross acres. The net-to-gross factor is highest (23%) for single-family detached dwellings, decreasing to 10% for multi-unit projects." Parks and schools were not considered in the net-to-gross factor, but rather, were included in the Public and Semi-public Land Needs portion of the Housing Element, which concluded that 153 acres of park land and 20 acres of school land was needed in the UGB expansion area.

The Other Residential Land Needs section of the Housing Element examines existing conditions for public and semi-public land to forecast future need for this land type.

According to the Housing Element:

> Lands needed for public operations and facilities include lands for city facilities, schools, substations, and other public facilities. Land needs were estimated using acres per 1,000 persons for all lands of these types.

> Lands needed for parks and open space estimates use a parkland standard of 4.3 acres per 1,000 persons based on the level of service standard established in the Medford Leisure Services Plan Update (2006). This update includes land needed for neighborhood and community parks, which usually locate in residential plan designations. It does not include land needed for natural open space and greenways, which may also be located in residential plan designations.

See *Table 6.1*.

Conclusions

The Housing Element provides for an adequate land supply at a realistic housing mix for the planning horizon. In addition to land for housing, the Housing Element also accounts for land needed to provide for streets and other utilities, and for public and semi-public uses, which usually occur on residentially zoned properties. The residential density requirements of the Regional Plan were added to the Comprehensive Plan after the adoption of the Housing Element. By requiring master plans for all of the areas being added to the UGB prior to annexation, the City can insure that the residential density standards are being met. The required master plans must demonstrate compliance with the minimum density standards and with the land use distributions required by the Regional Plan. By allowing some residential areas to request to change their GLUP map designation to higher densities the City is providing more flexibility of housing types in the UGB expansion areas.

Goal 11—Public Facilities and Services

Findings

The External Study Areas (ESAs) were made up of the properties that passed through the coarse filter. Additional data were collected for the ESAs regarding the serviceability for water, sewer, and transportation (Exhibit H). This was done to measure the ability to provide public facilities and services in an orderly and economic fashion. The scoring memos provided by the service providers are attached as Exhibit I.

The results for the Goal 14 locational factor, "*Orderly and economic provision of public facilities and services,"* apply here as well.

Conclusions

By using the scores of the five factors, and considering an area's ability to meet Regional plan obligations rather than comparing properties on a parcel-by-parcel basis, the City is able to expand its UGB in a way that will provide for the orderly and economic provision of public facilities and services.

Goal 12—Transportation

Findings

Land added to the UGB through this amendment will remain under the jurisdiction of Jackson County (Urban Growth Management Agreement will apply) and will retain its current County zoning until it is annexed to the City. Prior to the annexation of any of the land added to the UGB through this amendment, a revised Transportation System Plan (TSP), which includes the areas added through this amendment, must be adopted. The revised TSP will address transportation needs throughout the entire revised UGB. Areas within the UGB but outside the City Limit must go through the annexation and the zone change process before they are assigned a standard city zone and made available for urban-level development. The City, as a criterion for zone change, requires a demonstration of facilities adequacy for transportation prior to approving any zone change that would allow for urban development. OAR 660-024-0020(d) states: "The transportation planning rule requirements under OAR 660-012-0060 need not be applied to a UGB amendment if the land added to the UGB is zoned as urbanizable land, either by retaining the zoning that was assigned prior to inclusion in the boundary or by assigning interim zoning that does not allow development that would generate more vehicle trips than development allowed by the zoning assigned prior to inclusion in the boundary." Since all land added through this amendment will retain the zoning that was assigned prior to inclusion in the boundary, the transportation planning rule does not apply to this amendment. Transportation system needs and transportation system adequacy will be addressed both prior to annexation and through the zone change process.

Work is well underway to complete a revised TSP for the City which will include a comprehensive overhaul of the existing TSP. Work on the TSP cannot be completed until the location of the revised boundary is known.

Conclusions

The City will require that a revised Transportation System Plan (TSP), which includes the areas added to the UGB through this amendment, be adopted prior to the annexation of any of the newly added land. The revised TSP will address transportation needs throughout the entire revised UGB.

Goal 13—Energy Conservation

Findings—Energy

The Regional Plan requires the development of mixed-use/pedestrian-friendly areas. This type of development encourages the use of travel modes other than driving, leading to a reduction in vehicle miles travelled. One of the components of the coarse filter was proximity. Selecting parcels closer to the existing UGB not only helps to maximize the efficiency of public infrastructure, it has the effect of reducing energy use by reducing motor vehicle trips. A more compact urban area, with

mixed-use neighborhoods, helps to promote the development and use of transit. Density and distance both play key roles in developing and maintaining public transit options. A more compact urban area also provides greater opportunities to invest in facilities for pedestrians and bicyclists, while at the same time making walking and biking more viable transportation options. The more compact urban area helps to reduce energy consumption by reducing the number of motor vehicle miles traveled; both by providing alternative modes of transportation and by reducing the distance traveled between home, work, shopping, recreation, and so forth. While the development of recreational trails can play a minor role in reducing vehicle miles traveled, the largest factors in this regard are land use, connectivity, and mode completeness.

Conclusions—Energy

When considering where to expand the UGB, mixed-use development and proximity have the greatest impact on the use and/or conservation of energy. The fact that the needed houses and jobs would be efficiently contained in the current urban area and in areas close to the existing UGB would have generally positive energy consequences due to the increased possibility of non-motorized travel modes between trip generators and decreasing overall vehicle miles travelled.

Goal 14—Urbanization

Findings

Refer to findings under Land Need and Boundary Location under Goal 14, starting on page 22 above.

Conclusions

The proposed UGB expansion area meets the requirements of all Goal 14 factors.

Goals 15–19 do not apply to Medford.

Urban Growth Boundary amendment approval criteria from Urbanization Element Section1.2.3

Criterion a. continued: The standards and criteria in Goal 14, OAR 660, Division 24, and other applicable State Goals, Statutes, and Rules.

Other applicable State Goals, Statutes, and Rules

There are numerous State Goals, Statues, and Rules that apply to the adoption of individual Comprehensive Plan Elements. Each Comprehensive Plan Element being relied upon to support this UGB amendment was found to be consistent with all applicable State Goals, Statues, and Rules at the time of their adoption. Those

findings are included in the record and findings for this proposed UGB amendment, by reference.

The State Goals, as they apply to the proposed amendment, have been discussed in detail above. The State Statues and Rules that apply directly to the proposed UGB amendment deal either with determining land need or determining boundary location, both of which have been discussed in detail above (see "Land Need" and "Boundary Location" sections beginning on page 29).

* * * * *

Urban Growth Boundary amendment approval criteria from Urbanization Element Section1.2.3

Criterion b. Compliance with Medford Comprehensive Plan policies and development code procedures.

City of Medford Comprehensive Plan Conclusions, Goals, Policies, and Implementation Strategies:

Findings

The following Comprehensive Plan Goals, Policies, and Implementation Strategies support the inclusion of Prescott Park and Chrissy Park in the City's UGB:

Physical Characteristics
Policy 2-A: The City of Medford shall acknowledge Prescott Park (Roxy Ann Peak) as the City's premier open space and viewshed, and recognize its value as Medford's most significant scenic view, currently and historically.

Implementation 2-A(1): Investigate inclusion of Prescott Park in Medford's Urban Growth Boundary and City limits in order to enhance public safety and the feeling of ownership by city residents, protect its natural resources, preserve and enhance convenient public access, protect the public from fire hazards, and help in establishing a network of open space corridors with recreational trails.

Implementation 2-A(2): Identify lands surrounding Prescott Park that are critical to ensuring long term protection and meeting open space/viewshed goals and policies, for acquisition or other types of public management. Seek funding sources.

Implementation 2-A(3): Consider methods to address the interface between Prescott Park and adjacent development to assure compatibility, such as a buffering program, enhanced review of City and County development applications within a specified area surrounding Prescott Park, and joint policies or an "Area of Mutual Planning Concern" with Jackson County.

Policy 2-B: The City of Medford shall strive to preserve and protect the visual amenities offered by the foothills.

Parks, Recreation, and Leisure Services
Policy 2-C: The City of Medford shall give special consideration to Prescott Park in order to protect this dynamic natural and recreational resource and most significant scenic view for the enjoyment of present and future generations.

Implementation 2-C (3): Pursue inclusion of Prescott Park in the Medford Urban Growth Boundary for eventual inclusion within the City of Medford.

Implementation 2-C (4): Increase access and public enjoyment of Prescott Park by developing appropriate facilities to enhance appreciation of natural resources, the outdoors, and Medford's unique environment. Until included within the Medford Urban Growth Boundary, improvements within Prescott Park must comply with Jackson County land use regulations, as well as state rules and statutes, which may limit the extent of improvements on land outside of UGBs.

Solid Waste Management
Policy 1-E: The City of Medford shall assure that appropriate measures are taken to secure compatibility between the development and use of the Dry Creek Landfill and Prescott Park.

The following Comprehensive Plan Goals, Policies, and Implementation Strategies support a compact urban area with mixed-use neighborhoods:

Natural Resources—Air Quality
Implementation 3-A(3): Implement strategies from sources such as the Medford Transportation System Plan, the State Implementation Plans (SIPs) and the Oregon Transportation Planning Rule (TPR) that reduce emissions or improve air quality, such as increasing the use of alternative modes of transportation and use of alternative motor vehicle fuels, such as compressed natural gas and electricity, and propose amendments to the Medford Land Development Code for consideration by the City Council where necessary to assure compliance with such plans or rules.

Policy 3-B: The City of Medford shall continue to require a well-connected circulation system and promote other techniques that foster alternative modes of transportation, such as pedestrian oriented mixed-use development and a linked bicycle transportation system.

Health Services
Policy 1-A: The City of Medford shall strive to provide transportation, utilities, and other public facilities and services needed to support health care facilities within the Urban Growth Boundary, consistent with the health care facilities' growth requirements.

Natural resources
Policy 9-A: The City of Medford shall target public investments to reinforce a compact urban form.

Policy 9-B: The City of Medford shall strive to protect significant resource lands, including agricultural land, from urban expansion.

Natural Resources—Energy
Policy 10-A: The City of Medford shall plan and approve growth and development with consideration to energy efficient patterns of development, utilizing existing capital infrastructure whenever possible, and incorporating compact and urban centered growth concepts.

Implementation 10-A(1): Ensure that the extension of urban services is consistent with policies contained in the "Public Facilities Element" of the Medford Comprehensive Plan regarding energy efficiency.

The following Comprehensive Plan Goals, Policies, and Implementation Strategies support the use of adopted Population, Economic, Housing, and Buildable Lands Elements to determine land need:

Population Element
Policy 1: The City of Medford shall cooperate with other government agencies and the private sector to provide land and urban services sufficient to accommodate projected population growth in the UGB.

Policy 2: The City of Medford shall use the population forecast adopted in the Population Element of the Medford Comprehensive Plan as the basis for developing land use planning policy (Official population projection: 112,624 for the year 2027, and 133,397 for the year 2040.)

Economic Element
Employment Land Demand and Supply

1. *This analysis indicates that additional land in the UGB is required to satisfy the City's land needs over the planning horizon.*

2. *The City of Medford has selected the High Employment Growth Scenario under which the City is projected to need 1,644 net buildable acres over the 20-year planning horizon and 2,055 gross buildable acres, consisting of needed acres in the following categories:*

    a. *504 net buildable acres of Office Commercial*

    b. *589 net buildable acres of Industrial*

    c. *609 net buildable acres of Retail Commercial*

    d. *38 net buildable acres of Overnight Lodging*

    e. *315 net buildable acres of Specialized Uses*

The City has a supply of 900 acres of vacant employment land and an additional 178 net acres is expected to be available in the existing UGB to meet new demand through redevelopment. Based upon the adopted High Growth Scenario, the City of Medford has a deficit of 566 net buildable acres which equals 708 gross acres of employment land.

Economic Opportunities
Policy 1-5: The City of Medford shall assure that adequate commercial and industrial lands are available to accommodate the types and amount of economic development needed to support the anticipated growth in employment in the City of Medford and the region.

Implementation 1-5(b): Reduce projected deficits in employment lands by changing GLUP Map designations within the existing Urban Growth Boundary.

Implementation 1-5(c): Assist in the identification of sites for businesses that have unique site requirements.

Implementation 1-5(d): Ensure that demand projections for medium and large Commercial, Industrial and Office sites are captured in aggregate land demand projections during GLUP map amendments and/or UGB expansions.

Policy 1-7: The City of Medford will rely upon its High Employment Growth Scenario in the City's Economic Element twenty-year Employment Projections, Land Demand Projections, and Site Demand Projections when planning its employment land base.

Housing Element

6. *Medford will need 1,890 net residential acres, or 2,383 gross residential acres, to accommodate new housing between 2009 and 2029. Not all of this can be accommodated within the current urban growth boundary. Therefore, Medford has a deficit of 996 gross acres in the following designations:*

Implementation 1-A: When considering changes to the Medford Comprehensive Plan or Land Development Code, base such changes on the Housing Element adopted on December 2, 2010, particularly:

Housing Need Projection in Table 31

Forecast of Needed Housing Units in Table 37

Buildable Land Needed for New Dwelling Units in Table 39

Residential Land Deficit by Plan Designation in Table 41

Implementation 5-A: Maintain an inventory of areas suitable for preservation as open space.

Compliance with applicable Goals and Policies of the Regional Plan Element are discussed below:

Regional Plan Element – Implementation Measure

7. *Conceptual Transportation Plans. Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that the identified regionally significant transportation corridors within each of the URs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for an urban reserve or appropriate portion of an urban reserve shall be prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that UR.*

a. Transportation Infrastructure. The Conceptual Transportation Plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the Region (including intracity and intercity, if applicable).

The City has prepared a conceptual transportation plan for all of the urban reserve areas around the city. The plan identifies regionally significant transportation corridors and was developed in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies. The Medford Street Functional Classification Plan Map will be amended to include the higher-order streets within the UGB expansion area (see *Map 5.3*).

Regional Plan Element – Implementation Measure
8. Conceptual Land Use Plans. A proposal for a UGB Amendment into a designated UR shall include a Conceptual Land Use Plan prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:

a. Target Residential Density. The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 4.1.5 above will be met at full build-out of the area added through the UGB amendment.

b. Land Use Distribution. The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land as part of an urban reserve, which applies to the following URs: CP-1B, CP-1C, CP-4D, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-4.

c. Transportation Infrastructure. The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 4.1.7 above.

d. Mixed Use/Pedestrian Friendly Areas. The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 4.1.6 above will be met at full build-out of the area added through the UGB amendment.

The City has prepared conceptual land use plans for all areas within the urban reserve in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies. The plans show land use distributions, transportation infrastructure, and mixed use/pedestrian friendly areas. In addition to these conceptual plans, the City will require all areas to be master planned prior to annexation. The required master plan shall show compliance with the target residential density, more detailed land

use distributions, more detailed information regarding transportation infrastructure, and fully demonstrate compliance with the requirement for mixed-use/pedestrian-friendly areas.

Regional Plan Element – Implementation Measure
9. *Conditions. The following conditions apply to specific Urban Reserve areas:*

a. MD-6. Prior to incorporation into the Urban Growth Boundary, a property line adjustment or land division shall be completed for Tax Lots 38-1W-05-2600 and 38-1W-06-100 so that the tax lot lines coincide with the proposed Urban Growth Boundary.

Tax Lots 38-1W-05-2600 and 38-1W-06-100 are not included in the UGB expansion area.

Regional Plan Element – Implementation Measure
13. *Urban Growth Boundary Amendment. Pursuant to ORS 197.298 and Oregon Administrative Rule 660-021-0060, URs designated in the Regional Plan are the first priority lands used for a UGB amendment by participating cities.*

a. Land outside of a city's UR shall not be added to a UGB unless the general use intended for that land cannot be accommodated on any of the city's UR land or UGB land.

Only land within the City's urban reserve is being considered for inclusion in the UGB.

Regional Plan Element – Implementation Measure
17. *Parkland. For the purposes of UGB amendments, the amount and type of park land included shall be consistent with the requirements of OAR 660-024-0040 or the park land need shown in the acknowledged plans.*

OAR 660-024-0040 (10) allows for a safe harbor net-to-gross factor of 25% for streets and roads, parks and school facilities. Rather than use the safe harbor amount the Housing Element calculates the net-to-gross factor for streets based on observation of the existing residential areas in the city. According to the Housing Element "… the forecast shows land need in net acres. Net acres is the amount of land needed for housing, not including public infrastructure (e.g. roads). Gross acres is the estimated amount of land needed for housing inclusive of public infrastructure. The net to gross factor allows for conversion between net acres to gross acres. The net to gross factor is highest (23%) for single-family detached dwellings, decreasing to 10% for multi-unit projects." Parks and schools were not considered in the net-to-gross factor, but rather, were included in the Other Residential Land Needs portion of the Housing Element, which concluded that 153 acres of park land and 20 acres of school land were needed in the UGB expansion area.

The Other Residential Land Needs section of the Housing Element examines existing conditions for public and semi-public land to forecast future need for this land type.

According to the Housing Element:

> Lands needed for public operations and facilities include lands for city facilities, schools, substations, and other public facilities. Land needs were estimated using acres per 1,000 persons for all lands of these types. Lands needed for parks and open space estimates use a parkland standard of 4.3 acres per 1,000 persons based on the level of service standard established in the Medford Leisure Services Plan Update (2006). This update includes land needed for neighborhood and community parks, which usually locate in residential plan designations. It does not include land needed for natural open space and greenways, which may also be located in residential plan designations.

See Table *6.1*.

In addition to the standard urban reserve areas the Regional Plan Element identifies two large regional park areas, MD-P Prescott and MD-P Chrissy, which contain Prescott Park and Chrissy Park, respectively. These areas are City-owned wildland parks totaling 1,877 acres. Inclusion as urban reserve was intended to serve as a mechanism to eventually incorporate this City property into the City boundary. The two MD-P areas were not considered areas for future urban growth because of their classification as parkland. There is no residential, commercial, or industrial development planned for the MD-P acres. They present a tremendous recreational and open space asset to the City and the region, in addition to creating a buffer between the city and rural lands to the north and east. However, due to their location along the eastern periphery of the city and very steep topography, these lands satisfy little of the localized open space needs throughout the city and do not meet land needs for traditional urban parkland.

> *Regional Plan Element – Implementation Measure*
> *18. Slopes. Future urban growth boundary amendments will be required to utilize the definition of buildable land as those lands with a slope of less than 25 percent, or as consistent with OAR 660-008-0005(2) and other local and state requirements*.

The capacity analysis that was completed for the ESAs only classified sloped land as unbuildable for those areas where the slopes exceeded 25 percent.

> *Regional Plan Element – Implementation Measure*
> 20. *Future Coordination with the RVCOG. The participating jurisdictions shall collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators. This includes cooperation in a region-wide conceptual planning process if funding is secured*.

The City of Medford has continued to collaborate with the Rogue Valley Council of Governments and other participating jurisdictions since the adoption of the Regional Plan. The City will coordinate the adoption of master plans for each of the areas added to the UGB through this amendment. The City will also continue to collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators.

Conclusions for Criterion b.

There are several Comprehensive Plan Conclusions, Goals, and Policies that support the inclusion of Prescott and Chrissy Park into the UGB. The proposed boundary location will bring both of this City owned areas into the UGB. There are also several Comprehensive Plan Conclusions, Goals, and Policies that support a compact urban area with mixed-use neighborhoods. The efficiency measure of UGBA Phase 1 helped in both of these areas. The proposed boundary location was selected in large part because of its proximity to the existing UGB and to existing development. Areas that presented better opportunities for mixed-use development were given priority over lands that would provide for a lesser mix of uses.

The Comprehensive Plan Conclusions, Goals, and Policies support the use of adopted Population, Economic, Housing, and Buildable Lands Elements in determining land need. These adopted elements were used without modification to determine the land need for the City. In some cases the numbers may appear slightly different due to differences in rounding. In other cases the information from the elements had to be interpreted and applied in order to determine the number of acres needed in each of the GLUP categories. At other times conflicts between these adopted elements and the Regional Plan had to be reasoned through and the resulting boundary amendment is the result of balancing the existing elements to the greatest amount possible.

The City will require areas added through this amendment to be master planned prior to annexation. The required master plan must show compliance with the target residential density, more detailed land use distributions, more detailed information regarding transportation infrastructure, and fully demonstrate compliance with the requirement for mixed use/pedestrian friendly areas. The remaining Regional Plan requirements have been addressed through the proposed amendment at this time.

The proposed UGB amendment and boundary location are consistent with the policies of the Comprehensive Plan.

* * * * *

Urban Growth Boundary amendment approval criteria from Urbanization Element, Section 1.2.3

Criterion c. Compliance with Jackson County's development ordinance standards for urban growth boundary amendment. Many of the findings made to satisfy subparagraph (a), preceding, will also satisfy this criterion.

Per the Jackson County Land Development Ordinance (LDO) a Type 4 Permit application will be submitted to Jackson County for the proposed urban growth boundary amendment. The proposed amendment will follow the application process of LDO Section 3.7.3(E) for UGB Amendment, which requires a Legislative Hearing and Planning Commission Recommendation.

Jackson County LDO Section 3.7.3(E) — Standards for Amending an Adopted Urban Growth Boundary, Urban Reserve Area, Urban Fringe, or Buffer Area

In addition to the requirements contained in joint Urban Growth Boundary agreements and Urban Reserve agreements, all proposed boundary and area amendments must comply with applicable State Law, Statewide Planning Goals, the County Comprehensive Plan and any Regional Problem Solving documents adopted by the County.

Findings: Compliance with applicable State Law, Statewide Planning Goals, and Regional Problem Solving Documents has been discussed in the findings for criteria a. and b. above.

Compliance with the requirements contained in the joint Urban Growth Boundary agreements and Urban Reserve agreements and with the County Comprehensive Plan will be discussed below. Not all sections of the agreements apply to the proposed boundary amendment. Only applicable portions will be repeated and discussed.

Urban Growth Boundary agreements:
Urbanization Element of the City of Medford Comprehensive Plan
Appendix 1. Urban Growth Management Agreement

2.a. Urban development shall be encouraged to occur on undeveloped and underdeveloped land within city limits prior to the annexation and conversion of other land within the UGB.

Finding: Urban Growth Boundary Amendment (UGBA) Phase 1, the Selected Amendment Locations (SALs), helped to encourage the development of underdeveloped and undeveloped land within the city limits in the following ways:

- It took surplus industrial land (land in excess of the need for the next 20 years) and converted it to commercial land. This resulted in the accommodation of a larger portion of the employment need within the existing UGB;
- The conversion of industrial to commercial also helped to increase the likelihood of both commercial and industrial development over the next 20 years by placing these uses in more appropriate locations. There is strong development pressure for commercial uses on the industrial land nearer the center of the city, near major transportation routes. This pressure makes the land less likely to develop with industrial use. The swapping of land types places commercial designations on tracts of land nearer the center of the city while allowing the City to designate more land near the outside of the urban area, and still near major transportation routes, for industrial development;
- The City was able to shift some of the residential density called for in the Housing Element, and required by the Regional Plan, to the inside of the urban area. By shifting density inward the City is providing for a more efficient use of land and of public infrastructure;
- While UGBA Phase 1 resulted in a 58-acre conversion of land from residential to employment GLUP designations, the total residential land need only increased by 36 acres;
- The conversion of some residential land to employment land decreased the overall land need due to the fact that some of this land was not identified as meeting any portion of the future residential land need because it was classified as developed for residential. Because this land is expected to redevelop with commercial uses it is now being counted toward meeting a portion of the employment land need; and
- The shifting of density inward allows for a more efficient use of land within the city now, rather than relying on redevelopment to higher densities in the future. This also helps to provide opportunities for increased densities in the UGB expansion area because a larger percentage of the forecasted population over the next 20 years can be accommodated within the existing boundary. This could result in a slower expansion into the newly added areas, which would allow for policy changes in the future should the market shift toward higher density development. The density shift also helps to meet the obligations of the Regional Transportation Plan.

3.e. If the city and county have mutually approved, and the city has adopted, conversion plan regulations for the orderly conversion of property from county to city jurisdiction, the county will require that applications for subdivisions, partitions, or other land divisions within the UGB be consistent with the city's Comprehensive Plan. Once developed, the mutually agreed upon conversion plan shall be the paramount document, until incorporation occurs.

6. The city, county and affected agencies shall coordinate the expansion and development of all urban facilities and services within the urbanizable area.

Finding: The City has prepared conceptual land use and transportation plans for all areas within the urban reserve in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies. The plans show land use distributions, transportation infrastructure, and mixed-use/pedestrian-friendly areas. The plans will be adopted by the City of Medford and by Jackson County in conjunction with this UGB amendment. In addition to these conceptual plans, the City will require all areas to be master planned prior to annexation. The required master plan shall show compliance with the target residential density, more detailed land use distributions, more detailed information regarding transportation infrastructure, and fully demonstrate compliance with the requirement for mixed-use/pedestrian-friendly areas.

The required master plans will be adopted into the Neighborhood Element of the Comprehensive Plan and will provide a greater level of specificity than the GLUP map regarding future land use in the areas added to the UGB.

9. Long-range transportation and air quality planning for the urbanizable area shall be a joint city/county process coordinated with all affected agencies.

Finding: The City is in the process of updating its Transportation System Plan (TSP). The revised TSP will include all portions of the UGB, including areas added through this amendment. The TSP will be produced in coordination with Jackson County and must be adopted prior to the annexation of any of the areas added to the UGB through this amendment. The Medford Street Functional Classification Plan Map will be amended to include the higher-order streets within the UGB expansion area (see *Map 5.3*).

11. Proposed land use changes immediately inside the UGB shall be considered in light of their impact on, and compatibility with, existing agricultural and other rural uses outside the UGB. To the extent that it is consistent with state land use law, proposed land use changes outside the UGB shall be considered in light of their impact on, and compatibility with, existing urban uses within the UGB.

12. The city and county acknowledge the importance of permanently protecting agricultural land outside the UGB zoned EFU, and acknowledge that both jurisdictions maintain, and will continue to maintain, policies regarding the buffering of said lands. Urban development will be allowed to occur on land adjacent to land zoned EFU when the controlling jurisdiction determines that such development will be compatible with the adjacent farm use. Buffering shall occur on the urbanizable land adjacent to the UGB. The amount and type of buffering required will be considered in light of the urban growth and development policies of the city, and circumstances particular to

the agricultural land. The controlling jurisdiction will request and give standing to the non-controlling jurisdiction for recommendations concerning buffering of urban development proposals adjacent to lands zoned EFU.

Finding: The selecting of parcels close in to the existing UGB allows for the continued rural use of the properties nearer the edge of the urban reserve. The lower-intensity use of properties in the outer fringe of the urban reserve can act as a buffer between urban uses and farm and forest uses outside of the UGB.

Regional Plan element 4.1.10 requires the use of agricultural buffers to separate urban uses from agricultural uses. The City adopted City Code Section 10.802, Urban–Agricultural Conflict in Urban Reserve on August 16, 2012. This section applies to land in the urban growth boundary that is added from the urban reserve shown in the Regional Plan.

13. All UGB amendments shall include adjacent street and other transportation rights-of-way.

Finding: The City recognizes and acknowledges that this proposed UGB amendment includes adjacent street and other transportation rights-of-way. The City has already committed to this in the URMA, and expects the County to require similar language in the new UGMA.

Urban Reserve agreements:
Regional Plan Element of the City of Medford Comprehensive Plan
Appendix C-Urban Reserve Management Agreement

5.E(i) County Roads. …When City's UGB is expanded into the UR (Urban Reserve), County will require (e.g., through a condition of approval of UGB amendment) that City assume jurisdiction over the county roads within the proposed UGB at the time of annexation into the City regardless of the design standard used to construct the road(s) and regardless of when and how the road(s) became county roads…
…When a proposed UGB amendment will result in a significant impact to a county road(s) already within the City's limits, or existing UGB, such that the proposed amendment depends on said county road(s) for proper traffic circulation, then a nexus is found to exist between the proposed UGB expansion and said county road(s). Where such a nexus exists, the county may require, as a condition of approval, the transfer of all, or portions of, said county road(s) within the existing UGB or City's limits at the time of annexation, regardless of the design standards to which the road is constructed.

Finding: The City is in the process of updating its Transportation System Plan (TSP). The revised TSP will include all portions of the UGB, including areas added through this amendment. The TSP will be produced in coordination with Jackson County and

must be adopted prior to the annexation of any of the areas added to the UGB through this amendment.

The City has prepared conceptual land use and transportation plans, for all areas within the urban reserve, in collaboration with the Rogue Valley Metropolitan planning Organization, applicable irrigation districts, Jackson County, and other affected agencies. The plans show land use distributions, transportation infrastructure, and mixed use/pedestrian friendly areas. The plans will be adopted by the City of Medford and by Jackson County in conjunction with this UGB amendment. In addition to these conceptual plans, the City will require all areas to be master planned prior to annexation. The required master plan shall show compliance with the target residential density, more detailed land use distributions, more detailed information regarding transportation infrastructure, and fully demonstrate compliance with the requirement for mixed use/pedestrian friendly areas.

The required master plans will be adopted into the Neighborhood Element of the Comprehensive Plan and will provide a greater level of specificity than the GLUP map regarding future land use in the areas added to the UGB.

The revised TSP will help to identify areas where the proposed UGB amendment will result in a significant impact to a county road(s) already within the City's limits, or existing UGB. The required master plan will further identify proposed uses of these areas added to the UGB which will allow for better traffic modeling prior to annexation and zoning. The transfer of all, or portions, of such county road(s) could be adopted as a condition of annexation for these properties.

5.H Service Expansion Plans. As the future provider of water, sewer, parks and recreation, road maintenance and improvement, and stormwater management services in the UR, City shall prepare and update service expansion plans and these plans shall be consistent with the UGBMA between City and County. These plans provide a basis for the extension of services within the UGB and shall be referred to County for comment.

<u>Finding:</u> ORS 197.250 [Compliance with Goals Required] requires that "…all comprehensive plans and land use regulations adopted by local government to carry out those comprehensive plans and all plans, programs, rules or regulations affecting land use adopted by a state agency or special district shall be in compliance with the goals within one year after the date those goals are approved by the Land Conservation and Development Commission." The City shall demonstrate full compliance with all Goals, including Goal 8: Recreation Needs; Goal 11: Public Facilities and Services; and Goal 12: Transportation, within one year of the adoption of the revised UGB. All City plans for parks, transportation, stormwater, and other services will be amended to include the areas added to the UGB. All such plans will be coordinated with the County.

County Comprehensive Plan:

Finding: Areas added to the UGB through this amendment will remain under the jurisdiction of the County until they are annexed to the City. The UGMA will apply to these areas along with the County's Comprehensive Plan and applicable portions of the County's LDO. Once an area is annexed to the City the City's Comprehensive Plan and Land Development Code will apply. There are several portions of the County's LDO, which deal with special areas of consideration (listed below), that will apply to some of the areas added to the UGB through this amendment. These protections are consistent with the Statewide Goals, and the City has similar protections in place.

Section 7.1.1(B) ASC 82-2 Bear Creek Greenway
Section 7.1.1(C) ASC 90-1 Deer and Elk Habitat
Section 7.1.1(F) ASC 90-4 Historic Resources
Section 7.1.1(G) ASC 90-6 Archaeological Sites
Section 7.1.1(K) ASC 90-10 Ecologically or Scientifically Significant Natural Areas
Section 7.4.3 Urban Fringe
Section 7.4.3(F) Setbacks from Resource Lands and Reduction Requests
Section 8.6 Stream Corridors

Section 10.2.3: Jurisdictional Overlap, and Section 10.3.2: Approval Criteria for Tentative Plans within Urban Growth Boundaries and Urban Unincorporated Community Boundaries, are both covered by the UGMA.

Conclusions for Criterion c.

Jackson County's development ordinance requires a finding that UGB amendments are consistent with the requirements contained in joint Urban Growth Boundary agreements and Urban Reserve agreements, and that all proposed boundary and area amendments comply with applicable State Law, Statewide Planning Goals, the County Comprehensive Plan and any Regional Problem Solving documents adopted by the County. Compliance with applicable State Law, Statewide Planning Goals, and Regional Problem Solving Documents has been discussed in the findings for criteria a. and b. above.

The proposed UGB amendment has also been shown to be consistent with the Urban Growth Management Agreement, the Urban Reserve Management Agreement, and the County's Comprehensive Plan. By showing compliance with the applicable State Law, Statewide Planning Goals, Regional Plan documents, the Urban Growth Management Agreement, the Urban Reserve Management Agreement, and the County's Comprehensive Plan, the City has demonstrated compliance with Jackson County's development ordinance standards for urban growth boundary amendment.

* * * * *

Urban Growth Boundary amendment approval criteria from Urbanization Element Section1.2.3

Criterion d. Consistency with pertinent terms and requirements of the current Urban Growth Management Agreement between the City and Jackson County.

Findings

Consistency with pertinent terms and requirements of the current Urban Growth Management Agreement between the City and Jackson County is discussed under Urban Growth Boundary agreements and Urban Reserve agreements in the findings for criterion c. above.

Conclusions

See conclusions for criterion c. above.

EXHIBIT C. LAND SUPPLY

The purpose of the Buildable Lands Inventory (BLI), completed by the City in 2008, was to inventory the number and location of acres available for development within the existing UGB by individual land type.

Residential

The Buildable Lands Inventory concluded that residential land was available within the existing UGB in the following amounts: Urban [Low-Density] Residential (UR) = 2,385 acres, Urban Medium-Density Residential (UM) = 49 acres, and Urban High-Density Residential (UH) = 158 acres.

Table 7.1. Residential Land Supply (adapted from Housing Element *Table 30*)

Plan Designation	Supply (acres)	Plan Description
UR	2,385	Low-density Residential, 4–10 units/acre
Vacant	1,703	
Partially Vacant	419	
Redevelopable	263	
UM	49	Medium-density Residential, 10–15 units/acre
Vacant	35	
Partially Vacant	6	
Redevelopable	8	
UH	158	High-density Residential, 15–30 units/acre
Vacant	132	
Partially Vacant	14	
Redevelopable	13	
Total Residential	2,592	

The supply of residential land was changed through UGBA Phase 1. In many cases low-density residential land was converted to either medium-density or high-density. In other instances residential land was converted to employment land. The end result was a more efficient use of land within the existing UGB which resulted in a need of 92 fewer acres outside of the existing UGB. The resulting residential land supply after UGBA Phase 1 is shown below in *Table 7.2*.

Table 7.2. Residential Land Supply after UGBA Phase 1

Plan Designation	Supply (acres)	Plan Description
UR	2,215	Low-density Residential, 4–10 units/acre
Vacant	1,669	
Partially Vacant	371	

Redevelopable	174	
UM	121	Medium-density Residential, 10–15 units/acre
Vacant	43	
Partially Vacant	30	
Redevelopable	48	
UH	215	High-density Residential, 15–30 units/acre
Vacant	138	
Partially Vacant	28	
Redevelopable	49	
Total Residential	2,550	

Employment

The Buildable Lands Inventory concluded that employment land was available within the existing UGB in the following amounts: Service Commercial (SC) = 172 acres, Industrial (GI & HI) = 641 acres, and Commercial (CM) = 265 acres.

Table 7.3. Employment Land Supply (adapted from Economic Element *Figure 28*)

Plan Designation	Supply	Plan Description
SC	172	Service Commercial: office, services, medical
GI & HI	641	General & Heavy Industrial: manufacturing
CM	265	Commercial: retail, services
Total Employment	1,078	

The supply of employment land was changed through UGBA Phase 1. In several cases industrial land was converted to commercial and in other instances residential land was converted to commercial. The end result was a more efficient use of land within the existing UGB which resulted in a need of 92 fewer acres outside of the existing UGB. The resulting employment land supply after UGBA Phase 1 is shown below in *Table 7.4.*

Table 7.4. Employment Land Supply after UGBA Phase 1

Plan Designation	Supply	Plan Description
SC	174	Service Commercial: office, services, medical
GI & HI	519	General & Heavy Industrial: manufacturing
CM	443	Commercial: retail, services
Total Employment	1,136	

EXHIBIT D. UGBA PHASE 1 EFFECT ON LAND SUPPLY

Urban Growth Boundary Amendment (UGBA) Phase 1 (ISA GLUP Amendment) sought to change the General Land Use Plan (GLUP) designation of land in the existing urban area for the purpose of increasing its development capacity in order to accommodate some of the City's projected need for residential and employment land. The outcome of UGBA Phase 1 was the Selected Amendment Locations (SALs). By changing the GLUP map designation for the properties within UGBA Phase 1 the land supply, and subsequently, the land need, by GLUP type, were changed.

The Housing Element categorizes available residential land into three categories: Vacant, Partially Vacant, and Redevelopable. A capacity analysis was completed for the properties included in UGBA Phase 1 and the number of developable acres was determined for each of those properties. For residential land types these acres were also classified as Redevelopable, Partially Redevelopable, or Vacant based on the analysis from the Housing Element. Table 8.1 provides a tabulation of the gains and losses in each of the three categories, for each of the three residential GLUP types, from UGBA Phase 1. The available land supply from the Housing Element was changed based on these numbers in order to account for UGBA Phase 1's effect on the residential land supply.

Table 8.2 shows the effect of UGBA Phase 1 on all GLUP designations. The supply of employment GLUP types from the Economic Element were changed based on these numbers.

Table 8.1. UGBA Phase 1 Effect on Residential Land Supply by Availability Type in Acres (adapted from Ordinance no. 2014-154, Exhibit A, SAL Capacity Analysis)

RED=Redevelopable, VAC=Vacant, and PDR=Partially Redevelopable

	UR RED Gain	UR VAC Gain	UR PDR Gain
	215a-ur 0.1		
Total	0.1		

	UH RED Gain	UH VAC Gain	UH PDR Gain
	215c-uh 3.8	510b-uh 6.2	630a-uh 0.1
	510b-uh 0.2	510b-uh 0.4	630a-uh 2
	510b-uh 0.2	640b-uh 0.6	630a-uh 0.8
	540b-uh 19.4	640b-uh 1.8	630a-uh 1.4
	540b-uh 0.3	640b-uh 0.3	640b-uh 4.8
	630a-uh 1.2	670b-uh 2.9	640b-uh 0.7
	640b-uh 0.3		640b-uh 1.7
	640b-uh 0.3		640b-uh 0.9
	640b-uh 0.4		670b-uh 1.2
	640b-uh 0.5		670b-uh 1.1
	640b-uh 4.2		
	670b-uh 0.2		
	718a-uh 5.3		
Total	36.3	12.2	14.7

	UM RED Gain	UM VAC Gain	UM PDR Gain
	540b-um 10.1	213a-um 2.6	212a-um 1
	540b-um 10.8	213b-um 4.1	212a-um 1.5
	540b-um 0.2	630b-um 1.1	212b-um 4.5
	630b-um 1.4	630b-um 0.6	540d-um 1.5
	630b-um 0.6		630b-um 1.1
	630b-um 0.3		630b-um 1.6
	630b-um 1		630b-um 0.3
	630b-um 1		630b-um 0.9
	630b-um 1.3		630b-um 0.8
	630b-um 0.3		630b-um 1.2
	630b-um 0.4		630b-um 1
	630b-um 0.3		630b-um 1
	670a-um 1.1		640a-um 2.2
	930a-um 4.8		640a-um 4.8
	930c-um 6.6		
Total	40.2	8.4	23.4

	UH RED Loss	UH VAC Loss	UH PDR Loss
	740a-cm 0.4	320a-cm 3.8	
		960a-sc 0.7	
		960a-sc 1.6	
Total	0.4	6.1	

	UR RED Loss	UR VAC Loss	UR PDR Loss
	510b-uh 0.2	213a-um 2.6	212a-um 1
	510b-uh 0.2	213b-um 4.1	212a-um 1.5
	540b-um 10.1	510b-uh 6.2	212b-um 4.5
	540b-um 10.8	510b-uh 0.4	540d-um 1.5
	540b-um 0.2	630b-um 1.1	630a-uh 0.1
	540b-uh 19.4	630b-um 0.6	630a-uh 2
	540b-uh 0.3	640b-uh 0.6	630a-uh 0.8
	630b-um 0.3	640b-uh 1.8	630a-uh 1.4
	630a-uh 1.2	640b-uh 0.3	630b-um 1.1
	630b-um 1.4	670b-uh 2.9	630b-um 1.6
	630b-um 0.6	510a-cm 11.1	630b-um 0.9
	630b-um 0.3	718b-cm 1.8	630b-um 0.8
	630b-um 1	718b-cm 0.5	630b-um 1.2
	630b-um 1		630b-um 1
	630b-um 1.3		630b-um 1
	630b-um 0.3		640a-um 2.2
	630b-um 0.4		640a-um 4.8
	630b-um 0.3		640b-uh 4.8
	640b-uh 0.3		640b-uh 0.7
	640b-uh 0.3		640b-uh 1.7
	640b-uh 0.4		640b-uh 0.9
	640b-uh 0.5		670b-uh 1.2
	640b-uh 4.2		670b-uh 1.1
	670a-um 1.1		217a-cm 2.7
	670b-uh 0.2		217b-cm 1.5
	718a-uh 5.3		640c-cm 1.7
	930a-um 4.8		640c-cm 1.1
	930c-um 6.6		718b-cm 2.3
	680a-cm 1.2		
	680a-cm 0.3		
	930b-cm 9.1		
	930d-cm 4.3		
	930d-cm 1.3		
Total	89.2	34	47.1

Table 8.2. UGBA Phase 1 Effect on Land Need by GLUP Designation in Acres (adapted from Ordinance no. 2014-154, Exhibit A, SAL Capacity Analysis)

	Addition (acres) to Supply by GLUP per Individual SAL					Subtraction (acres) to Supply by GLUP per Individual SAL			
GLUP	**CM**	**UM**	**UH**	**UR**	**SC**	**UR**	**GI**	**HI**	**UH**
	140a-cm 77.6	212a-um 5.2	215c-uh 3.8	215a-ur 0.1	960a-sc 2.4	212a-um 5.2	214a-cm 6.3	140a-cm 77.6	320a-cm 3.8
	214a-cm 6.3	212b-um 4.5	250a-uh 3.1			212b-um 4.5	215a-ur 0.1	750a-cm 0	740a-cm 0.4
	215b-cm 22.3	213a-um 6.7	510b-uh 7.1			213a-um 6.7	215b-cm 22.3	760a-cm 0	960a-sc 2.4
	216a-cm 4.2	540b-um 21.1	540c-uh 19.7			217a-cm 4.2	215c-uh 3.8		
	217a-cm 12	540d-um 1.5	630a-uh 5.6			250a-uh 3.1	216a-cm 4.2		
	320a-cm 3.8	630b-um 16.5	640b-uh 18.3			510a-cm 27.1	217a-cm 7.8		
	510a-cm 27.1	640a-um 7.7	670b-uh 6			510b-uh 7.1			
	540a-cm 0.2	670a-um 1.1	718a-uh 5.3			540a-cm 0.2			
	640c-cm 3	730a-um 0				540b-um 21.1			
	680a-cm 1.5	930a-um 4.8				540c-uh 19.7			
	718b-cm 4.6	930c-um 6.6				540d-um 1.5			
	740a-cm 0.4					630a-uh 5.6			
	750a-cm 0					630b-um 16.5			
	760a-cm 0					640a-um 7.7			
	930b-cm 9.1					640b-uh 18.3			
	930d-cm 4.3					630c-cm 3			
	940a-cm 1.3					670a-um 1.1			
	970a-cm 0					670b-uh 6			
						680a-cm 1.5			
						718a-uh 5.3			
						718b-cm 4.6			
						730a-um 0			
						930b-cm 9.1			
						930c-um 6.6			
						930d-cm 4.3			
						940a-cm 1.3			
						970a-cm 0			
						930a-um 4.8			
Total Gain (Loss)	177.7	75.7	68.9	0.1	2.4	(196.1)	(44.5)	(77.6)	(6.6)
GLUP	CM	UM	UH	SC	GI	HI	UR		
Net Gain (Loss) by GLUP	177.7	75.7	62.3	2.4	(44.5)	(77.6)	(196)		

EXHIBIT E. LAND NEED

Residential

The City adopted the Housing Element of the Comprehensive Plan in December 2010. The Housing Element built on the conclusions of the Population Element (adopted November 2007) and the Buildable Lands Inventory (adopted in February 2008). Over the 20-year period from 2009 to 2029 a total of 15,050 new dwelling units are needed in Medford. The available supply of residential land within the UGB is expected to accommodate 11,424 of those dwelling units leaving a need for 3,626 dwelling units to be provided for outside of the existing UGB. Of the dwelling units needed outside of the existing UGB, 2,233 are needed in UR, 498 are needed in UM, and 894 are needed in UH. To accommodate the needed dwelling units outside of the existing UGB 553 gross acres are needed using the following needed (gross) density factors: 4.8 dwelling units per acre for UR, 12.8 dwelling units per acre for UM, and 18.1 dwelling units per acre for UH. *Table 9.1* summarizes the residential land need.

Table 9.1. Residential Land Need (adapted from Housing Element *Table 39*)

	Dwelling Units Needed[12]	Dwelling Unit Capacity	Dwelling Unit Deficit	Needed Density (Gross)	Needed Buildable Acres (Gross)
UR	10,036	7,803	2,233	4.8	465
UM	993	495	498	12.8	39
UH	3,329	2,435	894	18.1	49
Total					**553**

Group Quarters, such as dorms, jails, social service facilities, and nursing homes, are typically built in high-density and commercial zones. The Housing Element estimates that of the increased population over the 20-year period, 2%, or 712 people will be housed in group quarters. Since these facilities are typically built in high-density and commercial zones the UH density of 18.1 dwelling units per acre was used, along with the average household size, to calculate a need of 16 acres of land for group quarters. This land was then allocated to the UH land demand bringing the total need for UH up to 66 acres and the total residential land need up to 570 acres.

Table 9.2. Acres for Group Quarters (adapted from Housing Element page 27 and *Table 41*)

	Group Quarters	Needed Acres
UR	0	465
UM	0	39
UH	16	66
Total		**570**

[12] In the Housing Element a portion of the dwelling unit need and the dwelling unit supply was shown to exist on commercial acreage. The portion of the residential need existing on commercial land was not used to calculate density or the number of acres needed to meet the housing demand, because the residential component on commercial land was assumed to exist in addition to a commercial use on that property.

The Housing Element also included a calculation for needed public and semi-public land. These uses include parks, schools, churches, and fraternal lodges. The study concluded that there are roughly 17 acres of public and semi-public land for every 1,000 people in the existing UGB. The study assumed a need of 11.6 acres of public and semi-public land for every 1,000 people added to the population of Medford. Given the projected population increase of 35,591 people a total of 426 acres is needed for public and semi-public uses over the 20-year planning period. This land was allocated to the three residential land types based on the percentage of dwelling units needed for each type. The inclusion of the public and semi-public land need is summarized in *Table 9.3*.

Table 9.3. Public and Semi-Public Lands (adapted from Housing Element *Tables 40* & *41*)

	Public and Semi-Public	**Total Acres Needed**
UR	298	763
UM	29	68
UH	99	164
Total	**426**	**996**

When the supply of residential land was changed through UGBA Phase 1 (see *Tables 7.1* and *7.2*) the amount of land needed in each of the residential GLUP designations was also changed. With more of the high-density and medium-density need being met within the existing UGB, fewer acres of each of those land types are needed to be added. Conversely, since some of the low-density residential land supply has been displaced from within the existing UGB, a greater amount must now be added through the UGB amendment process. While UGBA Phase 1 resulted in a 58-acre conversion of land from residential to employment GLUP designations the total residential land need only increased by 36 acres. This is due to the fact that some of this land was not identified as meeting any portion of the future residential land need (because it was classified as developed) but it is now being counted toward meeting the employment land need (because it is expected to redevelop as commercial). *Table 9.4* shows the amount of residential land needed both before and after UGBA Phase 1.

Table 9.4. Residential Land Need before and after UGBA Phase 1

	Needed Acres Before SALs	**Needed Acres After SALs**
UR	763	885
UM	68	27
UH	164	120
Total	**996**	**1,032**

Employment

The City adopted the Economic Element of the Comprehensive Plan in December 2008. The Economic Element built on the conclusions of the Population Element (adopted

November 2007) and the Buildable Lands Element (adopted in February 2008). Over the 20-year period from 2008 to 2028 a total of 1,645 acres of employment land is needed in Medford. The Economic Element did not use the General Land Use Plan (GLUP) designations used by the City to classify employment land by type, but rather specifies the need for Office Commercial, Industrial, and Retail Commercial land. The Retail Commercial need can only be met in the Commercial (CM) GLUP designation because retail is only permitted within zoning districts allowed in CM. The Industrial need will be met in the General Industrial (GI) and the Heavy Industrial (HI) GLUP designations. The Office Commercial need will be met in both the CM and Service Commercial (SC) GLUP designations, which both allow for offices within their respective zoning types. Because the SC GLUP is intended to provide primarily for employment/office uses, such as business offices and medical offices, both the medium-size and large-size office site need is assigned to the SC GLUP designation. The small-size office site need is expected to be met by fill-in development, mixed with other commercial uses. This type of development is most appropriately accommodated within the zoning types permitted in the CM GLUP designation and is assigned to CM for land need.

In addition to the standard employment land categories the Economic Element identified a need for 284 "Other" acres, comprised of 31 acres for overnight lodging and 253 acres for specialized uses. Since the "Other" acres need to be put into a city land use designation, and since the Economic Element did not do so, it is necessary to distribute those acres. Since about 9/10 of the "Other" category is described as "campus-type development," and since that type of development would only be a permitted use in the Industrial and the Service Commercial designations, a two-way partition (126 acres each) into those is appropriate. The other 31 net acres in the "Other" category are for overnight lodging; which are typically permitted in the CM designation.

Table 9.5. Conversion of Economic Element Designation to GLUP Designation (adapted from Economic Element *Figure 28*)

Use Type	Demand in Net Acres	Allocate Overnight and Specialized	Total Demand in Net Acres	GLUP Need in Net Acres
Office Commercial	404	126	530	SC = **352**
Industrial	471	126	597	GI & HI = **597**
Retail Commercial	488	31	519	CM = **697**
City Residents	248			
Region/Tourists	240			
Overnight Lodging	31			
Specialized Uses	253			
Total	1,645		1,645	**1,645**

When we compare the supply of employment land, 1,078 acres (see *Table 7.3*), against the total demand, 1,645 acres (see *Table 9.5*), we see a deficit of 567 acres over the 20-year period. The Economic Element adds 25% to net acres to convert to gross acres, as recommended in DLCD Goal 9 guidebook, to account for streets and other infrastructure needs. The total employment land need is 709 acres when converted to gross acres.

However, this comparison of the overall supply of employment land against the overall demand does not provide an accurate representation of the employment land need for the City. When we compare the land need against the supply of land, by employment GLUP type, we see that there is a 44-acre surplus of industrial land within the existing UGB over the 20-year period (*Table 9.6*). Since this surplus (if left in the industrial GLUP designations) does not help to meet the commercial land need, the actual need for employment land is 612 net acres, which converts to 765 gross acres. This is the true employment land need for the 20-year period.

Table 9.6. Employment Land Need in Net Acres

	Supply	Demand	Deficit (surplus)	Deficit for Land Need
SC	172	352	180	180
GI & HI	641	597	(44)	0
CM	265	697	432	432
Total				**612**

Table 9.6 shows that there is a surplus supply of industrial land within the existing UGB over the 20-year period. In accordance with ORS 197.296 subsection (6) the City undertook UGBA Phase 1 to increase the developable capacity of the urban area. This was done primarily by converting surplus industrial land to commercial land. It was also done by converting some residential land that was not identified as meeting any of the future residential land need to employment land that is now meeting some of the identified employment land need. Unlike with the residential land need, which changed by 36 acres based on the 58-acre change from residential to employment, the employment land need decreased by 58 acres based on those conversions.

As shown in *Table 9.7,* UGBA Phase 1 resulted in the addition of approximately two acres of SC land, bringing the total supply to 174 acres, and decreasing the deficit to 177 acres. UGBA Phase 1 added approximately 178 acres to the CM land, bringing the total supply to 443 acres, and decreasing the deficit to 254 acres. UGBA Phase 1 converted approximately 122 acres of GI & HI land, bringing the supply of land down to 519 acres, and changing the 44-acre surplus of land to a 77-acre deficit. By increasing the developable capacity of employment lands within the existing UGB, as recommended by ORS 197.296 subsection (6), the City reduced its overall need for employment land from 765 gross acres to 637 gross acres, a difference of 128 gross acres.

Table 9.7. Employment Land Need after UGBA Phase 1 (net acres)

	Supply Before SALs	Supply After SALs	Demand	Deficit
SC	172	174	352	177
GI & HI	641	519	597	78
CM	265	443	697	254
Total				**509**

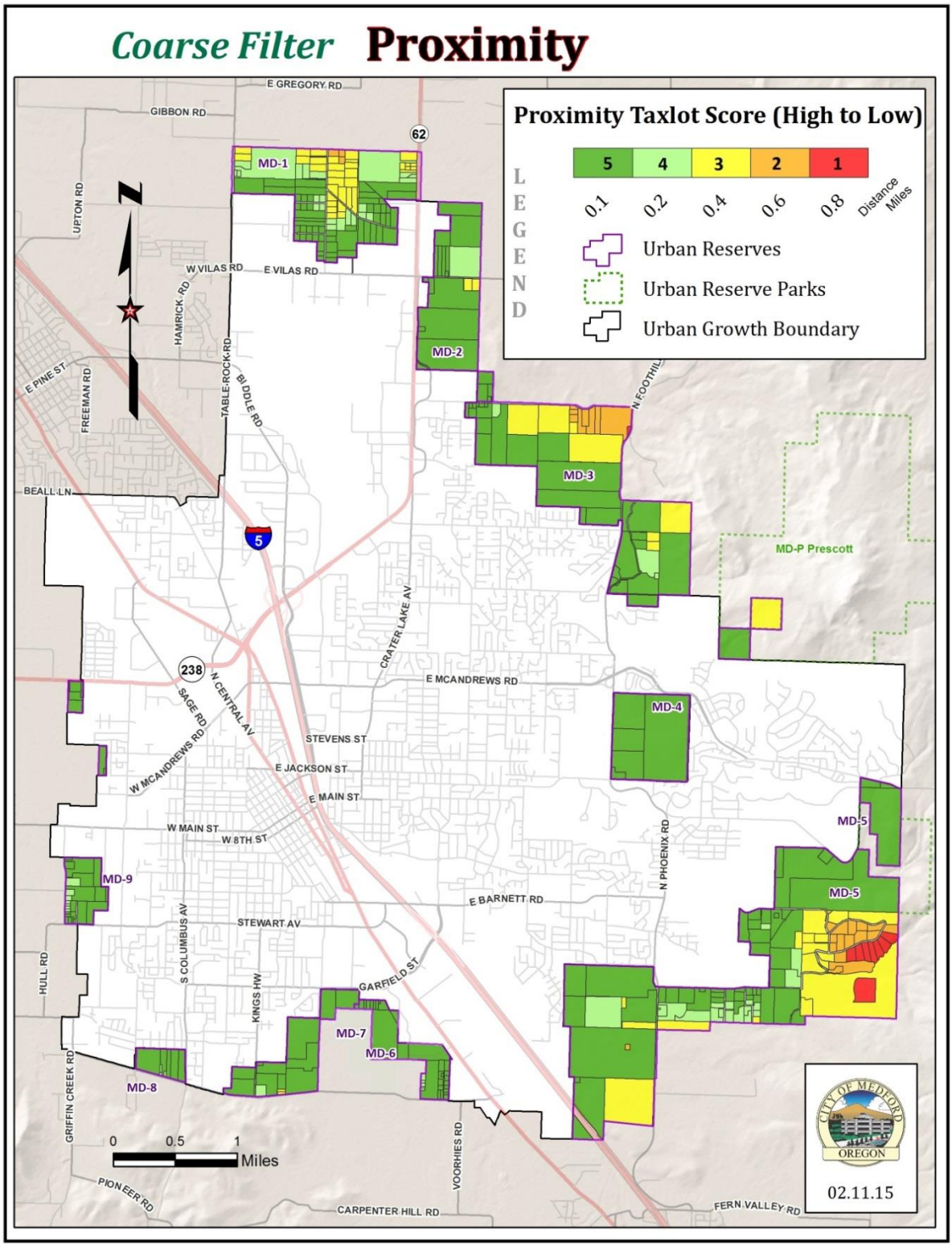
The number of net acres needed is then converted to gross acres in order to account for roads and other infrastructure resulting in a total employment land need of 637 gross acres.

Table 9.8. Net-to Gross Conversion of Employment Land Need after UGBA Phase 1

	Deficit in Net Acres	Deficit in Gross Acres
SC	177	222
GI & HI	78	97
CM	254	318
Total		**637**

EXHIBIT F. COARSE FILTER MAPS

Map 10.1. Proximity



Map 10.2. Parcel Size

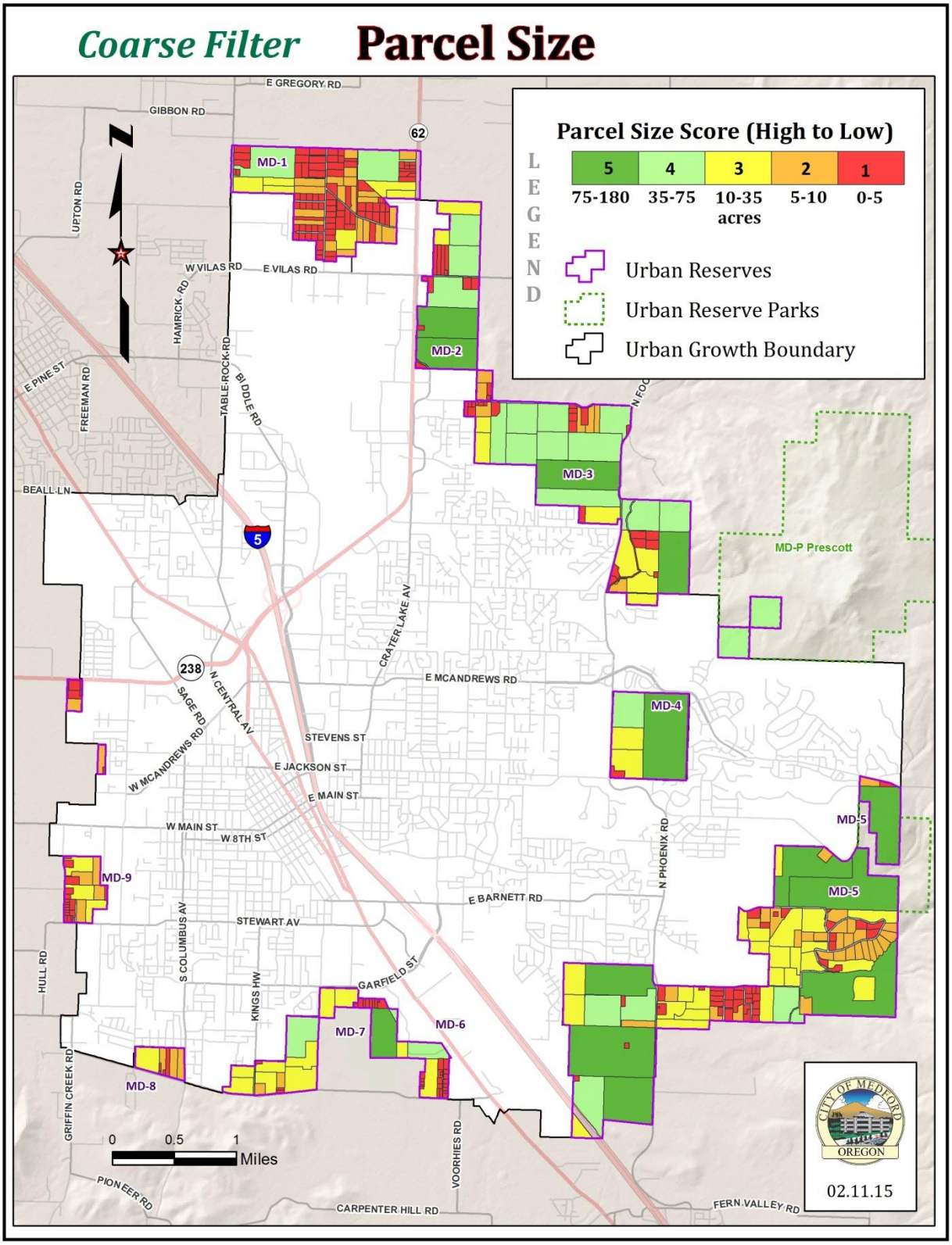


EXHIBIT G. CAPACITY ANALYSIS OF THE URBAN RESERVE

Map 11.1. Capacity Analysis Results for ESAs

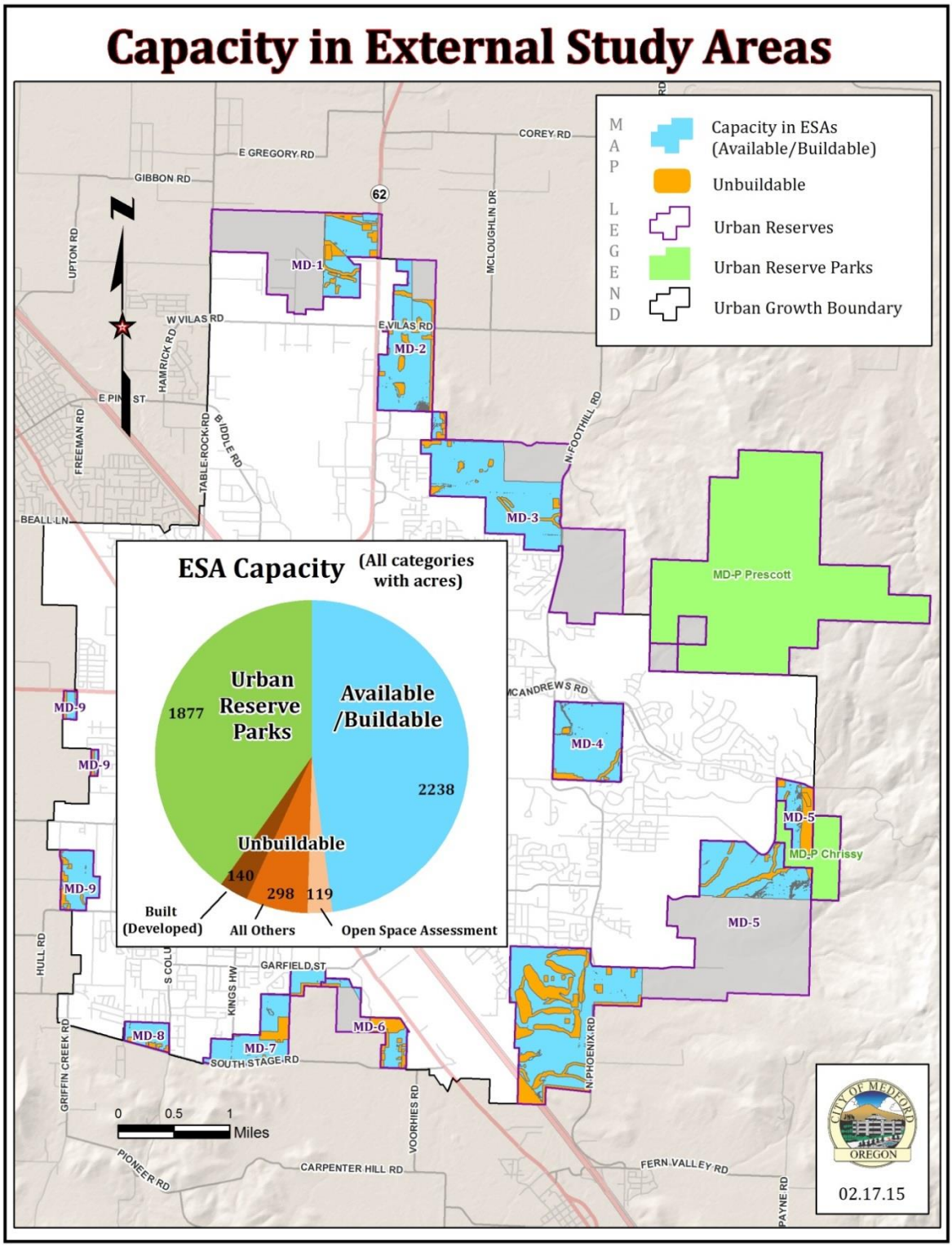
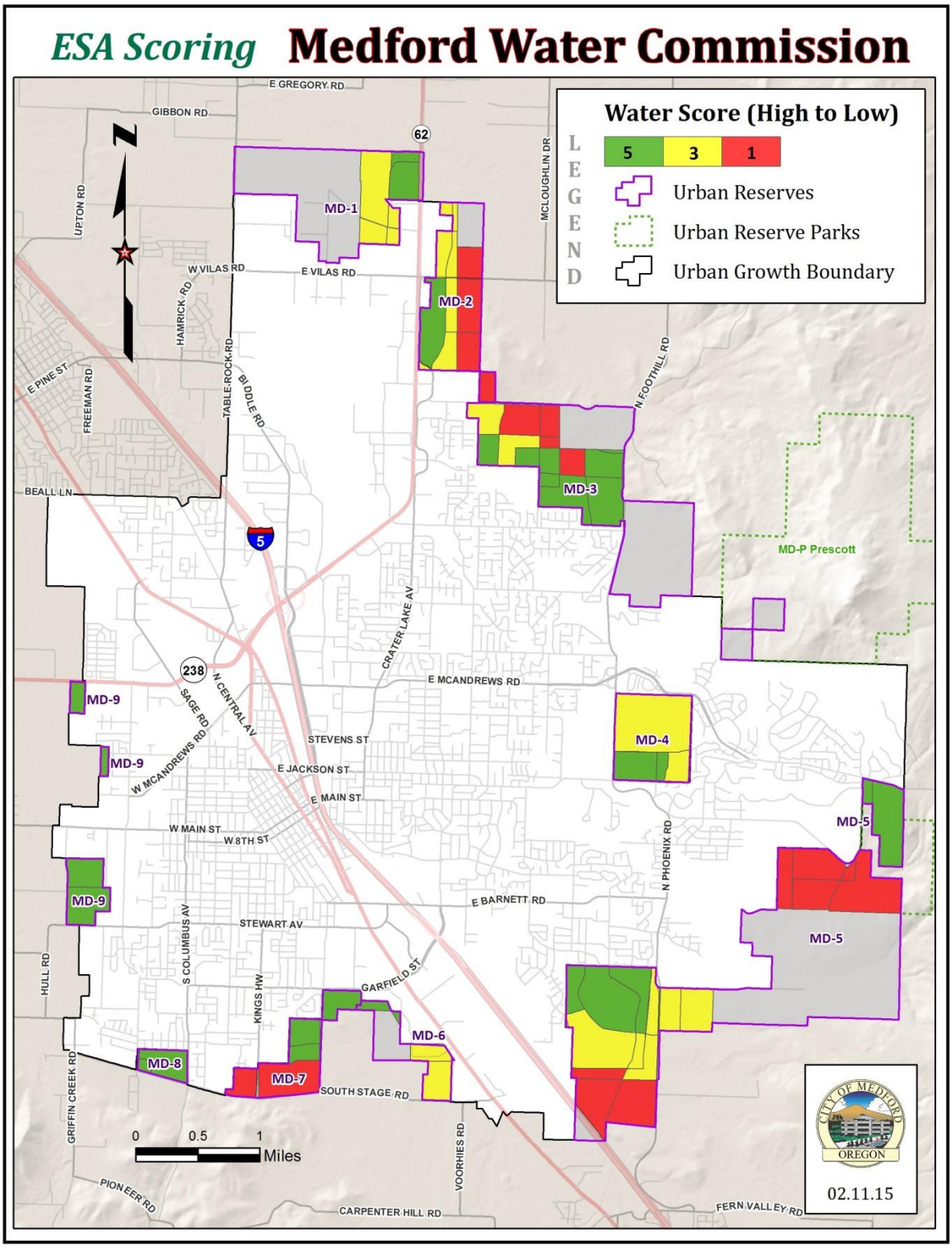
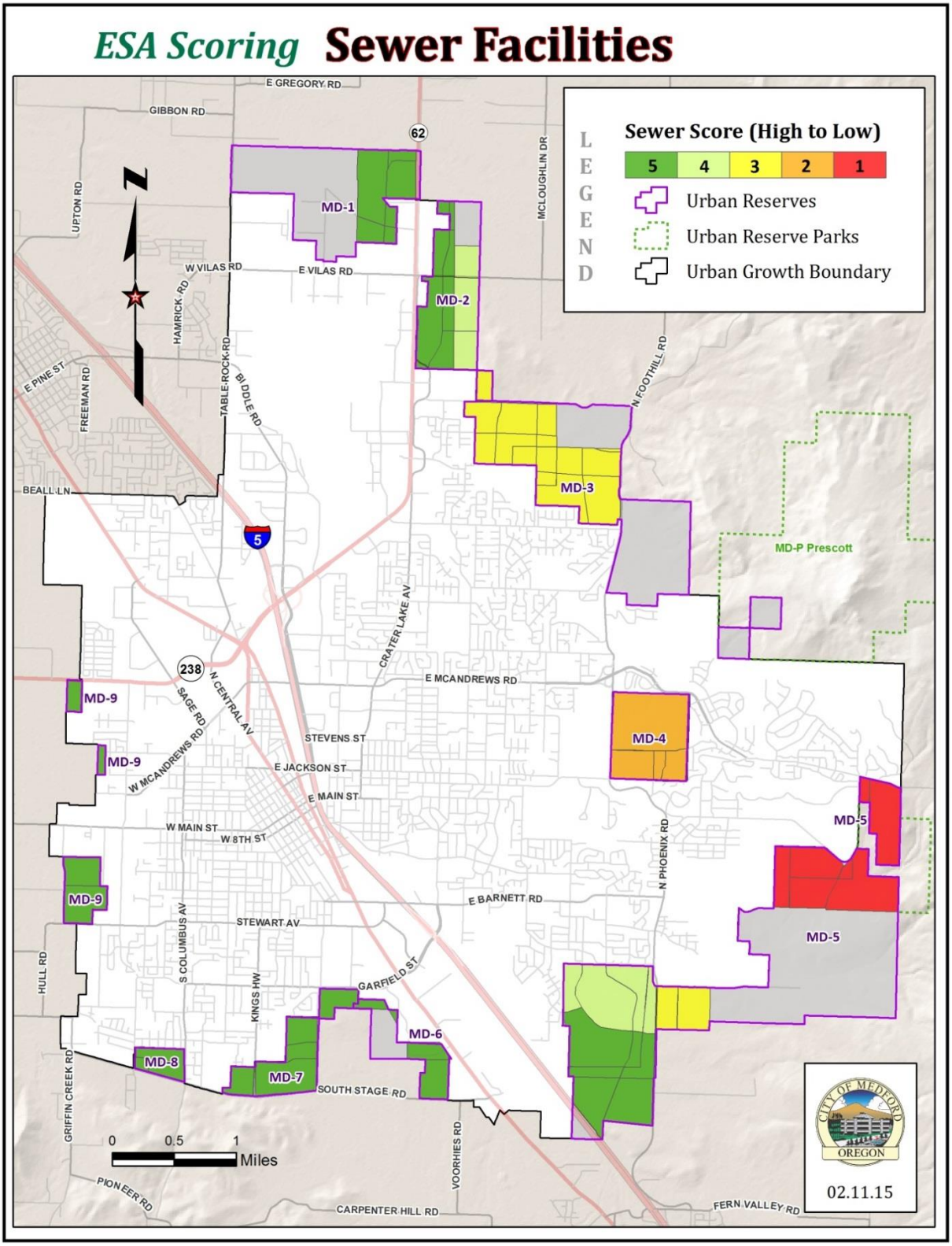


EXHIBIT H. ADDITIONAL SCORING MAPS

Map 12.1. Water



Map 12.2. Sewer



Map 12.3. Transportation

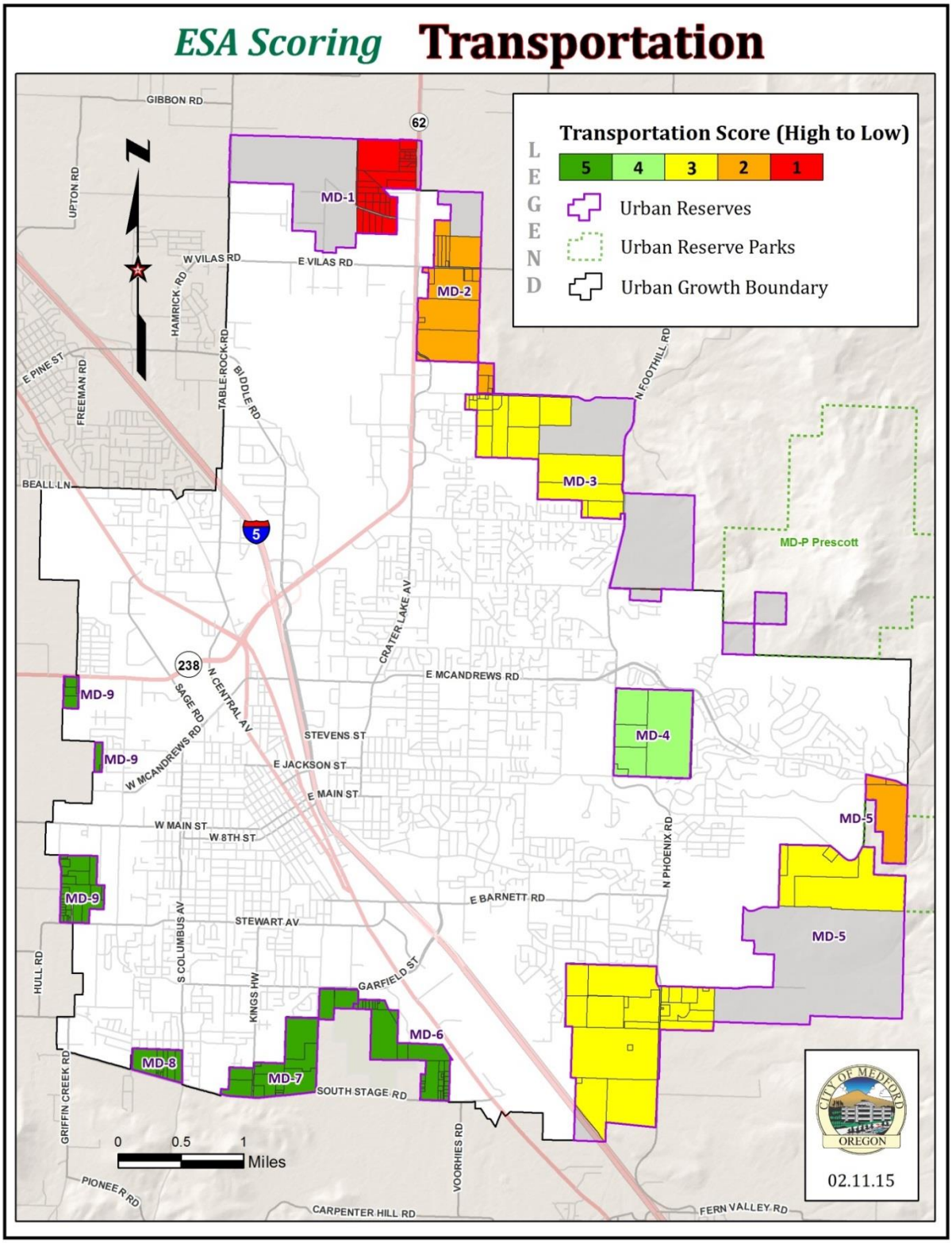


EXHIBIT I. INFRASTRUCTURE SCORING MEMOS

City of Medford Transportation System Plan and Urban Growth Boundary Amendment

DRAFT Technical Memorandum #8: UGB Expansion Alternatives: Qualitative Comparison of Scenarios

Date:	June 26, 2013	Project #: 10771
To:	Alex Georgevitch, City of Medford	
From:	Joe Bessman, Julia Kuhn, and Matt Kittelson	
Project:	City of Medford TSP/UGB Amendment	
Subject:	Interim Year 2028 Updated Planning Horizon Analysis	

This memo compares the City of Medford Urban Growth Boundary (UGB) expansion options (also referred to as External Study Areas, or ESA's) and their impact on the transportation network. Details on the development of these options are summarized in Technical Memorandum #7.

QUALITATIVE EVALUATION CRITERIA

Five qualitative review criteria were used to compare the UGB scenarios, including:

- Generalized infrastructure needed to support each scenario – does the scenario require new arterial/collector streets, or widening of existing roads?
- Generalized effect on congestion on existing roadways within the UGB – does the scenario contribute to already congested corridors in Medford?
- Safety impacts – Are there known safety issues that could be affected by the scenario, or could new safety issues be potentially created?
- Connectivity Issues – Do the existing roadways provide ample connectivity to serve the area, or would other connections be needed?
- Infrastructure costs – relative to the other options, what would it cost to provide the needed transportation facilities?

UGB EXPANSION OPTIONS

City staff developed four UGB expansion scenarios for review (as discussed in Technical Memorandum #7). All four scenarios include the same number of future jobs and households, with variation between scenarios in consideration of buildable lands, zoning, and in the baseline scenario consideration of accommodating all growth external to the existing UGB. . Exhibits 1 through 4 illustrate the location of the four scenarios; additional details of each are described below.

FILENAME: H:\PROJFILE\10771 - MEDFORD TGM\MEMOS\MEMO8\TECHMEMO8_ESAALTERNATIVES.DOC

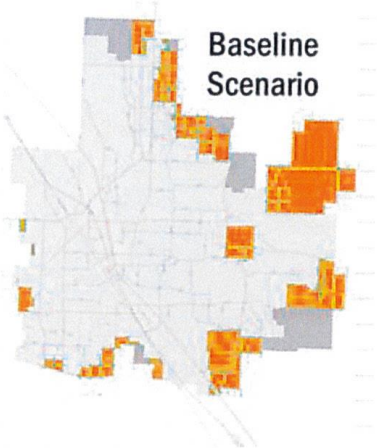


Exhibit 1. Baseline scenario assumes all Medford growth occurs outside of the current UGB with no internal upzoning.

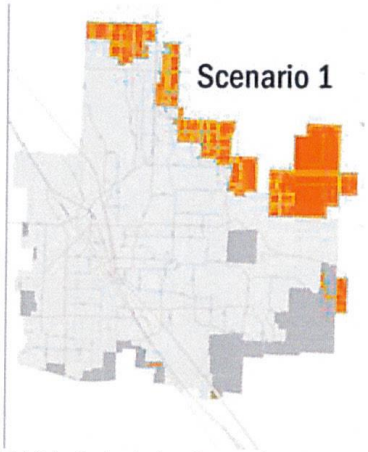


Exhibit 2. Includes internal upzoning and expansion of the UGB to the northeast.

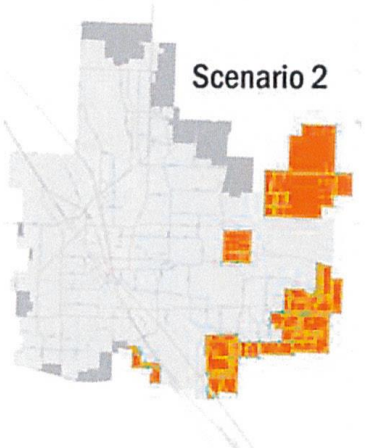


Exhibit 3. Includes internal upzoning and expansion of the UGB to the southeast and in limited portions of the southwest.

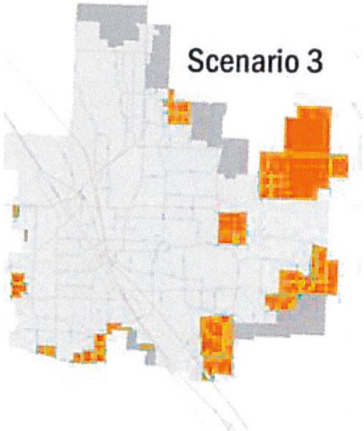
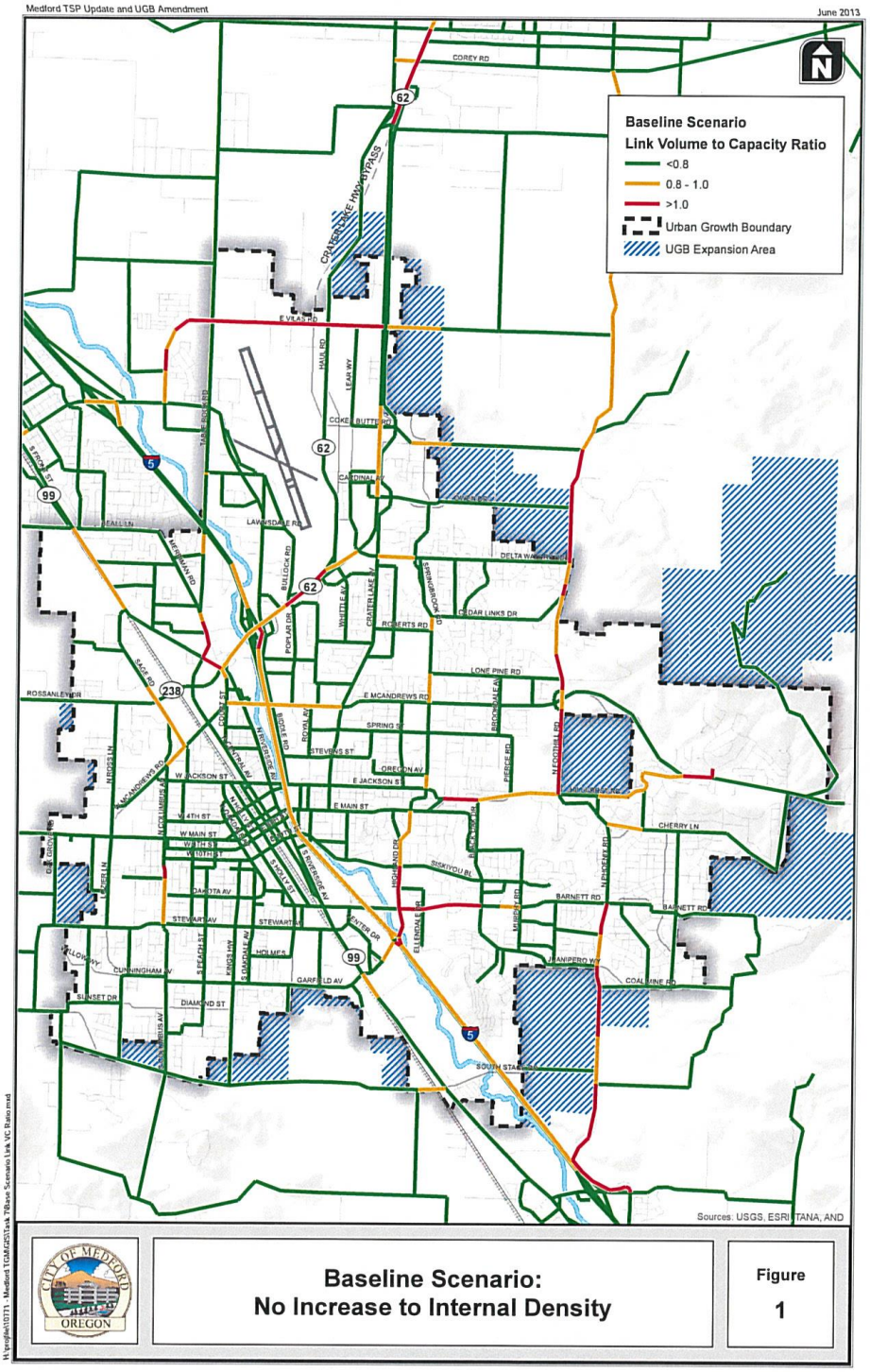


Exhibit 4. Includes internal upzoning and expansion of the UGB to the east and limited portions in the southwest.

Baseline Scenario

A summary of the key attributes of the Baseline Scenario is provided below. In general, growth is spread throughout several UGB expansion areas primarily on the northern and eastern sides of the city. In addition, this scenario does not rely on increased densities within the existing UGB. This is the most land intensive scenario being evaluated. For relative comparison purposes, Figure 1 illustrates the projected roadway segment congestion with this scenario.

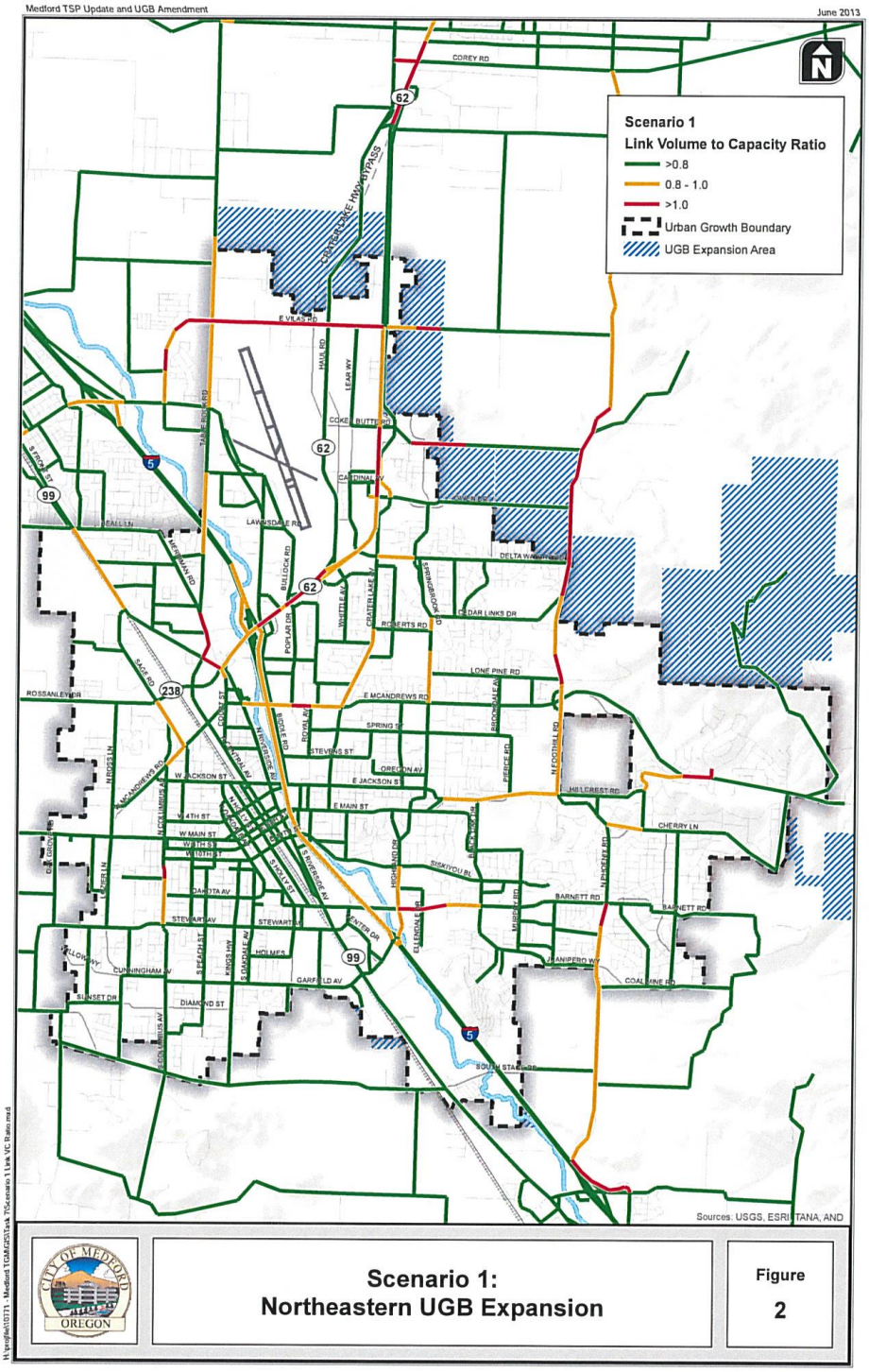
Scenario Description	Supports 2038 growth without upzoning internal UGB lands; requires the most land (4,719 acres) to accommodate projected growth.
Amount of Growth	4,719 total acres of UGB Expansion (most land) • 1,908 acres of residential land • 896 acres commercial land • 29 acres industrial land • 1,886 acres open space
Infrastructure Needed to Support Development	With growth outside the UGB occurring in various areas rather than a more concentrated geographic location, a number of new collector and arterial roadways would be needed to connect the various locations into the city's existing street system. In particular, a well-connected collector system that supports access to/from Foothill Road, Vilas Road, Coker Butte Road, and Phoenix Road will be needed. These areas tend to have topographical issues that will need to be considered in the development of an effective street system for multimodal travel needs. Given the levels of congestion on the existing arterials, consideration also needs to be given to providing reasonable access to Highway 62 and I-5 from the expansion areas.
General Effect on Congestion	This scenario relies on access to a number of existing arterials that experience congestion today, such as: • OR 62 – Crater Lake Highway • Vilas Road • Phoenix – Foothill Road • Hillcrest Road • I-5 • Barnett Road
General Effect on Safety	Today, sections of Foothill-Phoenix and Hillcrest Road are narrow and windy with limited facilities for pedestrian and bicycle travel near the UGB. Improvements to these facilities would be needed to provide for multimodal travel. In addition, added travel would occur along the Crater Lake Highway and at existing I-5 interchanges, which have documented safety issues today.
General Effect on Connectivity	New connections would largely be needed in various areas to support the arterial system on the east side of the City. Today, very few streets exist in the UGB areas to support additional growth, primarily due to topography issues.
Generalized Costs	Relative Cost: $$$ (Highest of all Scenarios due to geographic scope of needed infrastructure)


Medford TSP Update and UGB Amendment
June 2013
Baseline Scenario
Link Volume to Capacity Ratio
<0.8
0.8 - 1.0
>1.0
Urban Growth Boundary
UGB Expansion Area
Sources: USGS, ESRI, TANA, AND
CITY OF MEDFORD
OREGON
Baseline Scenario:
No Increase to Internal Density
Figure
1

Scenario 1: Northeastern UGB Expansion

A summary of the key attributes of Scenario #1 is provided below. In general, growth is concentrated to the east of the Crater Lake Highway and north of Hillcrest Road. In addition, this scenario relies on increased densities within the existing UGB. This is the least land intensive scenario being evaluated, requiring 20 percent fewer acres of expansion than the Baseline Scenario. Figure 2 illustrates the potential roadway segment congestion associated with this scenario.

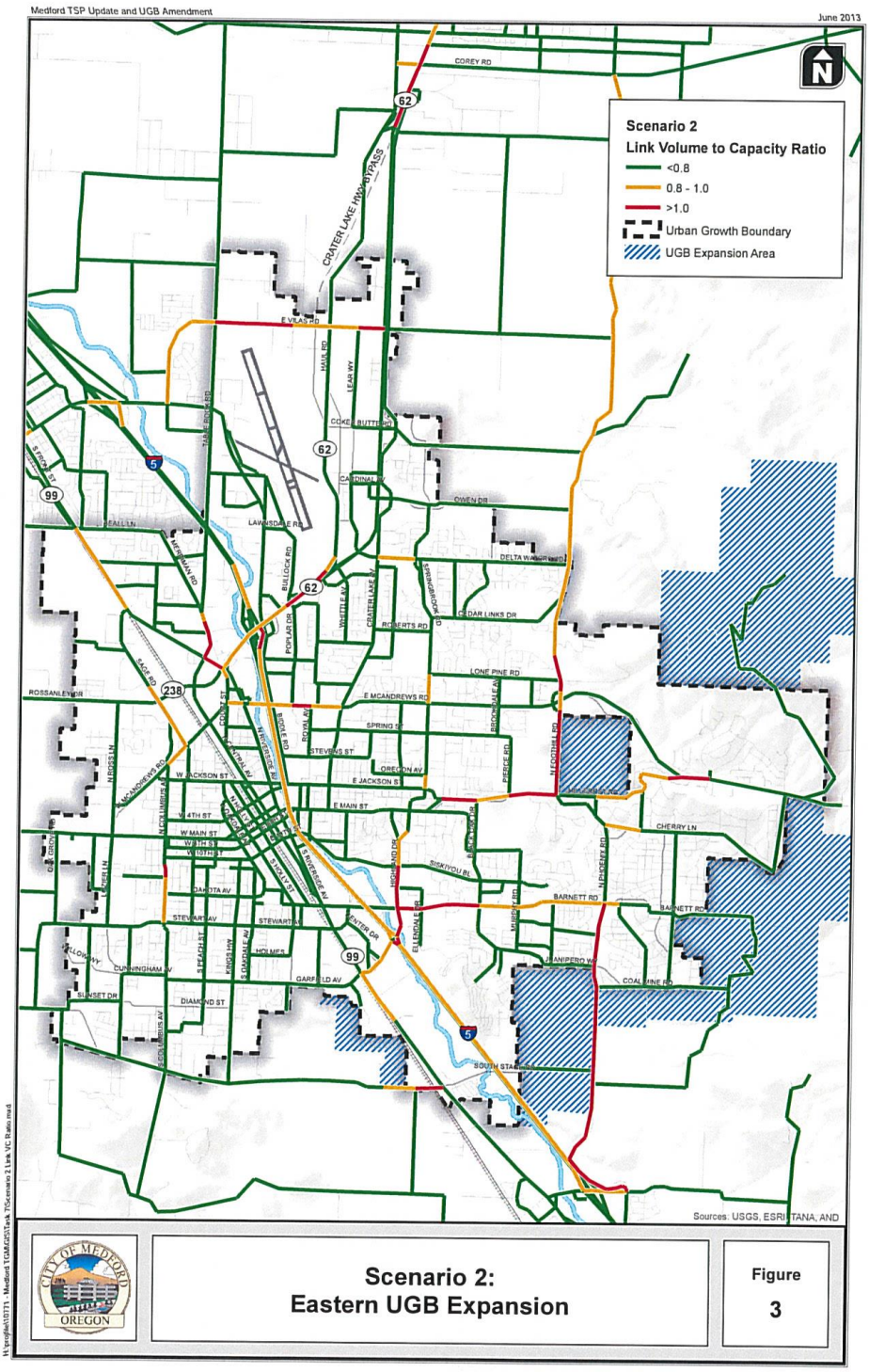
Scenario Description	Expansion of the UGB to the north and northeast; requires the least total land of all scenarios.
Amount of Growth	3,814 total acres of UGB Expansion (Least land-intensive) • 1,081 acres of residential land • 423 acres of commercial land • 424 acres industrial land • 1,886 acres open space
Infrastructure Needed to Support Development	High reliance on the Crater Lake Highway and Foothill Road would necessitate improvements to these facilities. A new north-south arterial may also be needed. Further, an extensive local collector street system to support the Foothill Road, Crater Lake Highway, Coker Butte Road and Delta Waters Road corridors will be needed to serve expansion in this area.
General Effect on Congestion	This scenario will place additional pressures on the congested arterial system in the northeast area of the city, such as the Crater Lake Highway, Vilas Road, Foothill Road, Coker Butte Road, as well as the intersection of key roadways with the Crater Lake Highway. The ability to expand these facilities or add new roadways in built areas will be very challenging due to existing land use and topographic constraints.
General Effect on Safety	Today, sections of Foothill Road are narrow and windy with limited facilities for pedestrian and bicycle travel near the UGB. Improvements would be needed to provide for multimodal travel. In addition, additional demand will be placed on Crater lake Highway and the collectors and arterials that intersect it; this highway and its intersections have documented safety issues today.
General Effect on Connectivity	The arterial and collector system in northeast Medford is very limited today. A well connected grid network of streets will be needed to support growth in this area. In addition, new north-south routes would be needed to provide a parallel system of roadways to the Crater Lake Highway. Options to provide this connectivity will be limited by the airport, Bear Creek, and the existing topography.
Generalized Costs of Infrastructure	Providing a well-connected grid system in the northeastern area of the City would be costly due to topographic and land use constraints. Relative Cost: $$ (likely higher than Scenarios 2 and 3 but lower than the Baseline)


Medford TSP Update and UGB Amendment
June 2013
Scenario 1
Link Volume to Capacity Ratio
>0.8
0.8 - 1.0
>1.0
Urban Growth Boundary
UGB Expansion Area
Sources: USGS, ESRI, TANA, AND
CITY OF MEDFORD
OREGON
Scenario 1:
Northeastern UGB Expansion
Figure
2

Scenario 2: Eastern UGB Expansion

A summary of the key attributes of Scenario #2 is provided below. This scenario focuses growth in areas southeast of the UGB as well as northeast of Hillcrest Road/Foothill Road. Like Scenario 1, this scenario relies on increased densities within the existing UGB and requires 15 percent fewer expansion acres than the Baseline Scenario. Figure 3 illustrates the projected levels of congestion associated with this scenario.

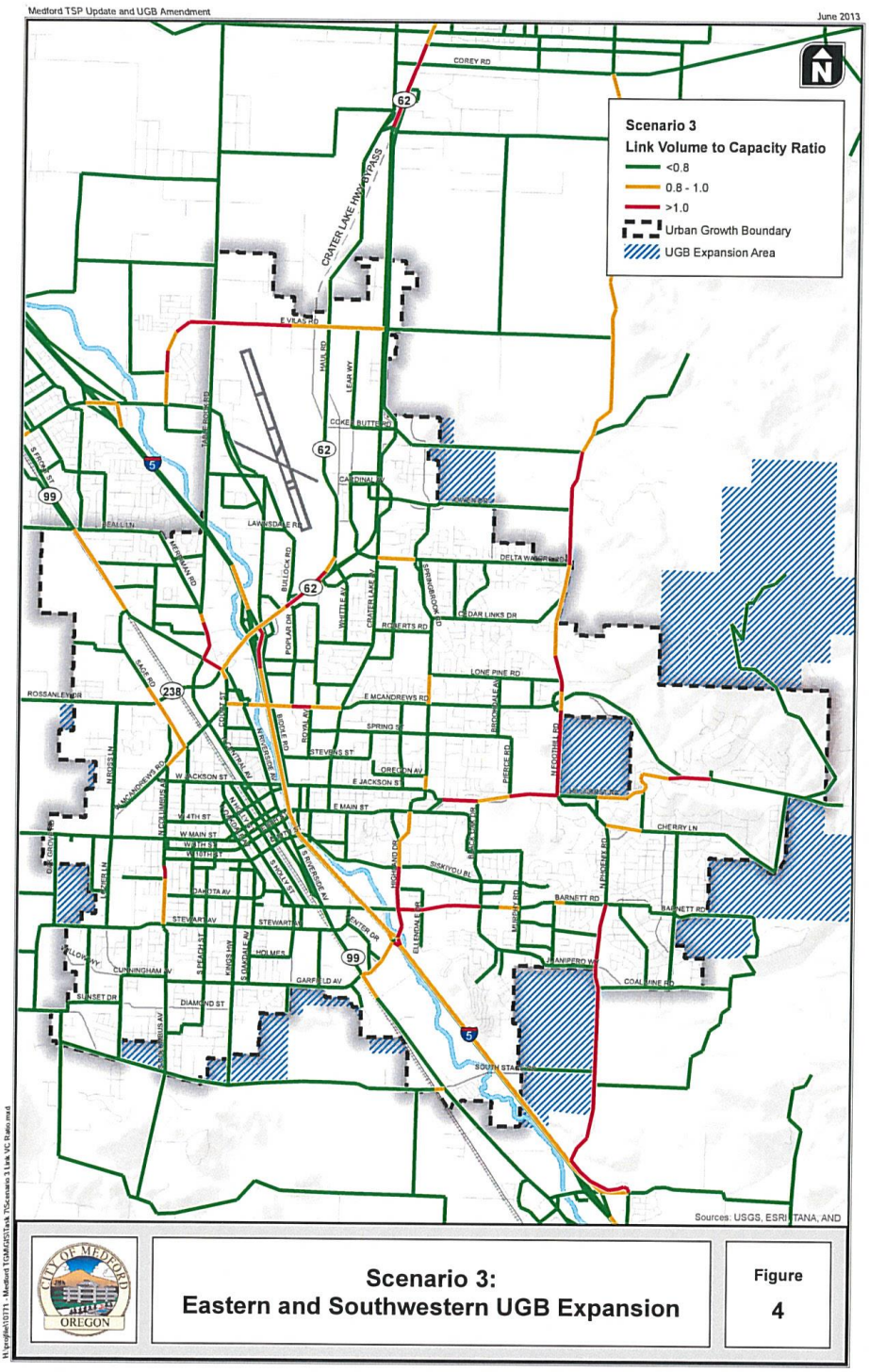
Description	Expansion of the UGB largely to the southeast and east.
Amount of Growth	4,035 total acres of UGB expansion (15 percent lower than the Baseline Scenario) • 1,664 acres residential land • 395 acres commercial land • 89 acres industrial land • 1,886 acres open space
Infrastructure Needed to Support Development	This scenario places higher demands on the Phoenix Road, Foothill Road, Hillcrest Road and Barnett Road corridors than other scenarios considered. The Foothill-Phoenix Road corridor would likely require widening. In addition, a well-connected roadway system that supports South Stage, Foothill, Hillcrest and Barnett is needed.
General Effect on Congestion	Congestion on the State system is generally reduced compared to other scenarios. Higher levels of congestion are expected on the arterials in the southeast part of the city. The ability to make improvements to these arterials is somewhat limited by the existing built environment. However, in general, the increased demands occur on facilities with more capacity for future development than the Baseline and Scenario 1.
General Effect on Safety	The areas within the city with documented safety issues are less impacted by this scenario than some of the other scenarios being considered. Multimodal improvements to the Foothill Road-Phoenix Road corridor will be needed; as discussed previously, sections of this corridor are narrow and windy with limited facilities for pedestrian and bicycle travel near the UGB.
General Effect on Connectivity	A well connected grid network of streets will be needed to support growth in this area that provides connections to the Foothill Road-Phoenix Road, Barnett Road, South Stage, and Hillcrest Road corridors. In addition, a new north-south route to support Foothill Road-Phoenix Road corridor may be helpful.
Generalized Costs of Infrastructure	The transportation infrastructure needed to support growth in a more concentrated area of the city with more capacity than other areas results in lower infrastructure costs in general. Relative Cost: $ (Lowest, Similar to Scenario 3)


Medford TSP Update and UGB Amendment
June 2013
Scenario 2
Link Volume to Capacity Ratio
<0.8
0.8 - 1.0
>1.0
Urban Growth Boundary
UGB Expansion Area
Sources: USGS, ESRI, TANA, AND
CITY OF MEDFORD
OREGON
Scenario 2:
Eastern UGB Expansion
Figure
3

Scenario 3: Eastern and Southwestern UGB Expansion

The key aspects of Scenario #3 are summarized below. This scenario concentrates growth in areas similar to Scenario 2, although with fewer lands expected in the southeast. Like Scenarios 1 and 2, this scenario relies on increased densities in the existing UGB and requires 20 percent fewer lands than the Baseline scenario. Figure 4 illustrates the projected levels of congested associated with this scenario.

Description	Expansion of the UGB to the east and portions of the southwest UGB.
Amount of Growth	3,846 Total Acres of UGB Expansion (20 percent less than Baseline) • 1,520 acres of residential land • 411 acres of commercial land • 29 acres industrial land • 1,886 acres open space
Infrastructure Needed to Support Development	This scenario places higher demands on Foothill Road, Hillcrest Road, and Phoenix Road (although to a lesser extent than Scenario #2). Like Scenario #2, these existing roadways may need improvement to serve multimodal needs. Further a well-connected grid network that supports these existing facilities would be needed.
General Effect on Congestion	This scenario has similar impacts as Scenario 2 although lower impacts are provided to the Barnett Road corridor.
General Effect on Safety	Like Scenario 2, the areas impacted are not those with extensive documented safety issues. In addition, multimodal improvements will be needed especially near the UGB.
General Effect on Connectivity	Like Scenario #2, a well-connected grid network of streets will be needed to support growth in this area with connections to the Foothill Road-Phoenix Road, and Hillcrest Road corridors. In addition, a new north-south route to support Foothill Road-Phoenix Road corridor may be helpful.
Generalized Costs of Infrastructure	Like Scenario #2, the infrastructure needs associated with this scenario area less significant than other scenarios considered. Relative Cost: $ (Similar costs to Scenario 2)


Medford TSP Update and UGB Amendment
June 2013
Scenario 3
Link Volume to Capacity Ratio
<0.8
0.8 - 1.0
>1.0
Urban Growth Boundary
UGB Expansion Area
Sources: USGS, ESRI, TANA, AND
CITY OF MEDFORD
OREGON
Scenario 3:
Eastern and Southwestern UGB Expansion
Figure
4

SUMMARY OF SCENARIOS

Comparison of the scenarios noted several improvement needs that would be required regardless of the UGB scenario pursued. These are outlined below:

- Need to improve the Phoenix – Foothill connection as high levels of congestion are anticipated. This would likely require a five-lane cross-section from the
- Congestion noted along all northern crossings of I-5: Vilas Road, Crater Lake Highway, and McAndrews Road.
- Moderate to high levels of congestion at and surrounding the I-5 interchanges.
- Columbus Avenue congestion between Stewart and Main Street

Differentiating characteristics between scenarios are summarized below.

- The Baseline Scenario (all growth external to the existing UGB without upzoning internal lands) would be the most costly scenario to support. The additional lands required on the City's periphery place a high reliance on the arterial network both in the southeastern and northern portions of the City.
- Scenarios 2 and 3 provide the lowest costs relative to the other scenarios as improvements are limited to the southeast portion of the City. The improvements in this area would benefit all of the scenarios assessed, and would be implementable given the largely unbuilt areas surrounding these corridors.
- Scenarios 2 and 3 reduce congestion on I-5 and OR 62, where improvements will be very costly or infeasible.
- Southwestern growth in Scenario 3 presents no additional roadway infrastructure needs as the network in this portion of the City is well established and operating with reserve capacity.

Please let us know if you have any questions or comments regarding this qualitative comparison of UGB scenarios.

CITY OF MEDFORD
Interoffice Memorandum

August 20, 2014

TO: Joe Slaughter

FROM: Roger Thom

SUBJECT: UGB – ESA Sanitary Sewer Study

Public Works has reviewed our sanitary sewer system with consideration to impacts from development under the current proposal for UGB – ESA. Within the ESA, there are three primary areas served by the City; Northeast, 435 acres with ID#'s 3101 to 3103, and 3202 to 3212, Hillcrest/Vista Point, 353 acres with ID#'s 4101, 4102, 4201, 4202, 3213, 3214, Southeast, 379 acres with ID#'s 5101, and 5201 to 5206.

Relatively, cost to upsize the sanitary sewer to accommodate ESA areas is as follows: Northeast is the least expensive, Hillcrest is next, Southeast area is the highest. Southeast area could be looked at in a different way; currently there is approximately 500 acres of land in the UGB that is not serviceable without sewer upsizing. If funding was available to upsize for the current UGB, the incremental cost to accommodate the new Southeast area would be low.

If you need further information or clarification, please contact me.

ROGUE VALLEY SEWER SERVICES

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

April 10, 2013

John Adams
City of Medford Planning
200 S. Ivy St
Medford, OR 97501

RE: UGB Sewer Service Availability

John,

The following document is a summary of the availability of sewer to serve the proposed UGB expansion. Please note that estimating the potential cost would not provide an accurate means to evaluate the cost of serving the growth area. A more accurate means to measure the impact is to base the feasibility of utilizing the growth area based on the distance required to provide sewer mainline to serve the growth area. Also, the exact downstream impacts from commercial type uses are difficult to determine due to the variety of system demand from commercial properties.

Please review this summary and feel free to contact me with any questions concerning the availability study.

Sincerely,

Wade Denny, PE

Digitally signed by Wade Denny, PE
DN: cn=Wade Denny, PE, o=Rogue Valley Sewer Services, ou=District Engineer, email=wdenny@rvss.us, c=US
Date: 2013.04.10 07:13:33 -07'00'

Wade Denny, P.E.
District Engineer

K:\DATA\Agencies\MEDFORD\UGB\ESA\UGB Comments.docx

Summary of Sanitary Sewer Availability to ESA

1101: Sewer is available to serve the proposed growth area as follows.

- South half of area can be served by extending 8 inch mainline from existing 8 inch gravity sewer located in Justice Road. The existing 8 inch gravity line flows into a pump station at the corner of Peace and Justice Road. Depending on the type of commercial development, the pump station may need to be upsized to handle the demand.
- North half of area will require a 450' 8 inch mainline from the east.
- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.
- Internal mainline extensions will be required to serve the parcels. Determining the footage of mainline required will depend on the parcel configuration.

1102-1103: Sewer is available within the proposed growth area from the 8 inch and 10 inch mainlines within the growth areas.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

1106-1105: Sewer is available from the existing 8 inch sewer within Justice Road.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.
- The existing 8 inch gravity line flows into a pump station at the corner of Peace and Justice Road. Depending on the type of commercial development, the pump station may need to be upsized to handle the demand.
- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.

2101: Sewer is available within the proposed growth area.

- Development within this area will require a STEP system to connect to the existing 4 inch pressure line within the growth area.

2102: Sewer is available with the proposed growth area

- Development will require an internal 8 inch mainline extension from the existing mainline located mid growth area.

2103: Sewer is available from a mainline extension of +/- 50' from the 15" sewer main just west of the area in Vilas Road.

- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.
- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

2104: Sewer is available from a mainline extension of +/-600' from the 15" sewer main just west of the area in Vilas Road.

- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.
- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

2201: Sewer is available from a mainline extension of +/-1050' from the 15" sewer main just west of the area in Vilas Road.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

2105: Sewer is available from a mainline extension of +/-50' from the 15" sewer main just north of the area in Vilas Road.

- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.
- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

2106: Sewer is available from a mainline extension of +/-750' from the 15" sewer main just west of the area in Vilas Road.

- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.
- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

2202: Sewer is available from an 8 inch mainline extension of +/-1100' from the 15" sewer main just west of the area in Vilas Road.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

2108: Sewer is available from an 8 inch mainline extension of +/-366' from the 10" sewer main just south of the area and located on the east side Crater Lake Hwy.

- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.
- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

2203: Sewer is available from an 8 inch mainline extension of +/-1800' from the 10" sewer main southwest of the area and located on the east side Crater Lake Hwy.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

2107: Sewer is available from an 8 inch mainline extension of +/-450' from the 10" sewer main just south of the area and located on the east side Crater Lake Hwy.

- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.
- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

3201: Sewer is available from an 8 inch mainline extension of +/-100' from the 8" sewer main west of the area and located in Coker Butte Road.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

3202: Sewer is available from an 8 inch mainline extension of +/-100' from the 8" sewer main west of the area and located in Coker Butte Road.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

3203: Sewer is available from an 8 inch mainline extension of +/-1150' from the 8" sewer main west of the area and located in Coker Butte Road.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

3205,3206,3101,3204,3207,3102,3103,3208,3211,3209,3210,3212: Service to these areas will require a combination of mainline extensions of varying length and the installation of a minimum of one pump station to be served by RVSS. Some of these areas may be best served by the City.

9201: Service to this area can be obtained by a combination of sewer taps and or mainline extensions from the existing 10 inch mainline in Rossanley Drive.

9202: Sewer is available from existing 8 inch mainline fronting this area in Maple Park Drive and Finley Lane.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

9203: Sewer is available from the existing 18 inch mainline fronting the area in Oak Grove Rd.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

9204: Sewer is available from the existing 18 inch mainline in Oak Grove Rd and the existing 8 inch mainline in Stewart Ave.

- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

7102: Sewer is available from 8 inch sewer mains in S. Stage Rd and Lillian St.

- Internal mainline extensions from one or more of these mains will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.
- Due to the variety of commercial property use, exact downstream impacts are difficult to determine.

7203: Sewer fronts this area at the corners of Kings Hwy. and S Stage Rd, Experiment Station Rd and Kings Hwy, and on Marsh Lane.

- Internal mainline extensions from one or more of these mains will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

7202: Sewer fronts this area at the intersection of Experiment Station Rd and Marsh Ln.

- Internal mainline extensions from one or more of these mains will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

7201: Sewer is available from existing 8 inch mainline stubbed out along the westerly edge of this area.

- Internal mainline extensions from one or more of these mains will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

7101: Sewer is available from the existing 12 inch mainline stubbed out near the intersection of Myers Lane and Garfield Avenue.

- Internal mainline extensions from this main will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

6301: Sewer is available from the existing 18 inch mainline located at this area northeast corner.

- Internal mainline extensions from this main will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.

6302 and 6101: Sewer is currently serving properties within these areas.

- Internal mainline extensions from this main will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.
- Due to the variety of commercial and industrial property uses the exact downstream impacts are difficult to determine.

5106: Sewer service is available from a 15 inch sewer extension of +/- 1000' from the south.

- Internal mainline extensions from this main will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.
- Due to the variety of commercial and industrial property uses the exact downstream impacts are difficult to determine.

5107: Sewer service is available from a 15 inch sewer extension of +/- 2200' from the south.

- If sewer is extended to area 5106, the sewer extension would be only about 500 feet.
- Internal mainline extensions will be required to serve the parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.
- Due to the variety of commercial and industrial property uses the exact downstream impacts are difficult to determine.

5105, 5104, 5212, 5211, 5209, 5208, 5210, 5102, 5103, and 5207: Sewer is available from a combination of +/- 1500' of 15 inch, 3800' of 12", 1500' of 8" from the south.

- If sewer is extended to area 5106 or 5107, the above mentioned extension distances will be reduced.
- Internal mainline extensions will be required to serve the internal area parcels. Estimating the footage of mainline required will depend on the parcel configuration, thus an estimate will not be provided.
- Due to the variety of commercial and industrial property uses the exact downstream impacts are difficult to determine.

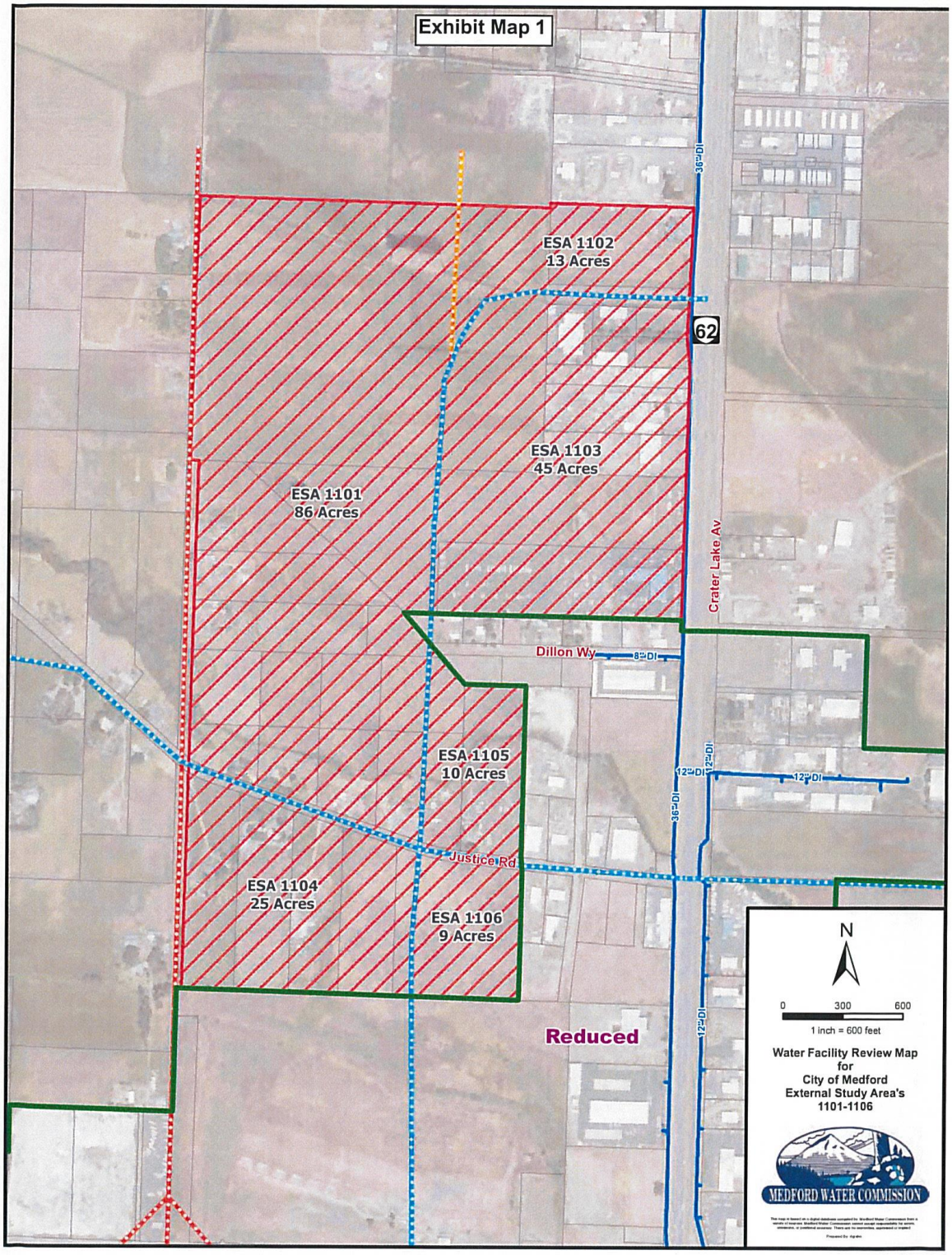


Exhibit Map 1
ESA 1102
13 Acres
ESA 1103
45 Acres
ESA 1101
86 Acres
ESA 1105
10 Acres
ESA 1104
25 Acres
ESA 1106
9 Acres
Reduced
62
Crater Lake Av
Dillon Wy
Justice Rd
36"DI
12"DI
8"DI
N
0
300
600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
1101-1106
MEDFORD WATER COMMISSION

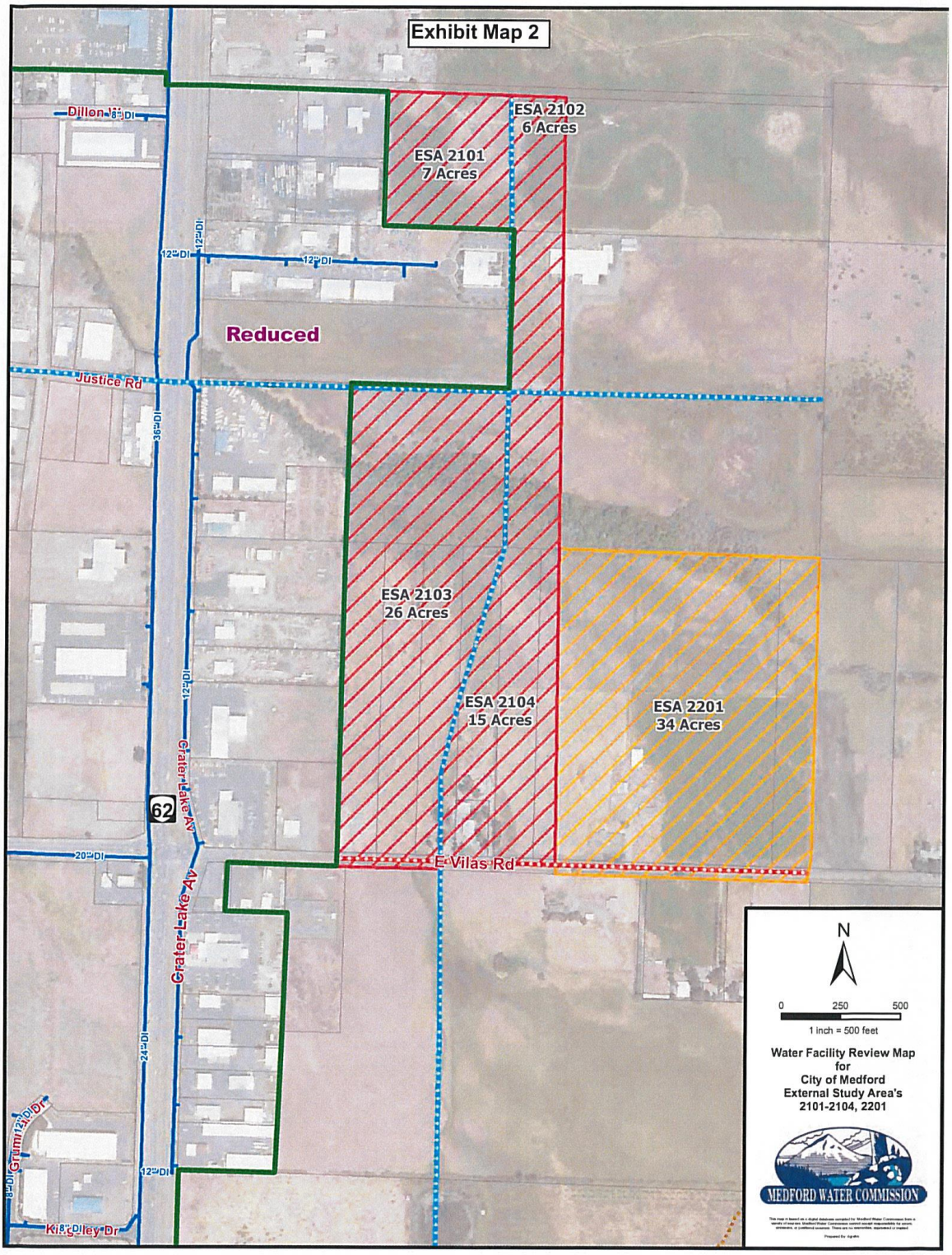


Exhibit Map 2
ESA 2102
6 Acres
ESA 2101
7 Acres
Reduced
Justice Rd
ESA 2103
26 Acres
ESA 2104
15 Acres
ESA 2201
34 Acres
E Vilas Rd
Crater Lake Av
62
N
0 250 500
1 inch = 500 feet
Water Facility Review Map
for
City of Medford
External Study Area's
2101-2104, 2201
MEDFORD WATER COMMISSION

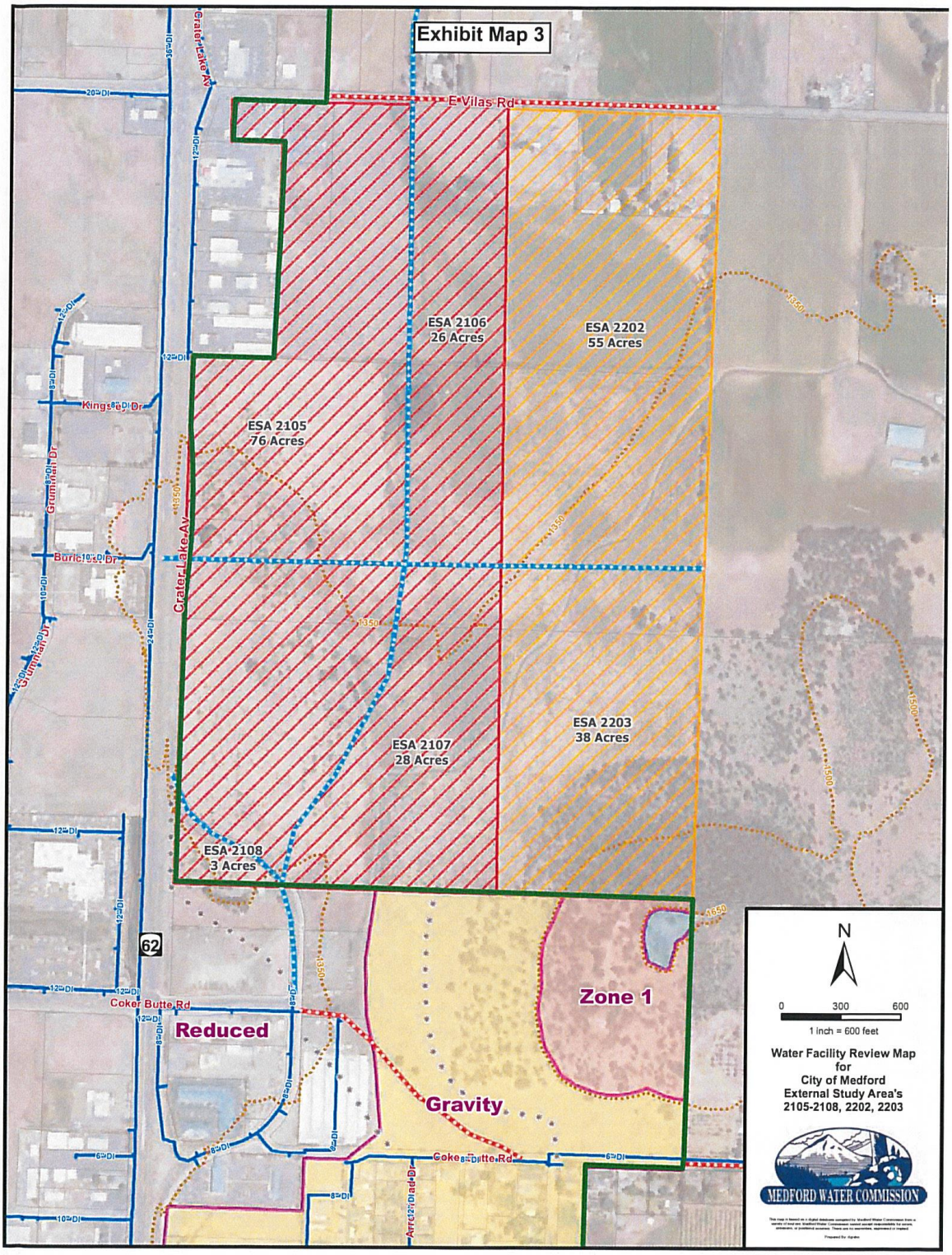


Exhibit Map 3
E Vilas Rd
Crater Lake Av
ESA 2106
26 Acres
ESA 2202
55 Acres
ESA 2105
76 Acres
ESA 2203
38 Acres
ESA 2107
28 Acres
ESA 2108
3 Acres
Kings Ridge Dr
Grumman Dr
Buric Dr
Coker Butte Rd
62
Zone 1
Reduced
Gravity
N
0 300 600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
2105-2108, 2202, 2203
MEDFORD WATER COMMISSION

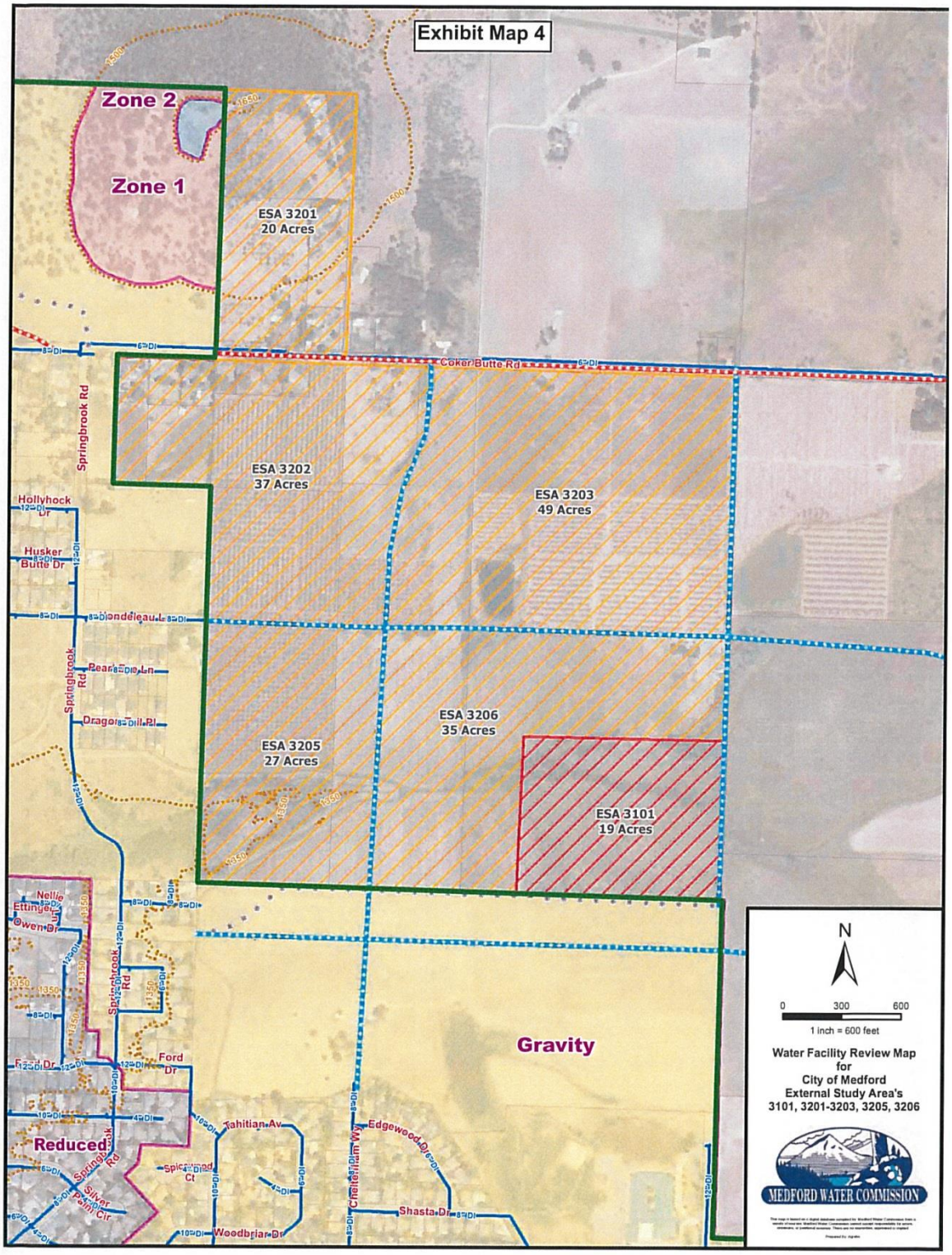


Exhibit Map 4
Zone 2
Zone 1
ESA 3201
20 Acres
ESA 3202
37 Acres
ESA 3203
49 Acres
ESA 3206
35 Acres
ESA 3205
27 Acres
ESA 3101
19 Acres
Coker Butte Rd
Springbrook Rd
Hollyhock Dr
Husker Butte Dr
Blondeleau Ln
Bear Dr Ln
Dragon Drill Pl
Nellie Ettinger Ln
Owen Dr
Ford Dr
Tahitian Av
Edgewood Dr
Shasta Dr
Woodbriar Dr
Silver Point Cir
Reduced
Gravity
N
0 300 600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
3101, 3201-3203, 3205, 3206
MEDFORD WATER COMMISSION

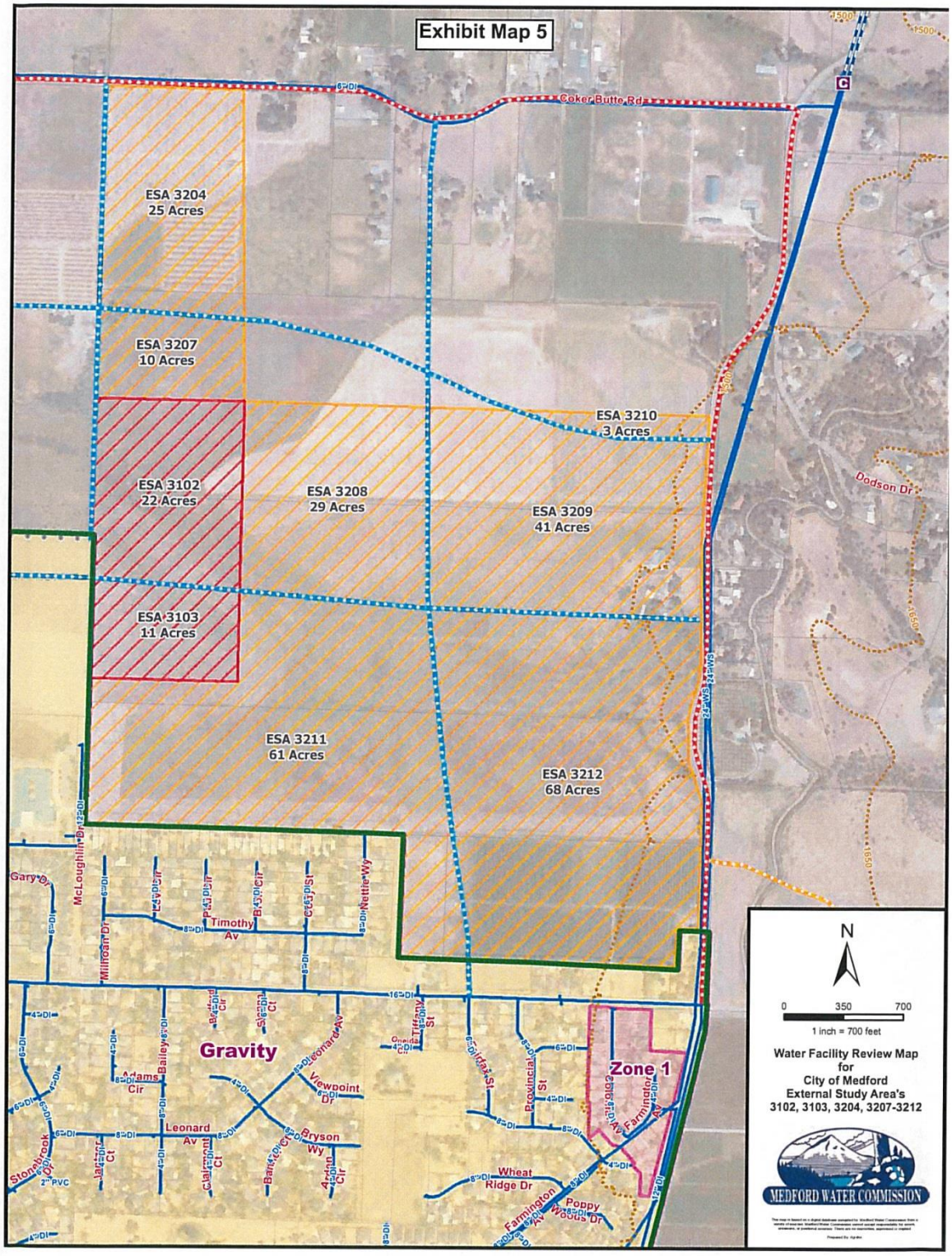


Exhibit Map 5
Coker Butte Rd
ESA 3204
25 Acres
ESA 3207
10 Acres
ESA 3102
22 Acres
ESA 3208
29 Acres
ESA 3210
3 Acres
ESA 3209
41 Acres
ESA 3103
11 Acres
ESA 3211
61 Acres
ESA 3212
68 Acres
Dodson Dr
Gravity
Zone 1
N
0 350 700
1 inch = 700 feet
Water Facility Review Map
for
City of Medford
External Study Area's
3102, 3103, 3204, 3207-3212
MEDFORD WATER COMMISSION

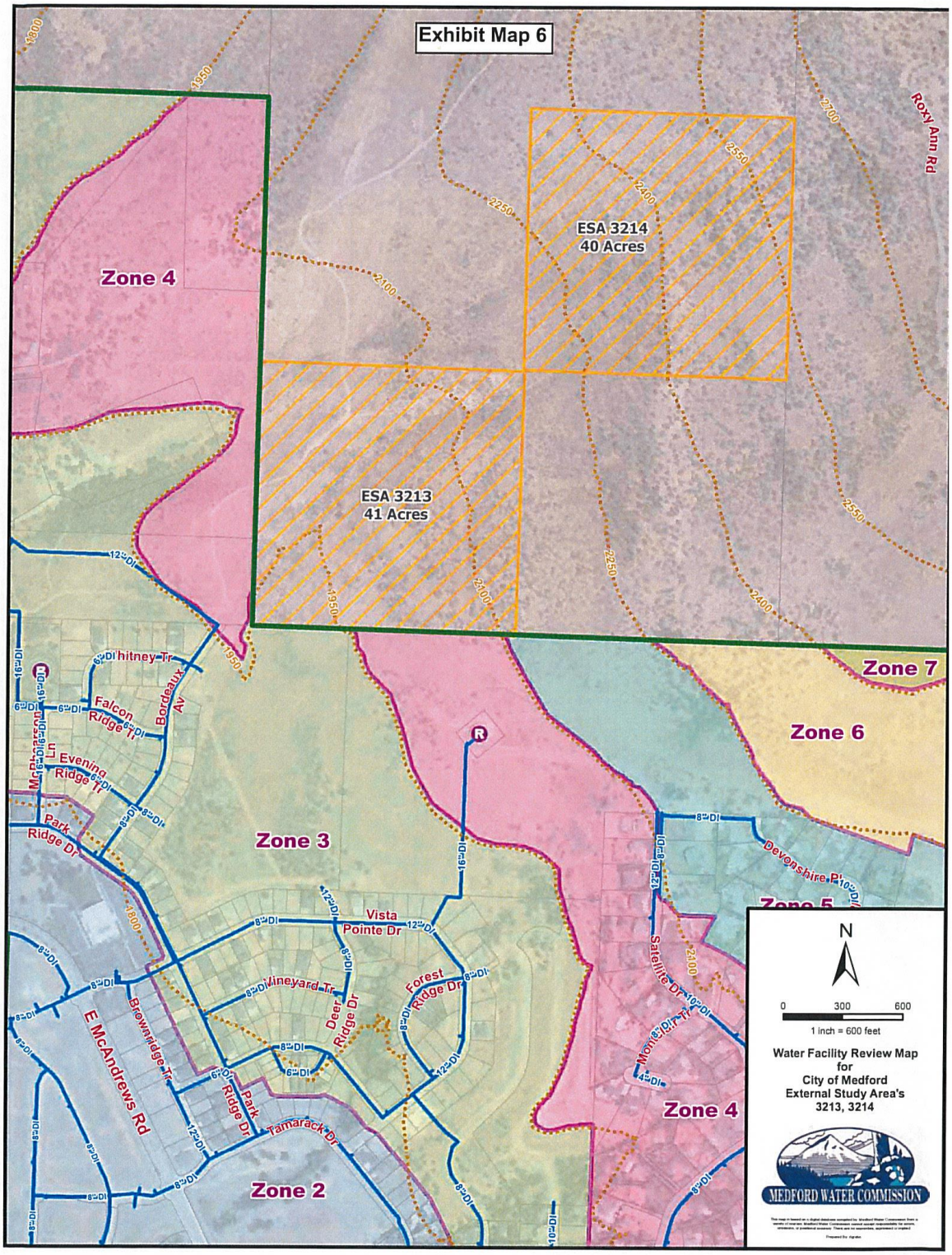


Exhibit Map 6
ESA 3214
40 Acres
ESA 3213
41 Acres
Zone 4
Zone 7
Zone 6
Zone 3
Zone 5
Zone 4
Zone 2
Roxy Ann Rd
Whitney Tr
Falcon Ridge Tr
Bordeaux Av
Evening Ridge Tr
Park Ridge Dr
Vista Pointe Dr
Vineyard Tr
Deer Ridge Dr
Forest Ridge Dr
Devonshire Pl
Satellite Dr
Monte Dr
E McAndrews Rd
Brownridge Tr
Tamarack Dr
N
0 300 600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
3213, 3214
MEDFORD WATER COMMISSION

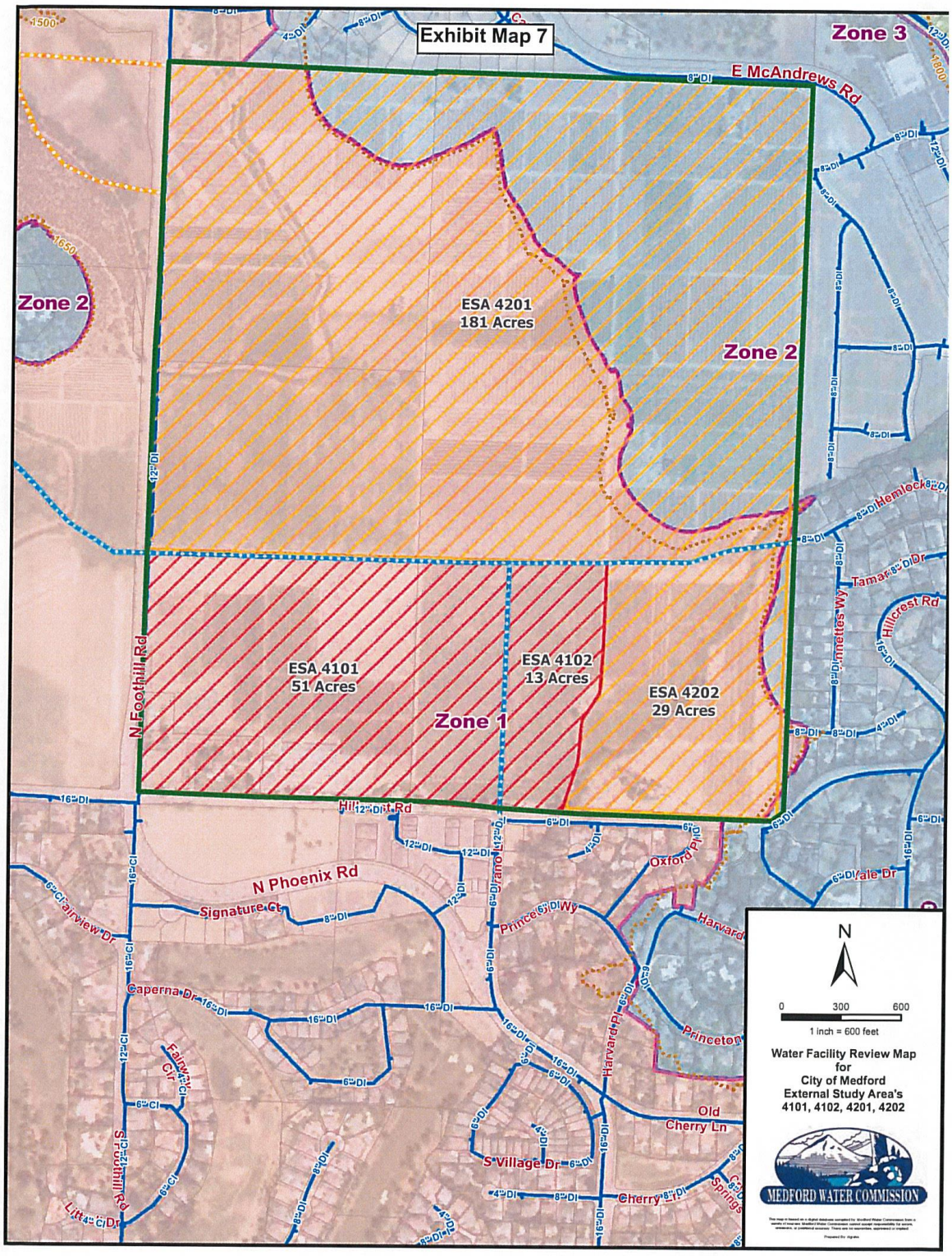


Exhibit Map 7
Zone 3
E McAndrews Rd
Zone 2
ESA 4201
181 Acres
Zone 2
ESA 4101
51 Acres
ESA 4102
13 Acres
ESA 4202
29 Acres
Zone 1
N Foothill Rd
Hillcrest Rd
N Phoenix Rd
Signature Ct
Clairview Dr
Caperna Dr
Fairway Cir
S Foothill Rd
Littlecir Dr
Oxford Pl
Prince Wy
Harvard
Princeton
Old Cherry Ln
S Village Dr
Cherry
Springs
Hemlock
Tamarack Dr
Mettes Wy
Dale Dr
N
0 300 600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
4101, 4102, 4201, 4202
MEDFORD WATER COMMISSION

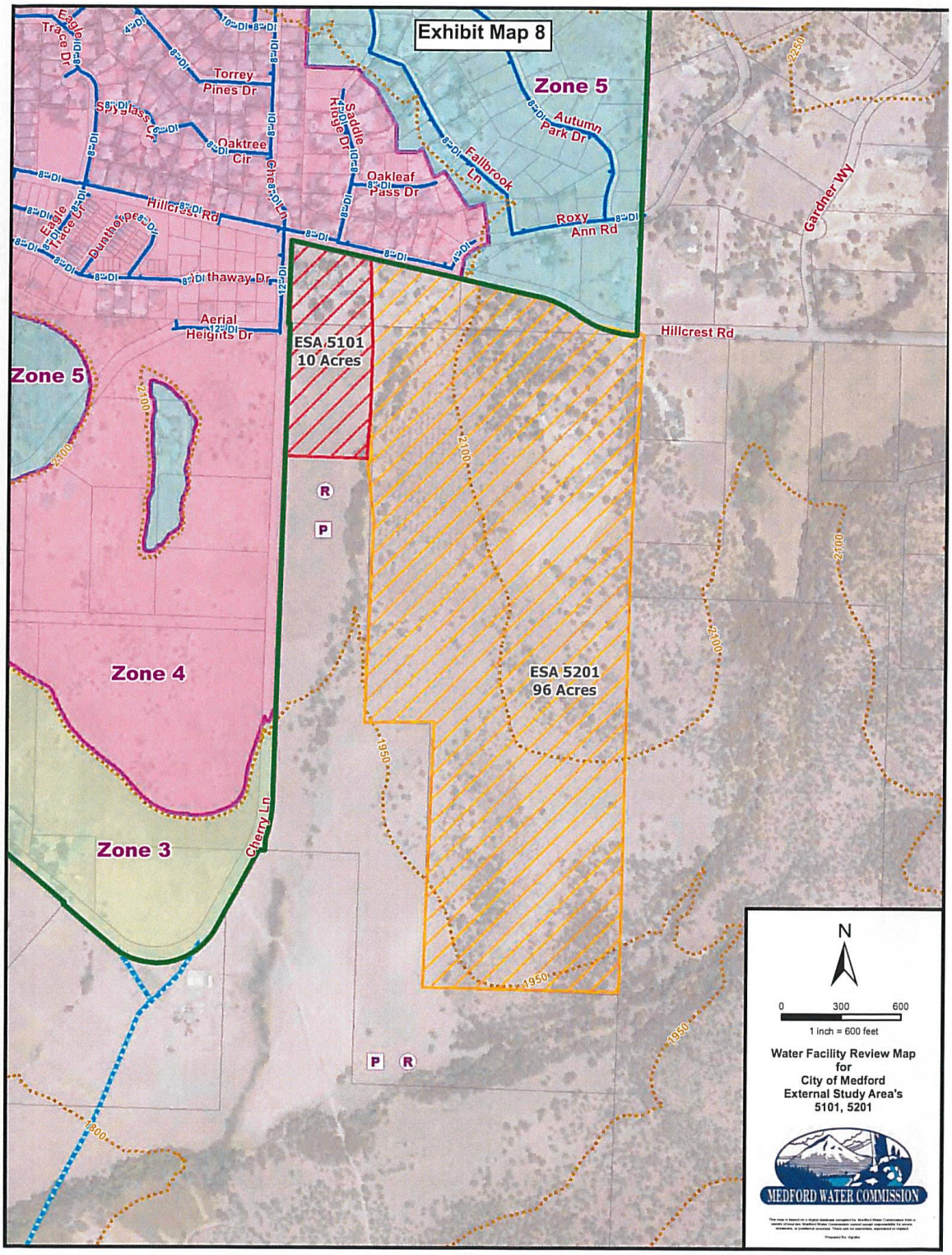


Exhibit Map 8
Zone 5
Zone 4
Zone 3
ESA 5101
10 Acres
ESA 5201
96 Acres
Torrey Pines Dr
Spyglass Cir
Oaktree Cir
Saddle Ridge Dr
Oakleaf Pass Dr
Autumn Park Dr
Fallbrook Ln
Roxy Ann Rd
Hillcrest Rd
Gardner Wy
Cherry Ln
Aerial Heights Dr
Eagle Trace Dr
Eagle Trace Ln
Dunthorpe Dr
Thaway Dr
2250
2100
1950
1800
N
0 300 600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
5101, 5201
MEDFORD WATER COMMISSION

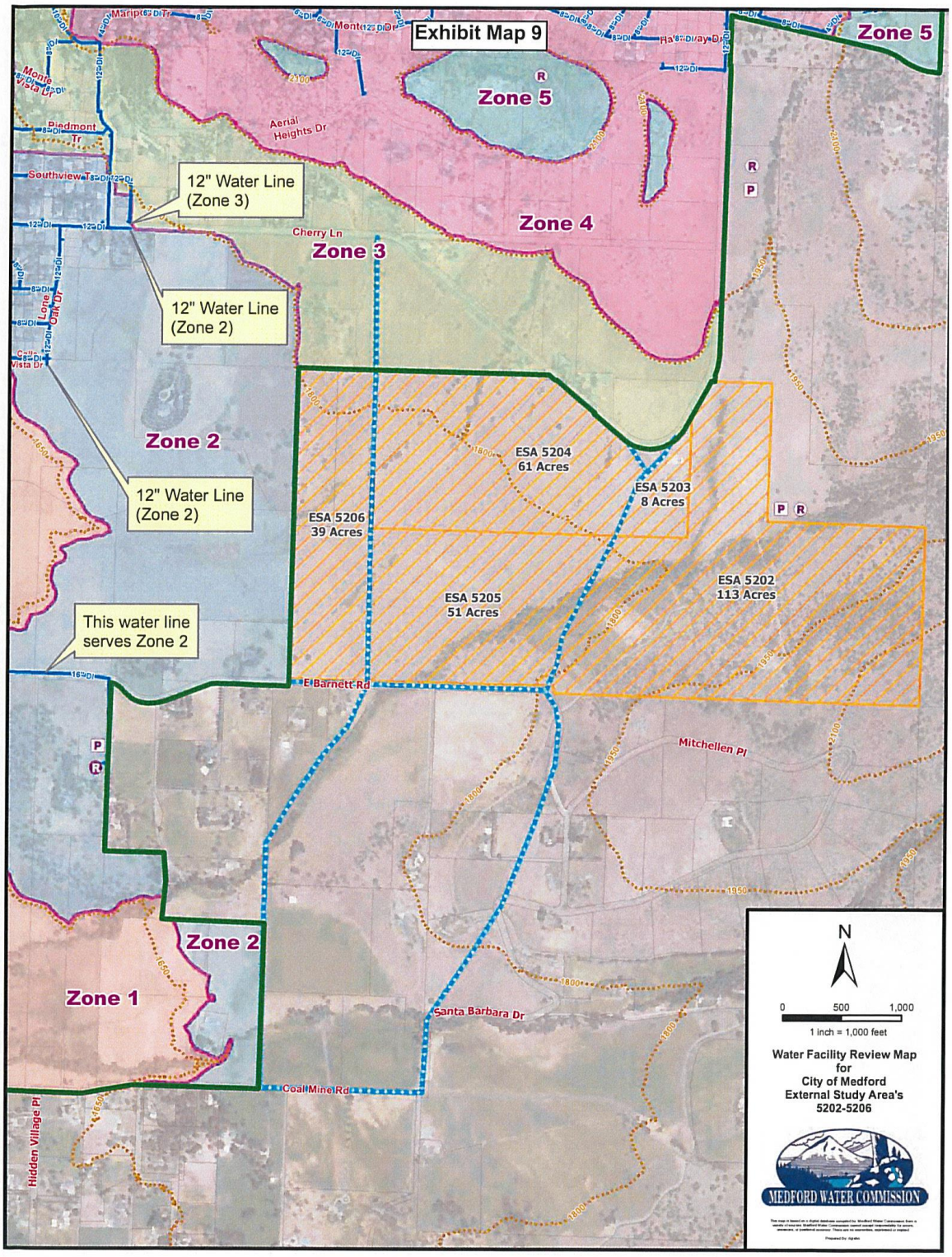


Exhibit Map 9
Zone 5
Zone 5
Zone 4
Zone 3
Zone 2
Zone 2
Zone 1
12" Water Line (Zone 3)
12" Water Line (Zone 2)
12" Water Line (Zone 2)
This water line serves Zone 2
ESA 5204 61 Acres
ESA 5203 8 Acres
ESA 5206 39 Acres
ESA 5205 51 Acres
ESA 5202 113 Acres
Aerial Heights Dr
Cherry Ln
E Barnett Rd
Mitchellen Pl
Santa Barbara Dr
Coal Mine Rd
Hidden Village Pl
Southview
Piedmont Tr
Monte Vista Dr
Lone Oak Dr
N
0 500 1,000
1 inch = 1,000 feet
Water Facility Review Map for City of Medford External Study Area's 5202-5206
MEDFORD WATER COMMISSION

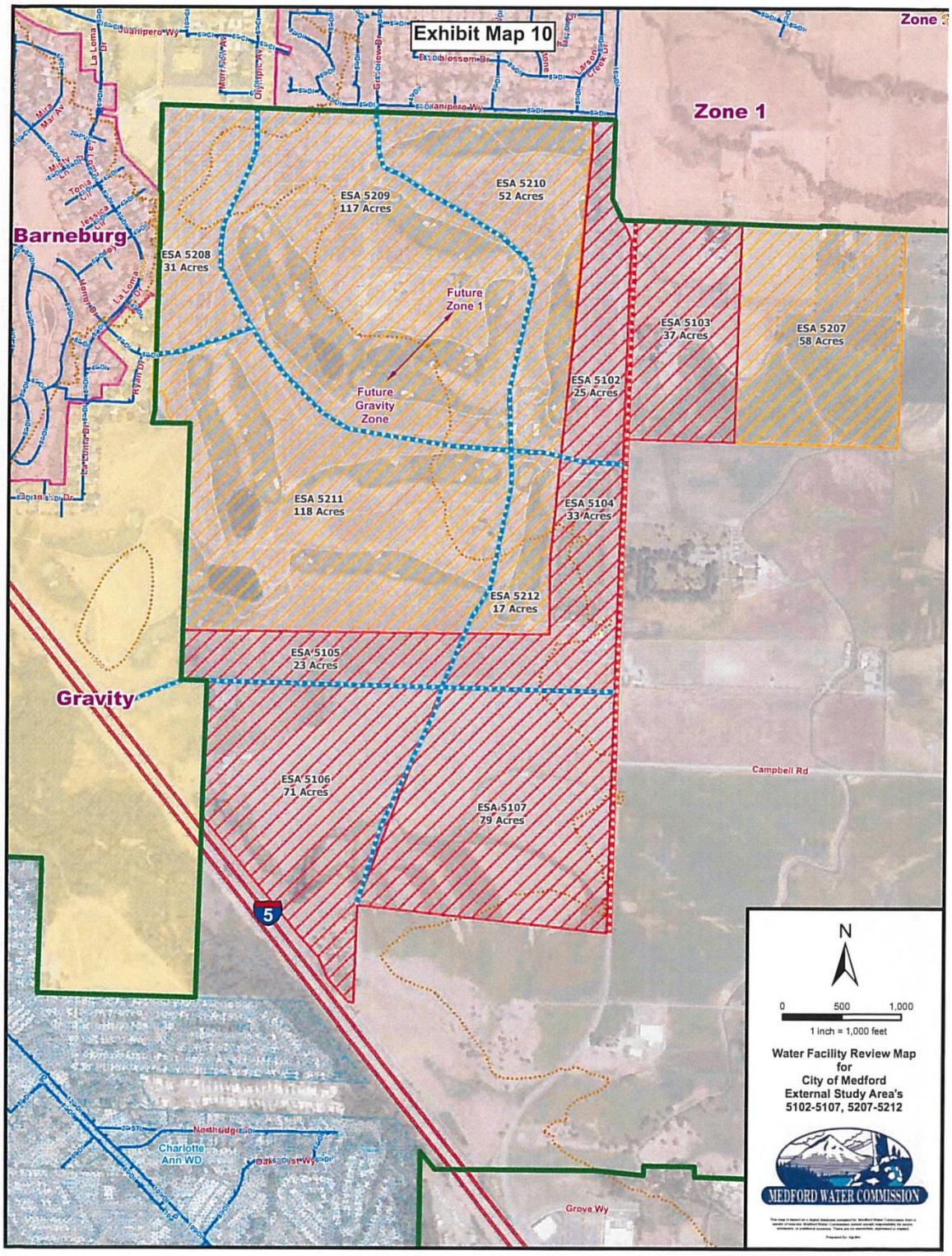


Exhibit Map 10
Zone 1
Barneburg
Gravity
ESA 5208
31 Acres
ESA 5209
117 Acres
ESA 5210
52 Acres
Future
Zone 1
Future
Gravity
Zone
ESA 5211
118 Acres
ESA 5212
17 Acres
ESA 5103
37 Acres
ESA 5207
58 Acres
ESA 5102
25 Acres
ESA 5104
33 Acres
ESA 5105
23 Acres
ESA 5106
71 Acres
ESA 5107
79 Acres
Campbell Rd
Grove Wy
Charlotte
Ann WD
5
N
0
500
1,000
1 inch = 1,000 feet
Water Facility Review Map
for
City of Medford
External Study Area's
5102-5107, 5207-5212
MEDFORD WATER COMMISSION

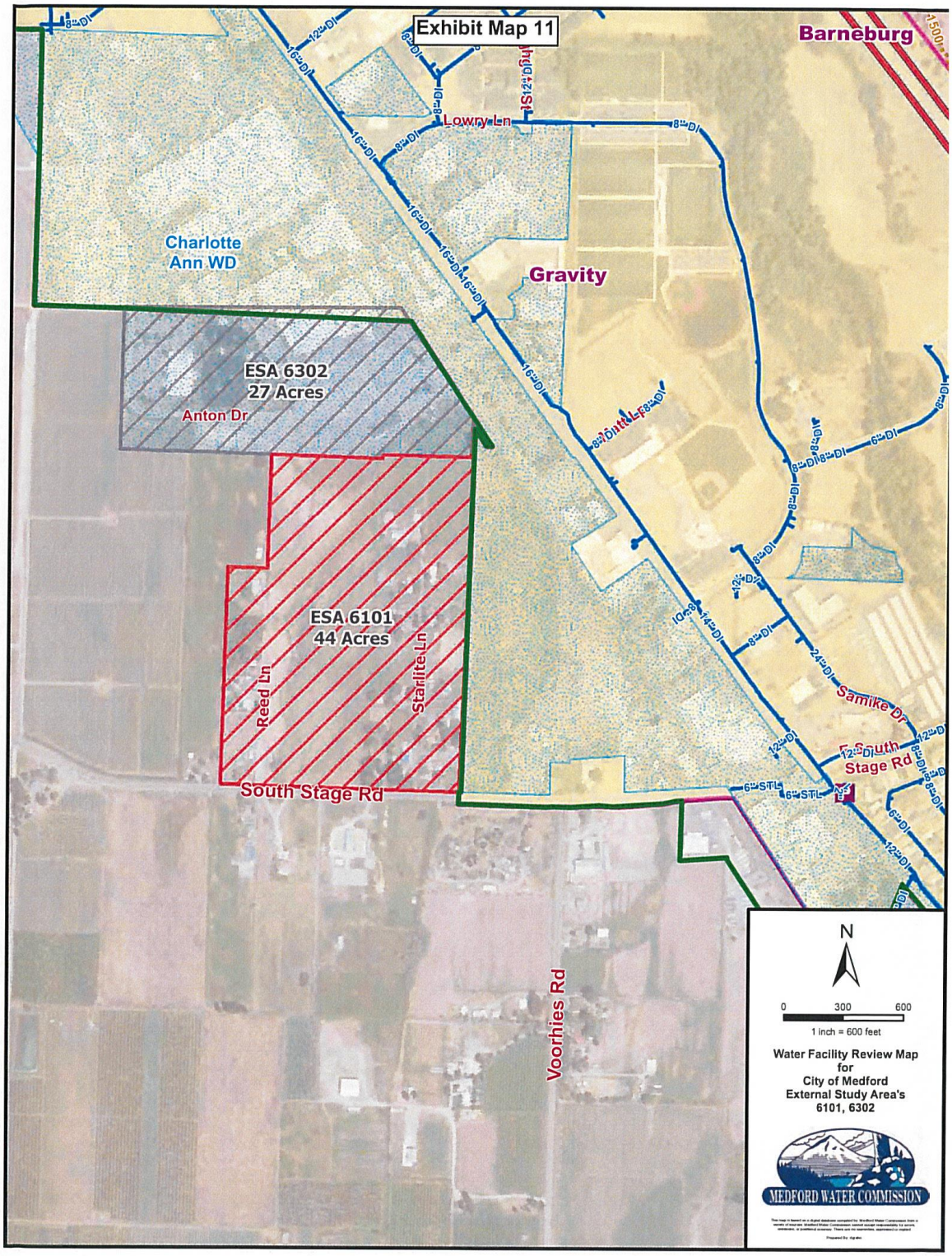


Exhibit Map 11
Barneburg
Lowry Ln
Charlotte Ann WD
Gravity
ESA 6302
27 Acres
Anton Dr
ESA 6101
44 Acres
Reed Ln
Starlite Ln
South Stage Rd
Samike Dr
Voorhies Rd
N
0
300
600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
6101, 6302
MEDFORD WATER COMMISSION

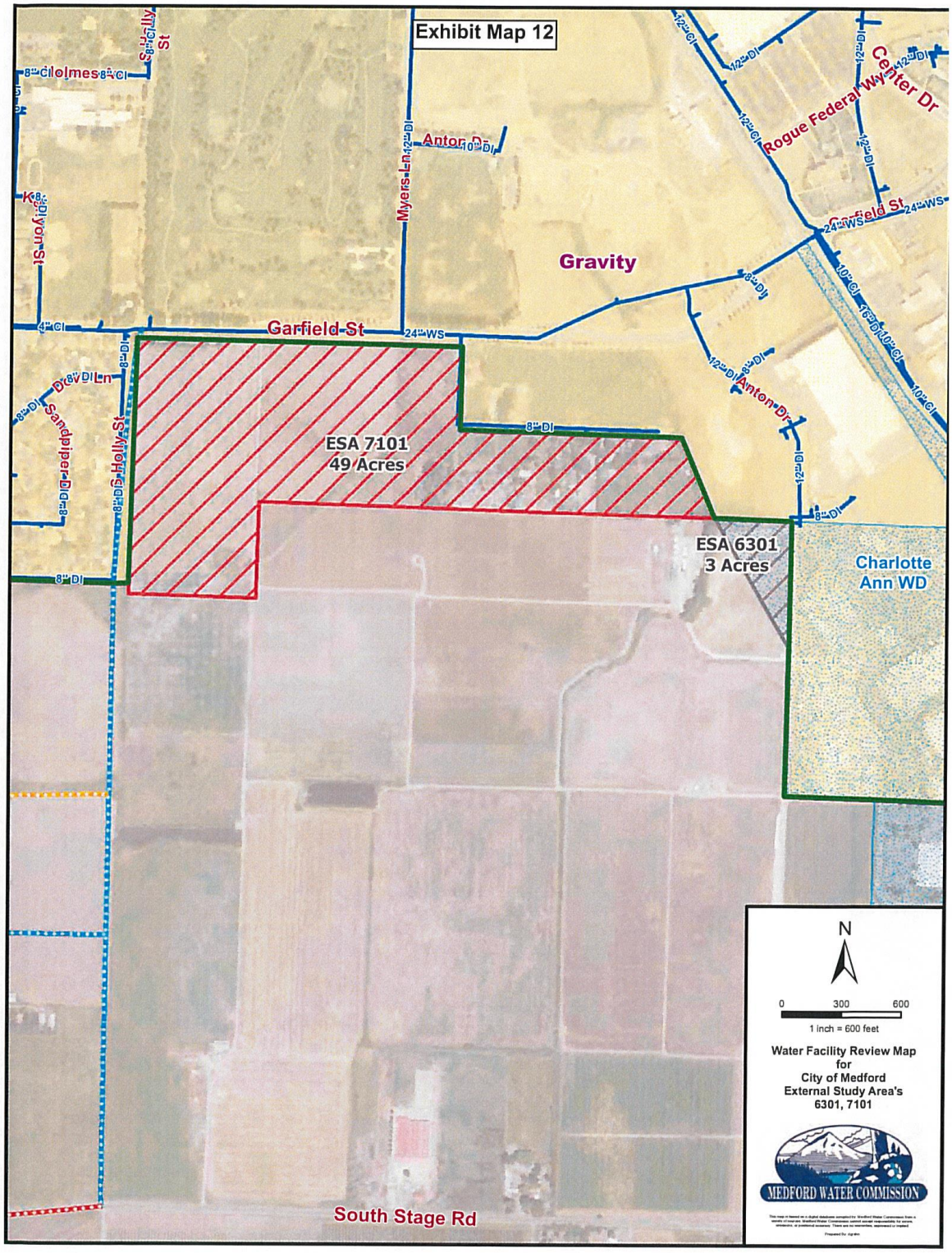


Exhibit Map 12
Holmes
Holly St
Myers Ln
Antor Dr
Rogue Federal Way
Center Dr
Garfield St
Gravity
Garfield St
Anton Dr
Holly St
Sandpiper Dr
ESA 7101
49 Acres
ESA 6301
3 Acres
Charlotte
Ann WD
South Stage Rd
N
0
300
600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
6301, 7101
MEDFORD WATER COMMISSION

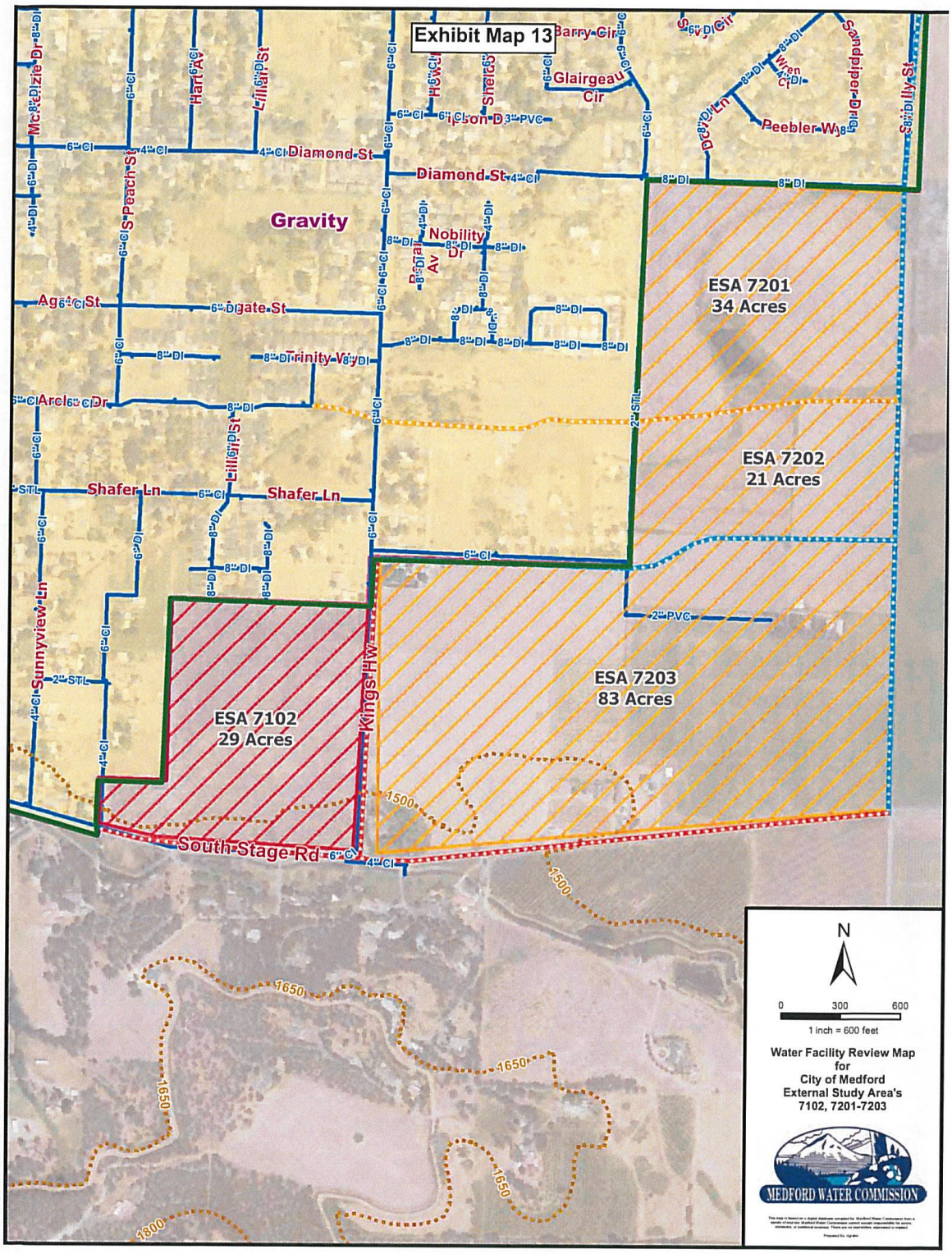


Exhibit Map 13
Gravity
Diamond St
Nobility Dr
Dial Av
Ag St
Digate St
Trinity Vw
Arc Dr
Shafer Ln
Sunnyview Ln
Kings Hwy
South Stage Rd
Glairgeau Cir
Barry Cir
Peebler Wy
Peach St
Hart Av
Lillian St
Mc Dizie Dr
Sally St
ESA 7201
34 Acres
ESA 7202
21 Acres
ESA 7203
83 Acres
ESA 7102
29 Acres
1500
1650
1800
N
0 300 600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
7102, 7201-7203
MEDFORD WATER COMMISSION

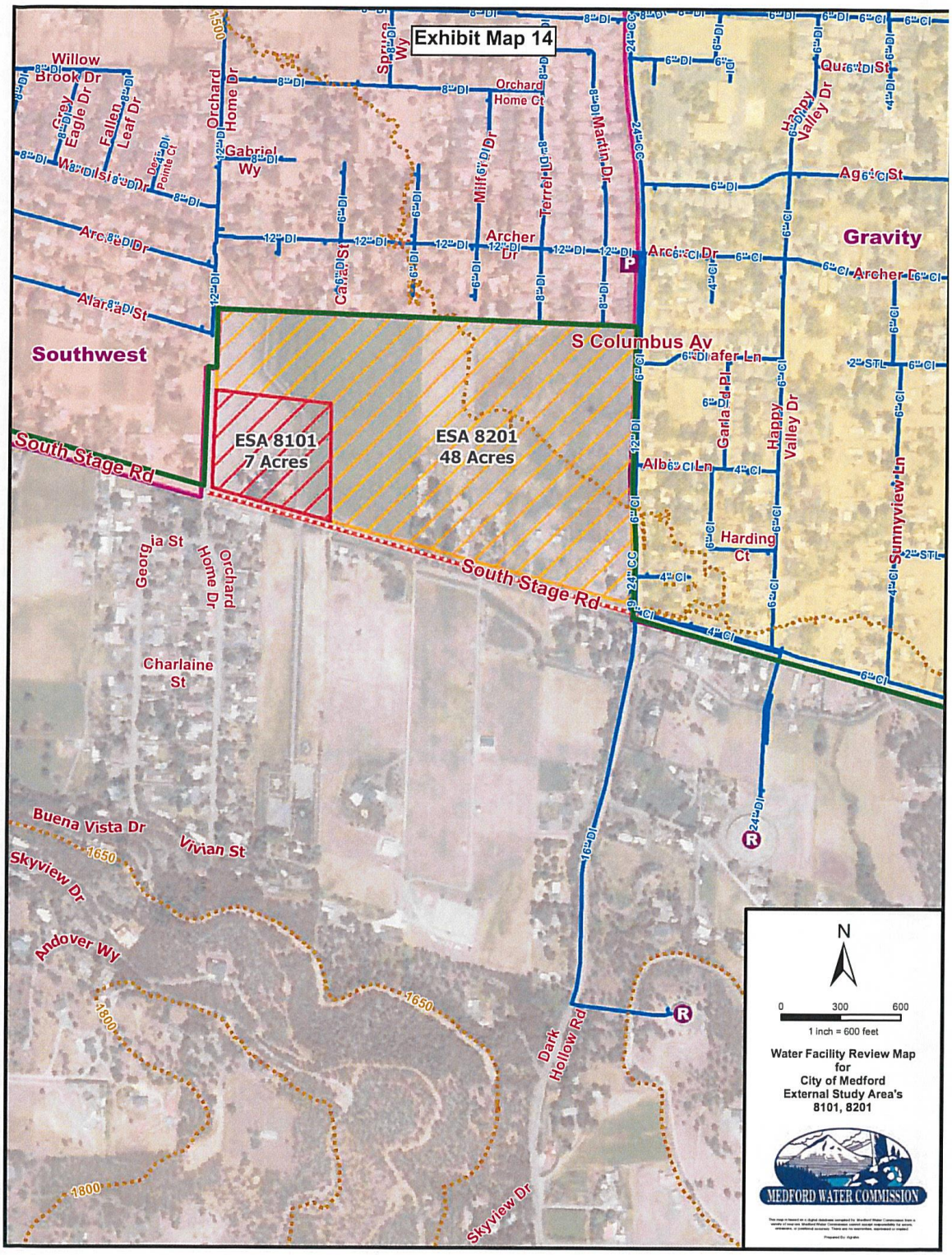


Exhibit Map 14
ESA 8101
7 Acres
ESA 8201
48 Acres
Southwest
Gravity
S Columbus Av
South Stage Rd
Willow Brook Dr
Orchard Home Dr
Orchard Home Ct
Gabriel Wy
Spruce Wy
Martin Dr
Archer Dr
Happy Valley Dr
Harding Ct
Sunnyview Ln
Charlaine St
Buena Vista Dr
Vivian St
Skyview Dr
Andover Wy
Dark Hollow Rd
1500
1650
1800
N
0 300 600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
8101, 8201
MEDFORD WATER COMMISSION

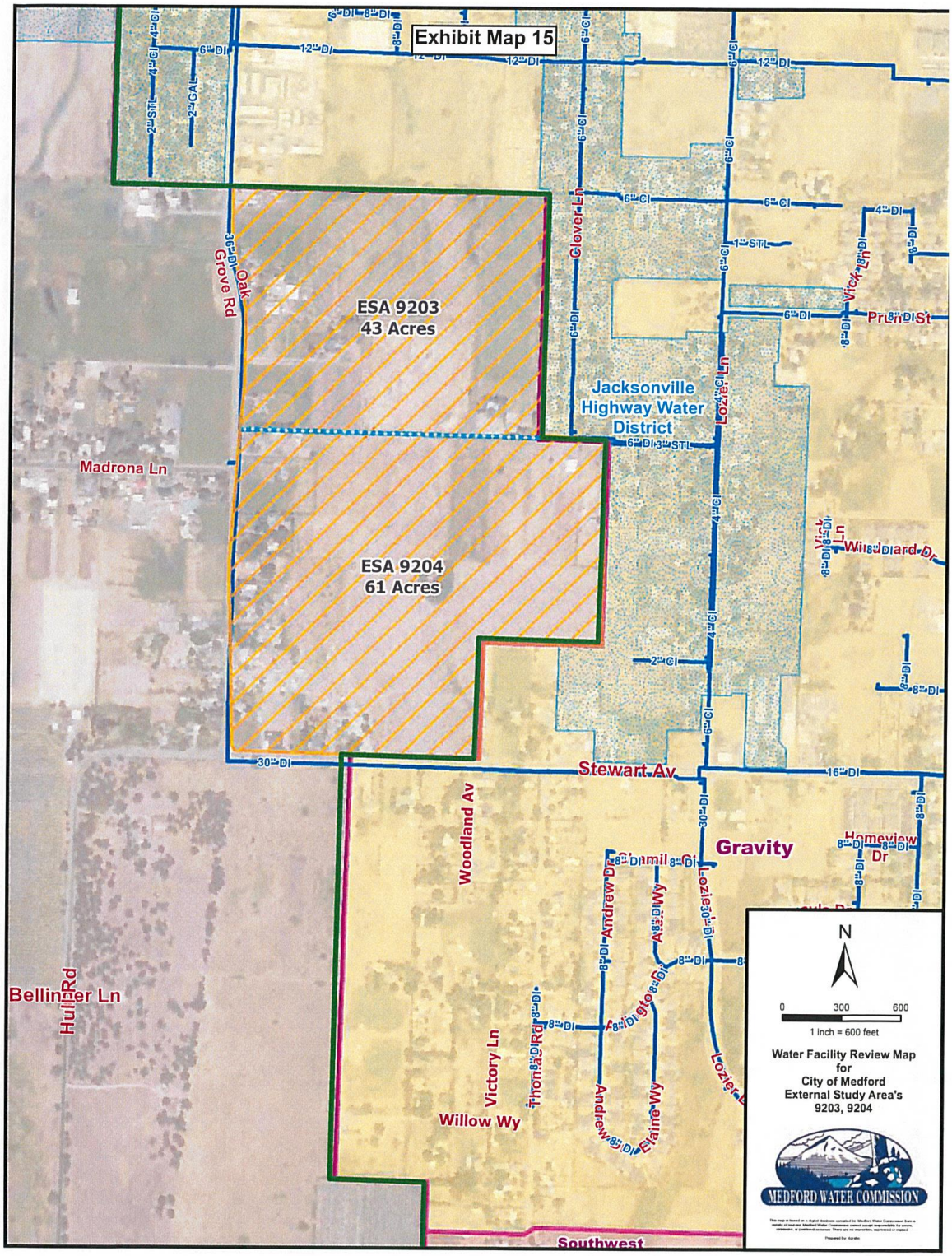


Exhibit Map 15
ESA 9203
43 Acres
ESA 9204
61 Acres
Jacksonville
Highway Water
District
Madrona Ln
Oak Grove Rd
Clover Ln
Stewart Av
Gravity
Woodland Av
Victory Ln
Willow Wy
Bellinger Ln
Hull Rd
Southwest
Andrew Dr
Elaine Wy
Lozier Ln
Homeview Dr
Wilbard Dr
Prun St
N
0 300 600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
9203, 9204
MEDFORD WATER COMMISSION

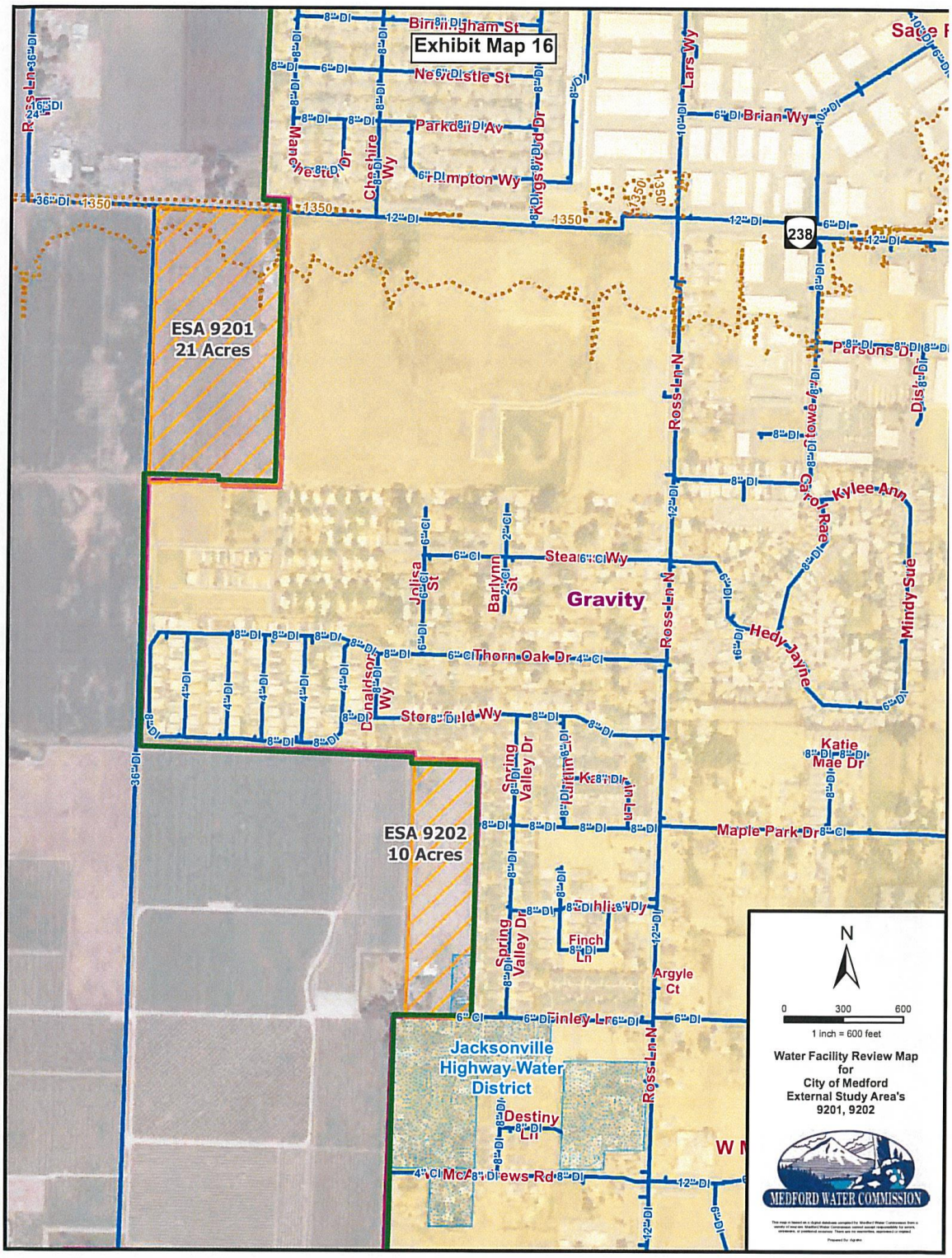


Exhibit Map 16
ESA 9201
21 Acres
ESA 9202
10 Acres
Gravity
Jacksonville
Highway Water
District
Brian Wy
Lars Wy
Ross Ln N
Parsons Dr
Kylee Ann
Carol Rae
Mindy Sue
Hedy Jayne
Thorn Oak Dr
Spring
Valley Dr
Finch
Ln
Argyle
Ct
Finley Ln
Maple Park Dr
Katie
Mae Dr
Destiny
Ln
238
N
0
300
600
1 inch = 600 feet
Water Facility Review Map
for
City of Medford
External Study Area's
9201, 9202
MEDFORD WATER COMMISSION

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

Scoring is based on cost of required improvements made to the domestic water conveyance system.

(1) High Cost
(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
1	1101	86.1	0	0	1293	Commerical	ESA 1101 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 36-inch water line along west side of Crater Lake Highway 62 that can serve this area.	2
1	1102	12.9	0	0	194	Commercial	ESA 1102 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 36-inch water line along west side of Crater Lake Highway that can serve this area.	3
1	1103	45.2	0	0	679	Commercial	ESA 1103 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 36-inch water line along west side of Crater Lake Highway 62 that can serve this area.	3
1	1104	24.9	0	0	374	Commercial	ESA 1104 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 36-inch water line along west side of Crater Lake Highway 62 that can serve this area.	2
1	1105	10.4	0	0	156	Commercial	ESA 1105 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 36-inch water line along west side of Crater Lake Highway 62 that can serve this area.	2
1	1106	8.7	0	0	131	Commercial	ESA 1106 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 36-inch water line along west side of Crater Lake Highway 62 that can serve this area.	2
2	2101	6.8	0	0	102	Commercial	ESA 2101 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a existing 12-inch water line in Crater Lake Avenue at the proposed intersection of Justice Road and Crater Lake Avenue.	2
2	2102	6.2	0	0	94	Commercial	ESA 2102 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a existing 12-inch water line in Crater Lake Avenue that can serve this area.	2
2	2103	25.7	0	0	386	Commercial	ESA 2103 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a existing 12-inch water line in Crater Lake Avenue that can serve this area.	2
2	2104	15.4	0	0	231	Commercial	ESA 2104 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a existing 12-inch water line in Crater Lake Avenue that can serve this area.	2
2	2201	33.7	103	252	0	Residential	ESA 2201 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 12-inch water line in Crater Lake Avenue that can serve this area.	1

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

Scoring is based on cost of required improvements made to the domestic water conveyance system.

(1) High Cost
(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
3	2105	76.5	0	0	1149	Commercial	ESA 2105 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a existing 24-inch water line on the west side of Crater Lake Hwy, and a 12-inch water line in Crater Lake Avenue near the middle of this ESA that can serve this area.	3
3	2106	25.8	0	0	387	Commercial	ESA 2106 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a existing 24-inch water line on the west side of Crater Lake Hwy, and there is an existing 12-inch water line in Crater Lake Avenue that can serve this area.	2
3	2107	27.9	0	0	419	Commercial	ESA 2107 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a existing 24-inch water line on the west side of Crater Lake Hwy, and there is an existing 12-inch water line in Crater Lake Avenue that can serve this area.	2
3	2108	2.8	0	0	42	Commercial	ESA 2108 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 24-inch water line on the west side of Crater lake Hwy, and there is an existing 12-inch water line in Crater Lake Avenue approximatly 2200-feet north of this ESA that can serve this area.	2
3	2202	54.9	167	409	0	Residential	ESA 2202 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 12-inch water line in Crater Lake Avenue that can serve this area.	1
3	2203	38.2	116	284	0	Residential	ESA 2203 is located in MWC's "Reduced" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 12-inch water line in Crater Lake Avenue that can serve this area. MWC can not serve domestic water to the area above the ground elevation of 1500 feet located in the southeast portion of this ESA.	1
4	3101	18.6	0	0	279	Commercial	ESA 3101 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 12-inch water line in McLoughlin Drive that can serve this area.	3
4	3201	20.2	61	149	0	Residential	ESA 3201 is located in both MWC's "Gravity" and "Zone 1" pressure zones. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. The area of land above elevation 1500 feet is required to install a pump station and reservoir sized to serve this area. The existing 6-inch water line in Coker Butte Road is undersized to serve domestic and fire protection water to the proposed ESA. A new 12-inch water line is required to be installed in Coker Butte Road starting from Springbrook Road and extending to the east side of this ESA.	1

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

Scoring is based on cost of required improvements made to the domestic water conveyance system.

(1) High Cost
(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
4	3202	36.8	112	274	0	Residential	ESA 3202 is located in both MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. The existing 6-inch water line in Coker Butte Road is undersized to serve domestic and fire protection water to the proposed ESA. A new 12-inch water line is required to be installed in Coker Butte Road starting from Springbrook Road and extending to the east side of this ESA.	2
4	3203	49.2	150	368	0	Residential	ESA 3203 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. The existing 6-inch water line in Coker Butte Road is undersized to serve domestic and fire protection water to the proposed ESA. A new 12-inch water line is required to be installed in Coker Butte Road starting from Springbrook Road and extending to the east side of this ESA.	1
4	3205	26.7	81	198	0	Residential	ESA 3205 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There are 8-inch water lines stubbed for extension in Hondeleau Lane, Sharman Way, and Kingsbury Drive. New 8-inch water lines are required to be installed in proposed residential streets within this ESA.	3
4	3206	34.5	105	257	0	Residential	ESA 3206 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 8-inch water line stubbed for extension in Cheltenham Way. New 8-inch water lines are required to be installed in proposed residential streets within this ESA.	2
5	3102	21.6	0	0	325	Commercial	ESA 3102 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 12-inch water line in McLoughlin Drive that can serve this area.	3
5	3103	11.1	0	0	167	Commercial	ESA 3103 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 12-inch water line in McLoughlin Drive that can serve this area.	3
5	3204	25.1	77	189	0	Residential	ESA 3204 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 6-inch water line in Coker Butte Road. The existing 6-inch water line in Coker Butte Road is undersized to serve domestic and fire protection water to the proposed ESA. A new 12-inch water line is required to be installed in Coker Butte Road starting from Springbrook Road and extending to the east side of this ESA.	1

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

Scoring is based on cost of required improvements made to the domestic water conveyance system.

(1) High Cost
(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
5	3207	9.9	30	74	0	Residential	ESA 3207 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 6-inch water line in Coker Butte Road, and 12-inch water line in McLoughlin Drive. The existing 6-inch water line in Coker Butte Road is undersized to serve domestic and fire protection water to the proposed ESA. A new 12-inch water line is required to be installed in Coker Butte Road starting from Springbrook Road. New 8-inch water lines are required to be installed in proposed residential streets within this ESA.	1
5	3208	28.6	87	213	0	Residential	ESA 3208 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 6-inch water line in Coker Butte Road, a 24-inch water line in or near Foothill Road, and a 16-inch water line in Delta Waters Road at Fairfax Street. New 8-inch water lines are required to be installed in proposed residential streets within this ESA.	1
5	3209	41.2	126	309	0	Residential	ESA 3209 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 6-inch water line in Coker Butte Road, a 16-inch water line in Delta Waters Road at Fairfax Street, and a 24-inch water line in or near Foothills Road. New 8-inch water lines are required to be installed in proposed residential streets within this ESA.	3
5	3210	2.9	9	22	0	Residential	ESA 3210 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is 24-inch water line in or near Foothills Road. New 8-inch water lines are required to be installed in proposed residential streets within this ESA.	3
5	3211	60.7	185	453	0	Residential	ESA 3211 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is 12-inch water line in McLoughlin Drive, and a 8-inch water line in Nettie Way. New 8-inch water lines are required to be installed in proposed residential streets within this ESA.	3
5	3212	68.2	208	510	0	Residential	ESA 3212 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is 24-inch water line in or near Foothills Road, and a 16-inch water line in Delta Waters Road at Fairfax Street. New 8-inch water lines are required to be installed in proposed residential streets within this ESA.	3
6	3213	40.5	124	304	0	Residential	ESA 3213 is located in three (3) of MWC's pressure zones; Zones 3, 4 and 5. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There are 8-inch water lines avilable for Zone 4 and 5 at the north end of Satellite Drive; and a 8-inch water line at the north end of Bordeaux Avenue for Zone 3. New 8-inch water lines are required to be installed in proposed residential streets within this ESA. This ESA will be difficult and expensive to develope due to the steep terrain and the required construction of water reservoirs, pump stations, and extensive water water lines.	1

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

Scoring is based on cost of required improvements made to the domestic water conveyance system.

(1) High Cost
(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
6	3214	39.9	122	299	0	Residential	ESA 3214 is located in four (4) of MWC's pressure zones; Zones 5, 6, 7 and 8. This ESA is proposed to be zoned Residential. Pressure zones 6, 7 and 8 do not currently existing and will require construction of a pump station and reservoir for each zone, along with property acquistion for each facility site. This ESA will be difficult and extremely expensive to develope due to the steep terrain and the magnitude of required constructon of off-site water facilites and water line extensions that need to be constructed to this ESA.	1
7	4101	50.7	0	0	762	Commericial	ESA 4101 is located in both MWC's "Zone 1" pressre zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 12-inch water line in Hillcrest Road to serve this area.	3
7	4102	12.6	0	0	190	Commericial	ESA 4102 is located in both MWC's "Zone 1" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 12-inch water line in Hillcrest Road approximately 500 feet west of Urano Lane to serve this area.	3
7	4201	181.3	553	1,355	0	Residential	ESA 4201 is located in both MWC's "Zone 1" and "Zone 2" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. For the "Zone 1" pressure zone area there is a 12-inch water line in N. Foothill Road, an 8-inch water line in La Strada Circle, and a 6-inch water line in Hillcrest Road adjacent to this ESA. For the "Zone 2" pressure zone area there is an 8-inch water line in Hemlock Drive, and an 8-inch water lines are also located in the East McAndrews Village developement along the east side of this ESA.	2
7	4202	28.5	87	213	0	Residential	ESA 4202 is located in both MWC's "Zone 1" and "Zone 2" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 12-inch water line in Hillcrest Road approximately 500 feet west of Urano Lane that would be required to be extended across ESA 4102, then 8-inch water lines can be extended into this ESA.	2
8	5101	9.9	0	0	149	Commercial	ESA 5101 is located in MWC's "Zone 4" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires installation of 12-inch water lines. There is a 12-inch water line in Cherry Lane, and an 8-inch water line in Hillcrest Road that can serve this area.	3
8	5201	95.8	292	715	0	Residential	ESA 5201 is located in MWC's "Zone 4" and "Zone 5" pressure zones. This ESA is proposed to be zoned Residential. Residential zoning requires installation of 8-inch water lines. There is a 12-inch water line in Cherry Lane that can serve the area of this ESA that lies within "Zone 4" pressure zone. There is 8-inch water line in Roxy Ann Road that can serve this area of this ESA that lies within "Zone 5" pressure zone.	3

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

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(1) High Cost
(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
9	5202	113.4	346	848	0	Residential	ESA 5202 is located in MWC's "Zone 3", "Zone 4, and "Zone 5" pressure zone. This ESA is propsed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Zone 3" 12-inch water line in Cherry Lane approximately 200-feet east of Mary Bee Lane that can serve this area. This 12-inch water line is required to be extened easterly in Cherry Lane, then 8-inch water lines are required to be extended on-site. There is a "Zone 4" 12-inch water line in Cherry Lane at Aerial Heights Drive. There is a "Zone 5" 8-inch water line in Roxy Ann Raod at Fallbrook Lane.	1
9	5203	7.9	24	59	0	Residential	ESA 5203 is located in MWC's "Zone 3" pressure zone. This ESA is propsed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 12-inch water line in Cherry Lane approximately 200-feet east of Mary Bee Lane that can serve this area. This 12-inch water line is required to be extened easterly in Cherry Lane, then 8-inch water lines are required to be extended on-site.	1
9	5204	61.5	187	458	0	Residential	ESA 5204 is located in both MWC's "Zone 2" and "Zone 3" pressure zones. This ESA is poropsed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Zone 3" 12-inch water line in Cherry Lane approximately 200-feet east of Mary Bee Lane that can serve this area. This "Zone 3" 12-inch water line is required to be extened easterly in Cherry Lane, then 8-inch water lines are required to be extended on-site. There is a "Zone 2" 12-inch water line in Cherry Lane approximately 200-feet east of Mary Bee Lane that can be extended easterly in Cherry Lane, then 8-inch water lines are required to be extended on-site to serve the "Zone 2" area of this ESA.	1
9	5205	51.5	157	385	0	Residential	ESA 5205 is located in MWC's "Zone 2" pressure zone. This ESA is propsed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Zone 2" 12-inch water line in Cherry Lane approximately 200-feet east of Mary Bee Lane that can be extended easterly in Cherry Lane, then 8-inch water lines are required to be extended on-site to serve the "Zone 2" area of this ESA.	1
9	5206	38.8	118	289	0	Residential	ESA 5206 is located in MWC's "Zone 2" pressure zone. This ESA is propsed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Zone 2" 12-inch water line in Cherry Lane approximately 200-feet east of Mary Bee Lane that can be extended easterly in Cherry Lane, then 8-inch water lines are required to be extended on-site to serve the "Zone 2" area of this ESA.	1
10	5102	25.1	0	0	377	Commercial	ESA 5102 is located in MWC's "Zone 1" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires the installation of 12-inch water lines. There is a 16-inch water line in N. Phoenix Road at Juanipero Way that can serve this area. The 16-inch water line is required to be extended southerly in N. Phoenix Road, and 12-inch water lines are required to be extened on-site.	2

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

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(1) High Cost
(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
10	5103	37.4	0	0	562	Commercial	ESA 5103 is located in MWC's "Zone 1" pressure zone. This ESA is poroposed to be zoned Commercial. Commercial zoning requires the installation of 12-inch water lines. There is a 16-inch water line in N. Phoenix Road at Juanipero Way that can serve this area. The 16-inch water line is required to be extended southerly in N. Phoenix Road, and 12-inch water lines are required to be extened on-site.	2
10	5104	33.4	0	0	502	Commercial	ESA 5104 is located in MWC's "Zone 1" pressure zone. This ESA is proposed to be zoned Commericial. Commericial zoning requires installation of 12-inch water lines. There is a 16-inch water line in N. Phoenix Road at Juanipero Way that can serve this area. The 16-inch water line is required to be extended southerly in N. Phoenix Road, and 12-inch water lines are required to be extended on-site.	2
10	5105	22.7	0	0	342	Commercial	ESA 5105 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commericial. Commericial zoning requires installation of 12-inch water lines. There is a 12-inch water line in South Stage Road west of Interstate 5 that can serve this area. The 12-inch water line is required to be extended across Interstate 5, and 12-inch water lines are required to be extended on-site.	1
10	5106	71.3	0	0	1071	Commercial	ESA 5106 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commericial. Commericial zoning requires installation of 12-inch water lines. There is a 12-inch water line in South Stage Road west of Interstate 5 that can serve this area. The 12-inch water line is required to be extended across Interstate 5, and 12-inch water lines are required to be extened on-site.	1
10	5107	79.4	0	0	1192	Commercial	ESA 5107 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commericial. Commericial zoning requires installation of 12-inch water lines. There is a 16-inch water line in N. Phoenix Road at Juanipero Way that can serve this area. The 16-inch water line is required to be extended southerly in N. PHoenix Road, and 12-inch water lines are required to be extened on-site.	1
10	5207	57.8	176	431	0	Residential	ESA 5207 is located in MWC's "Zone 1" pressure zone. This ESA is propsed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Zone 1" 16-inch water line in N. Phoenix Road at Juanipero Way that can be extended southerly in N. Phoenix Road, then 8-inch water lines are required to be extended easterly in Coal Mine Road and then on-site to serve this area of this ESA.	2
10	5208	31.1	95	233	0	Residential	ESA 5208 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Gravity" zone 8-inch water line in Honor Drive, and a 6-inch water line in Olympic Avenue that can serve this area.	3
10	5209	117.3	358	877	0	Residential	ESA 5209 is located in MWC's "Zone 1" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Zone 1" 8-inch water line in Juanipero Way that can serve this area.	3

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

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(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
10	5210	51.9	158	387	0	Residential	ESA 5210 is located in MWC's "Zone 1" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Zone 1" 8-inch water line in Juanipero Way that can serve this area.	3
10	5211	118.3	360	882	0	Residential	ESA 5211 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Gravity" zone 8-inch water line in Honor Drive that can serve this area.	2
10	5212	16.6	51	125	0	Residential	ESA 5212 is located in MWC's "Zone 1" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a "Zone 1" 8-inch water line in Juanipero Way, and there is a "Zone 1" 16-inch water line in N. Phoenix Road at Juanipero Way that can serve this area.	2
11	6101	43.7	0	0	656	Commericial	ESA 6101 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires the installation of 12-inch water lines. There is a "Gravity" zone 16-inch water line along the east side of Hwy 99, and a 14-inch water line along the east side of Hwy 99 at South Stage Road.	2
11	6302	27.5	0	0	413	Industrial	ESA 6302 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requries the installation of 12-inch water lines. There is a "Gravity" zone 16-inch water line located on the east side of S. Pacific Hwy 99 to serve this area.	2
12	6301	2.9	0	0	43	Industrial	ESA 6301 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commerical. Commercial zoning requries the installation of 12-inch water lines. There is a "Gravity" zone 12-inch water line located at the southerly end of Anton Drive to serve this area.	3
12	7101	48.8	0	0	733	Commericial	ESA 7101 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There are "Gravity" zone 8-inch water lines in Meyers Lane and S. Holly Street. There is also a "Gravity" zone 24-inch water line in Garfeild Avenue to serve this area.	3
13	7102	29.4	0	0	441	Commericial	ESA 7102 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Commercial. Commercial zoning requires the installation of 12-inch water lines. There is no 12-inch water lines in this area as this is an established residential area. Garfield Street has a "Gravity" zone 24-inch water line that can serve this area. A 12-inch water line extension (approx. 4700-ft) would be required in Kings Hwy, and on-site 12-imch water lines. Due to low water pressures in the area, this ESA and the surrounding residential area extending up to Diamond Street may be required to be converted from the "Gravity" pressure zone to the "Southwest" pressure zone.	1
13	7201	33.5	102	250	0	Residential	ESA 7201 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 8-inch water line in Sparrow Way and S Holly Street to serve this area.	3

City of Medford - External Study Areas (ESA) Review

By Medford Water Commission

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(2) Moderate Cost
(3) Low Cost

Exhibit #	ID	Acres	DUs	Population	EMPESA	Proposed Zoning	MWC Evaluation Comments	MWC Score
13	7202	20.9	64	157	0	Residential	ESA 7202 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 8-inch water line in Sparrow Way and S Holly Street to serve this area.	3
13	7203	82.8	252	617	0	Residential	ESA 7203 is located in MWC's "Gravity" pressure zone. This ESA is proposed to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 8-inch water line in Sparrow Way to serve this area. Due to low water pressures in the area, this ESA and the surrounding residential area extending up to Diamond Street may be required to be converted from the "Gravity" pressure zone to the "Southwest" pressure zone.	1
14	8101	7.4	0	0	111	Commercial	ESA 8101 is located in MWC's "Southwest" pressure zone. This ESA is to be zoned Commercial. Commercial zoning requires the installation of 12-inch water lines. There is a 12-inch water line in Orchard Home Drive at Alamar Street to serve this area.	3
14	8201	48.2	147	360	0	Residential	ESA 8201 is located in MWC's "Southwest" pressure zone. This ESA is to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 12-inch water line in Orchard Home Drive at Alamar Street, a 12-inch water line in Columbus Avenue, and 8-inch water lines in Terrel Drive and Martin Drive, and 6-inch water lines in Canal Street, Meals Drive, and Milford Drive to serve this area.	3
15	9203	43.2	132	323	0	Residential	ESA 9203 is locatedin MWC's "Gravity" pressure zone. This ESA is to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 6-inch water line in Clover Lane and Sunset Court, and a 36-inch water line along the west boundary of this ESA that will serve this area.	3
15	9204	61.4	187	458	0	Residential	ESA 9204 is locatedin MWC's "Gravity" pressure zone. This ESA is to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 6-inch water line in Clover Lane and Sunset Court, and a 30-inch water line along the west and south boundary of this ESA that will serve this area.	3
16	9201	20.8	63	154	0	Residential	ESA 9201 is locatedin MWC's "Gravity" pressure zone. This ESA is to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 36-inch water along the west side of this property, and a 12-inch water in Hwy 238 to the north of this property that will serve this area.	3
16	9202	9.6	29	71	0	Residential	ESA 9202 is locatedin MWC's "Gravity" pressure zone. This ESA is to be zoned Residential. Residential zoning requires the installation of 8-inch water lines. There is a 8-inch water in Maple Park Drive, and a 6-inch water in Finley Lane that will serve this area.	3

MEDFORD WATER COMMISSION

200 South Ivy Street - Room 177 Medford, Oregon 97501
Customer Service (541) 774-2430 • Administration (541) 774-2440
Fax (541) 774-2555 • wtrcom@ci.medford.or.us
www.medfordwater.org

December 5, 2014

Joe Slaughter, AICP
Planner IV, Long Range Planning
City of Medford
Lausmann Annex
200 S. Ivy Street
Medford, OR 97501

Subject: Revise scoring of the ESA's

Dear Joe,

Medford Water Commission (MWC) has received the additional layouts/master plans for ESA areas MD2 and MD7 that were routed to MWC for reevaluating these ESA areas. Initially, MWC was in favor of reevaluating the scoring for these areas, but after internal discussions MWC has decided not to adjust the previously submitted scores for the following reasons.

The current MWC scoring of the ESA areas is based on the following criteria:

- The score of 3 or "green" is based on water facilities directly adjacent to the Urban Reserve area.
- The score of 2 or "yellow" is based on water facilities being one lot/tier further away from the Urban Reserve area than what is listed as a score of 3.
- The score of 1 or "red" is based on water facilities being two lots/tiers further away from the Urban Reserve area than what is listed as a score of 1. Additionally a score of 1 is warranted if reservoirs, pump stations, and water transmission mains are lacking. If the Urban Reserve area is in a non-serviceable area a score of 1 is also assigned.

The recently submitted master plans did not change the existing condition to warrant a change of the existing MWC scoring. The recently submitted master plans are not linked to an approved land development application with approved conditions that bind the master plan to the Urban Reserve areas. If the master plans were submitted for a formal review and approval process, then the overlay of the master plan could potentially change the evaluation of the ESA areas in question.

MWC does agree with the concept of the master plans, and acknowledges that a demonstrated systematic/phased development of the ESA areas in question would enhance the development potential of the areas. However, the lack of a formal approval/adoption of the submitted master plans does not insure the implementation of those master plans. The

master plans could potentially change for a multitude of reasons, including market conditions, change of ownership, cost of development, environmental issues, etc.

In conclusion, MWC is reluctant to set the precedent of changing our existing ESA scoring based on submittals of non- binding exhibits. Should the criteria change for any given ESA, MWC would take that data under consideration.

Sincerely,

Eric C. Johnson, P.E.
Principal Engineer
Medford Water Commission

EXHIBIT J. LETTERS FROM PROPERTY OWNERS AND AGENTS

RECEIVED
DEC 23 2014
PLANNING DEPT.

City of Medford Planning Department

December 23, 2014

Re: UGB amending process
Property address: 5708 Table Rock Rd. Central Point, OR 97502

Good morning,

On Tuesday, October 28th we attended an open house to obtain information regarding the UGB amendment process. We studied each map, spoke with several individuals from different city departments, asked questions, and had most of them answered. Though the ranking scores for our property listed above were good, our approximately 20 acre parcel was not included in the study area. No one was able to clarify why that might be, and we were encouraged to write this letter and attend any future discussions that will be held on this process.

We purchased this property 8 years ago with the intent to develop it as soon as possible. It is located on a main arterial street, is already hooked up to Rogue Valley sewer, is adjacent to current city limits, and has city water on the adjacent commercial property (TP Trucking).

We were told that it was possible, likely even, that owners of some parcels that have been included would prefer to remain outside the new boundary; and, therefore, some of the parcels like ours may be candidates for inclusion.

Land was purchased many years ago for the eventual widening of Table Rock Rd. and the first stage of the widening was just completed. Sewer is in and city water is next door, so the infrastructure is in place for development. We would like to develop this land for commercial or light industrial, similar to the commercial business adjacent to the parcel we own. We understand that there is moderate traffic at this location. Therefore, we intend to develop the land for uses that would minimize an increase in traffic.

We are more than willing to work with the city to develop the land consistent with the current demands, and we hope this land is included in the UGB. Please call if there are any questions you may have or suggestions you may provide to facilitate this inclusion.

Thank you for your time and consideration.

Mark and Beverly Carlton
4350 Griffin Creek Rd.
Medford, OR 97501
(541)890-5123/Mark cell

November 14th, 2014

City of Medford
Community Development Department
Attn: Jim Huber
200 S. Ivy Street
Medford, OR 97501

RE: Urban Reserve Area MD-3

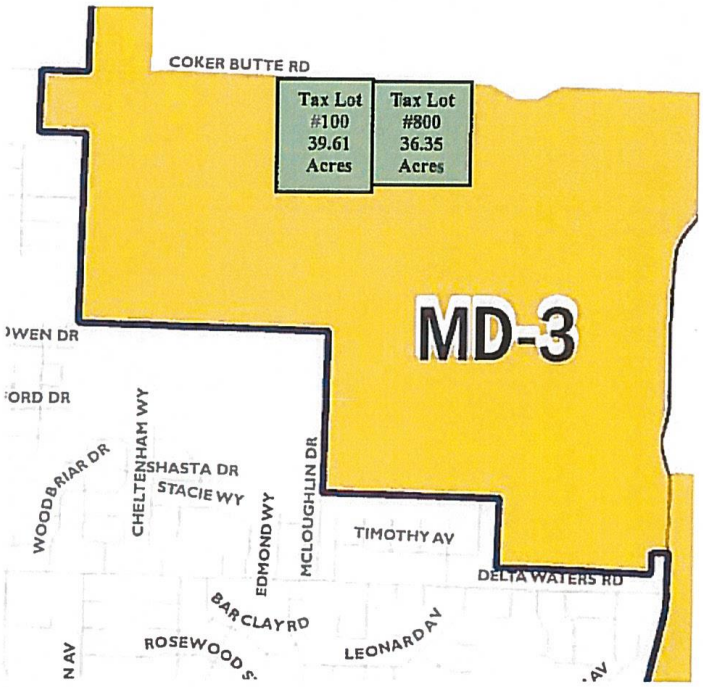
I appreciate the opportunity to address you on this important matter. On behalf of my family, I would like to request the City of Medford consider including my family's two parcels along Coker Butte Road, totaling 76 acres, within the Urban Reserve Area called MD-3. I've participated in the Greater Bear Creek Regional Planning process since its inception and I also attended the recent open house at the Old Carnegie Library in October and after reviewing the various maps and talking with your staff, I feel this property should be considered as a candidate for inclusion into the City's Urban Growth Boundary.

The property has considerable acreage, is level and does not pose any physical barriers that should exclude its consideration. The property is very accessible to major transportation corridors and was part of the attached North East Medford Circulation Plan generated by the City in 1998 which illustrated how existing City streets would connect with future streets within the MD-3 area.

According to the ESA Scoring maps, the property received positive rankings for Sewer, Transportation, Proximity and Parcel Size. The property did receive a low ranking for Water, but after talking with a local engineer, I believe this issue is easily resolvable as water services will eventually be extended to the property as neighboring properties develop and extend their water lines.

In conclusion, my family would like to be included within the City's Urban Growth Boundary and "eventually" within the City's limits. However, we're aware growth is a slow and methodical process and the eventual

development of our property will only occur once the Annexation procedures are followed, the infrastructure is in place and the criteria is adequately complied with. Based on these reality factors, my family is aware this may take another 10 to 15 years and will be entirely based on market conditions.

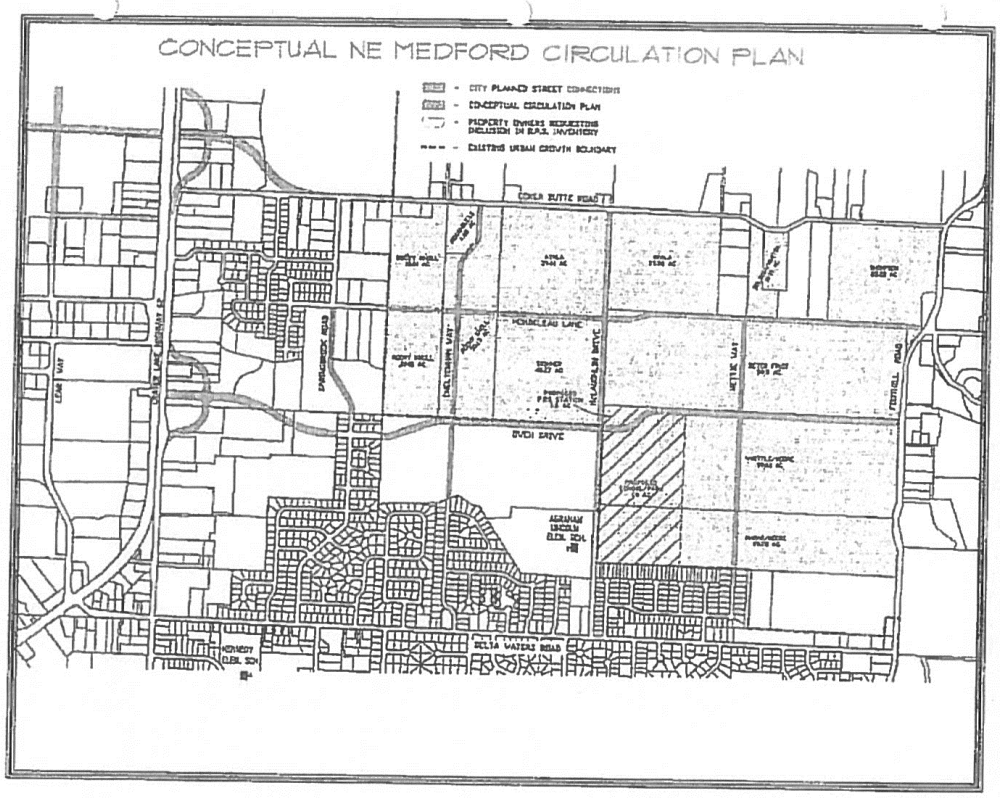


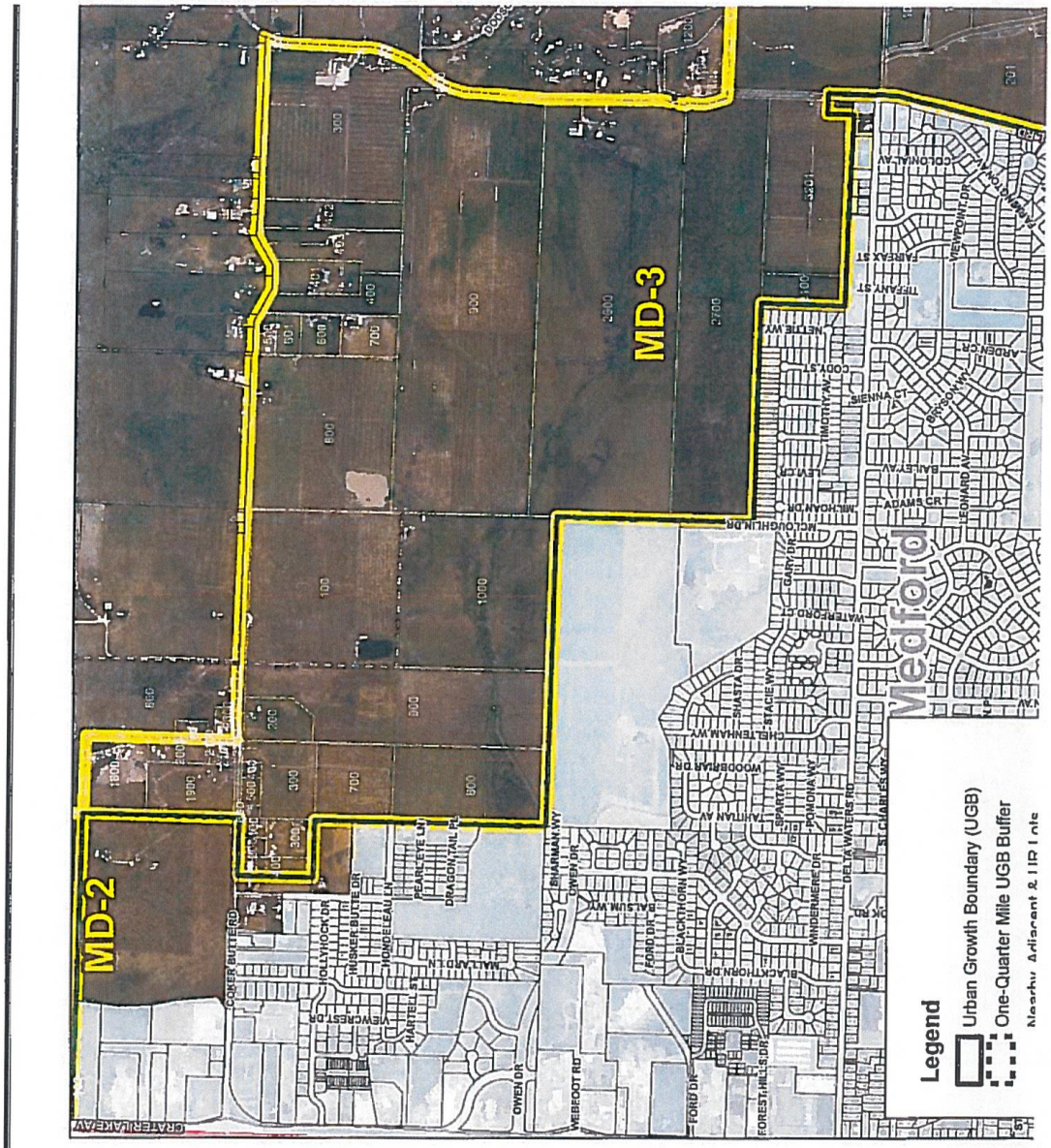
Again, we appreciate the opportunity to be included and hope the City's Planning Commission and City Council agree this area of MD-3 has merit and would be a viable property to include within the Urban Growth Boundary.

Respectfully,

Laz Ayala

Exhibits: Conceptual NE Medford Circulation Plan


CONCEPTUAL NE MEDFORD CIRCULATION PLAN
CITY PLANNED STREET CONNECTIONS
CONCEPTUAL CIRCULATION PLAN
PROPERTY OWNERS REQUESTING INCLUSION IN E.A.S. INVENTORY
EXISTING URBAN GROWTH BOUNDARY
COKER BUTTE ROAD
HOUNDLEAD LANE
BUCK DRIVE
DARLINGTON ROAD
HOLLYHAM WAY
HOUNDLEAD WAY
HETTLE WAY
FESTIVAL ROAD
DAVIS LANE
LEAH WAY
ELSIE VAUGHN ROAD
KENNEDY ELEM. SCH.


MD-2
MD-3
Medford
Legend
Urban Growth Boundary (UGB)
One-Quarter Mile UGB Buffer
Nearby Adjacent & LIP Lots
GRATERIL AKE AV
COKER BUTTE RD
HOLLYHOCK DR
WISKER BUTTE DR
MONDELEAU LN
PEARL CITY LN
DRAGONTAIL PL
MALLARD LN
HARTELL S
VIEWCREST DR
OWEN DR
WEBFOOT RD
PHARMAN WY
OWEN DR
BALSUM WY
FORD DR
BLACKTHORN WY
BLACKTHORN DR
FOREST HILLS DR
WHISPERWEE DR
DELTA WATERS RD
POMONA WY
SPARTA WY
TAMALAN AV
STACIE WY
SHASTA DR
CHESTNUT WY
WOODBRIAR DR
WATERFORD CT
GARY DR
MCLOUGHLIN DR
MILHOAN DR
ADAMS CRT
LEWIS
BAILEY AV
LEONARD AV
SIENNA CT
TIMOTHY LN
COOK ST
NETTIE WY
TIFFANY ST
FAIRFAX ST
ARDEN CR
COLONIAL AV
NEWPORT DR
N CHARLES WY

RECEIVED
OCT 27 2014
PLANNING DEPT.

Joe Slaughter, Planner
Medford Planning Department
200 S. Ivy Street
Medford, OR 97501

RE: 2498 Coker Butte Road, 37-1W-08, 1000
MD-3 UGB inclusion

Dear Mr. Slaughter,

I have received your notice for an open house for the amendment to the Urban Growth Boundary, on Tuesday, October 28, 2014. Unfortunately, I am unable to attend this meeting due to previous commitments. Therefore, I would like to formally request the inclusion of my property into the proposal for the Medford UGB Amendment.

My property is not good farm land and has been fallow and unused for 20 years. My property is next to the Roots' property, which is in the City of Medford. Our common property line is also the existing City Limits and Urban Growth Boundary for the City of Medford.

I believe that including my property would benefit the City. The most significant benefit is street layout. McLoughlin Drive, adjacent to Abraham Lincoln School, would be located along my east property line, and would also connect with Coker Butte Road. Also, Owen Drive would be located along my south property line. It makes perfect sense to have these two streets built to make street connections in the neighborhood, instead of dead end streets.

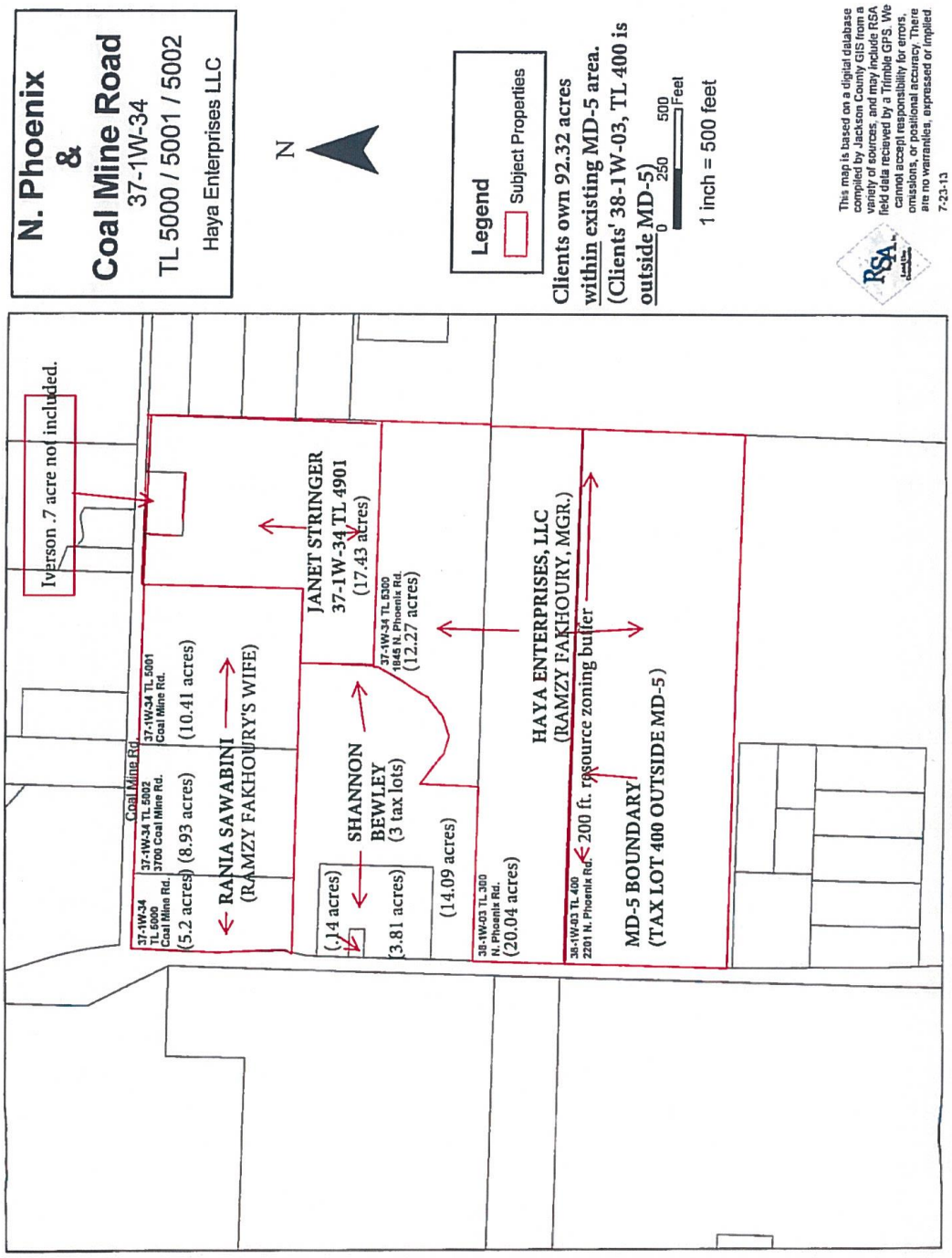
With Abraham Lincoln School 1/4 mile away it would be ideal for this area to be developed with homes where children could walk to school and play on the school grounds.

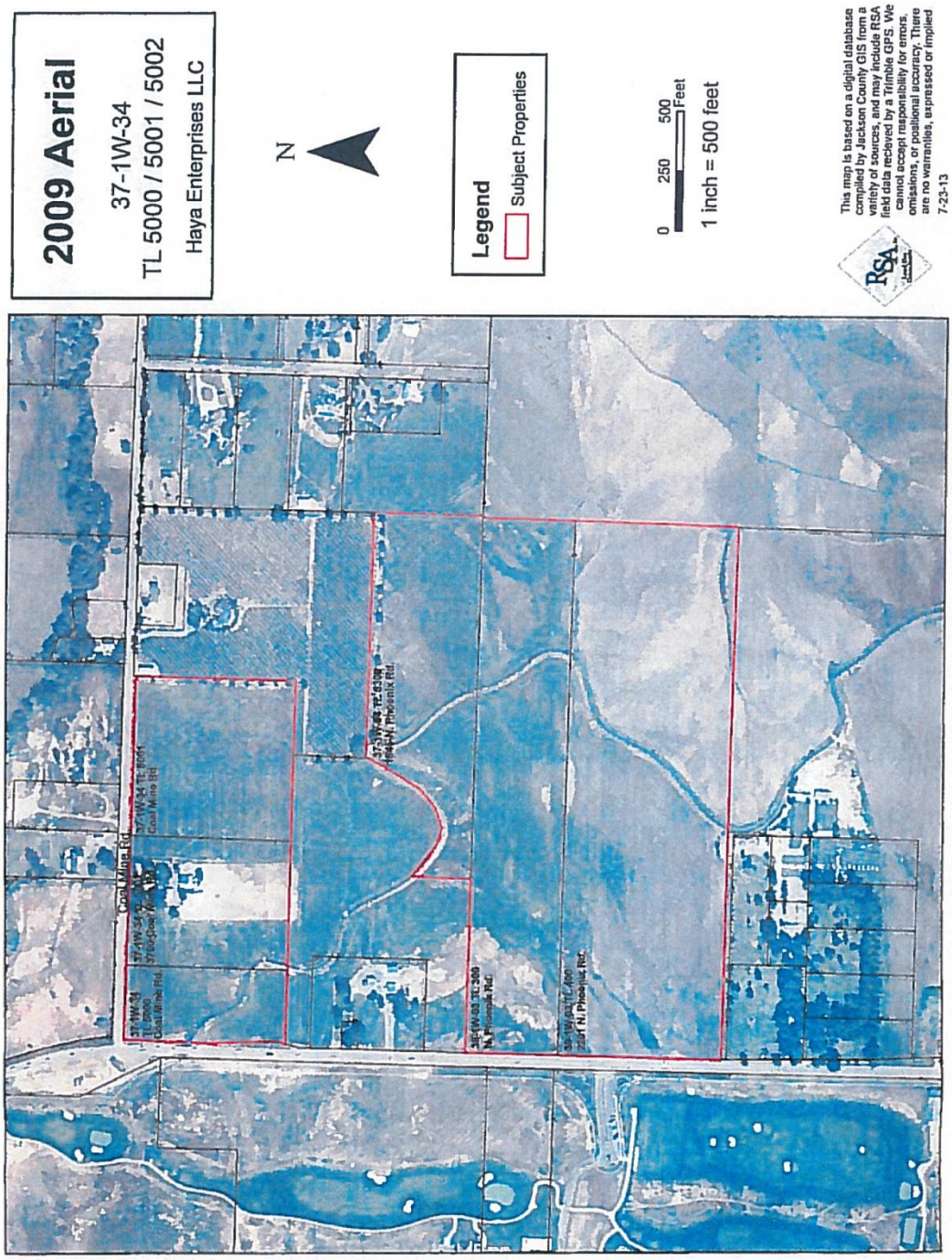
My property is also located close to shopping and commercial areas at the Highway 62 and Owen Drive intersection area, where a short distance for vehicles can be driven without getting onto other high traffic routes. There is a Safeway, Wal-Mart and a Costco store present for groceries and household supplies.

I thank you in advance for considering my property to be included with the proposed amendment to the Medford Urban Growth Boundary. I believe that the properties west of McLaughlin Drive and south of Coker Butte Road, located in MD-3, is a logical inclusion area for the Urban Growth Boundary, for future residential development.

Sincerely,

Steven W. Skinner
PO Box 27
Canby, OR 97013
Tel: 503- 701 1806


N. Phoenix
&
Coal Mine Road
37-1W-34
TL 5000 / 5001 / 5002
Haya Enterprises LLC
N
Legend
Subject Properties
Clients own 92.32 acres
within existing MD-5 area.
(Clients' 38-1W-03, TL 400 is
outside MD-5)
0 250 500 Feet
1 inch = 500 feet
This map is based on a digital database compiled by Jackson County GIS from a variety of sources, and may include RSA field data recieved by a Trimble GPS. We cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied
7-23-13
Iverson .7 acre not included.
Coal Mine Rd.
37-1W-34 TL 5000
Coal Mine Rd.
(5.2 acres)
37-1W-34 TL 5002
3700 Coal Mine Rd.
(8.93 acres)
37-1W-34 TL 5001
Coal Mine Rd.
(10.41 acres)
RANIA SAWABINI
(RAMZY FAKHOURY'S WIFE)
JANET STRINGER
37-1W-34 TL 4901
(17.43 acres)
37-1W-34 TL 5300
1845 N. Phoenix Rd.
(12.27 acres)
SHANNON
BEWLEY
(3 tax lots)
(.14 acres)
(3.81 acres)
(14.09 acres)
38-1W-03 TL 300
N. Phoenix Rd.
(20.04 acres)
HAYA ENTERPRISES, LLC
(RAMZY FAKHOURY, MGR.)
38-1W-03 TL 400
2201 N. Phoenix Rd.
200 ft. resource zoning buffer
MD-5 BOUNDARY
(TAX LOT 400 OUTSIDE MD-5)


2009 Aerial
37-1W-34
TL 5000 / 5001 / 5002
Haya Enterprises LLC
N
Legend
Subject Properties
0 250 500 Feet
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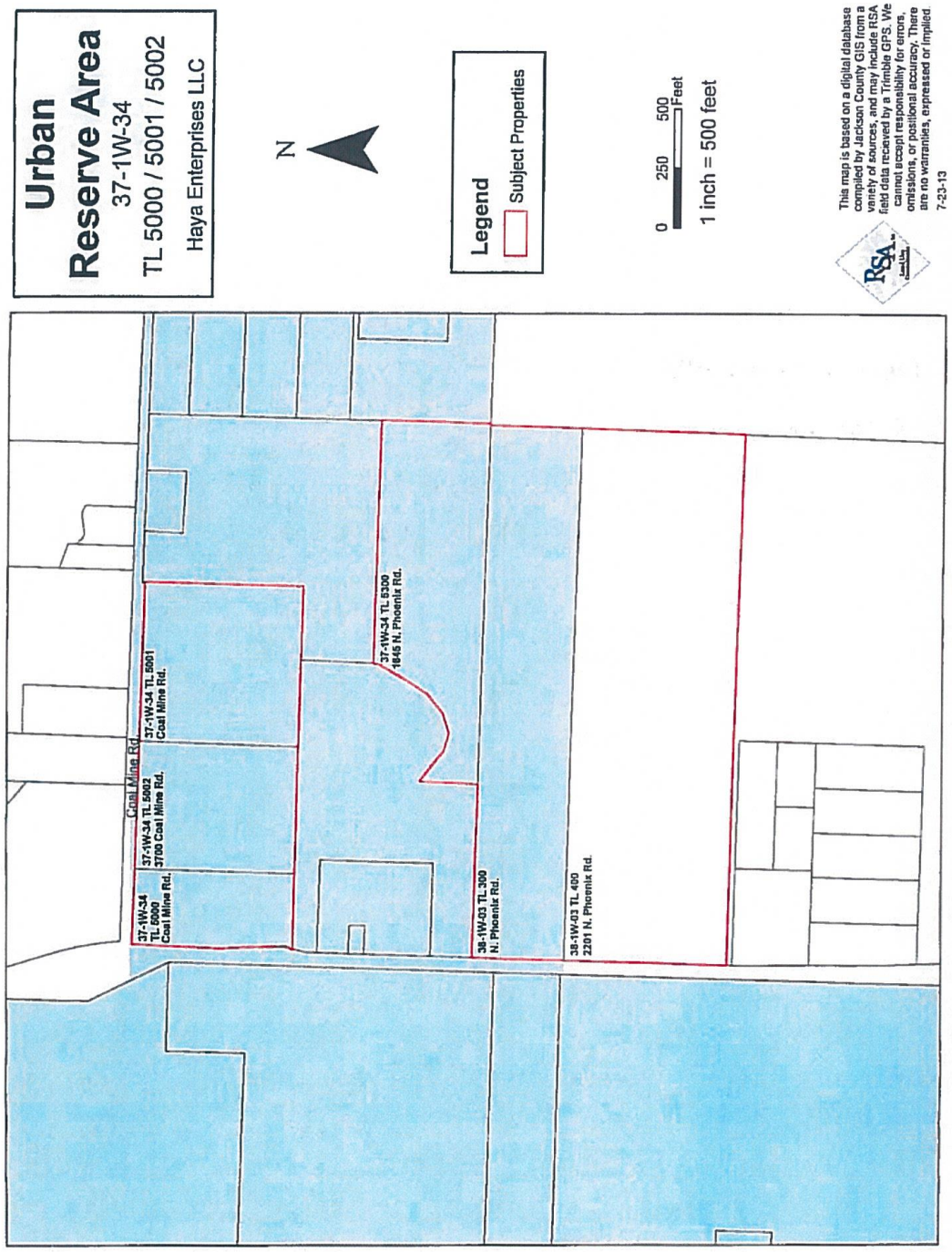
7-23-13
RSA
Coal Mine Rd
37-1W-34 TL 5001
Coal Mine Rd
37-1W-34 TL 5000
Coal Mine Rd
37-1W-34 TL 5002
Coal Mine Rd
37-1W-34 TL 5003
N. Phoenix Rd.
36-1W-03 TL 300
N. Phoenix Rd.
36-1W-03 TL 400
2247 N. Phoenix Rd.


Urban
Reserve Area
37-1W-34
TL 5000 / 5001 / 5002
Haya Enterprises LLC
N
Legend
Subject Properties
0 250 500 Feet
1 inch = 500 feet
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7-23-13
RSA
Coal Mine Rd
37-1W-34 TL 5000 Coal Mine Rd.
37-1W-34 TL 5002 3700 Coal Mine Rd.
37-1W-34 TL 5001 Coal Mine Rd.
37-1W-34 TL 5300 1845 N. Phoenix Rd.
38-1W-03 TL 300 N. Phoenix Rd.
38-1W-03 TL 400 2201 N. Phoenix Rd.

URBAN DEVELOPMENT SERVICES, LLC
LAND USE PLANNING AND DEVELOPMENT SERVICES

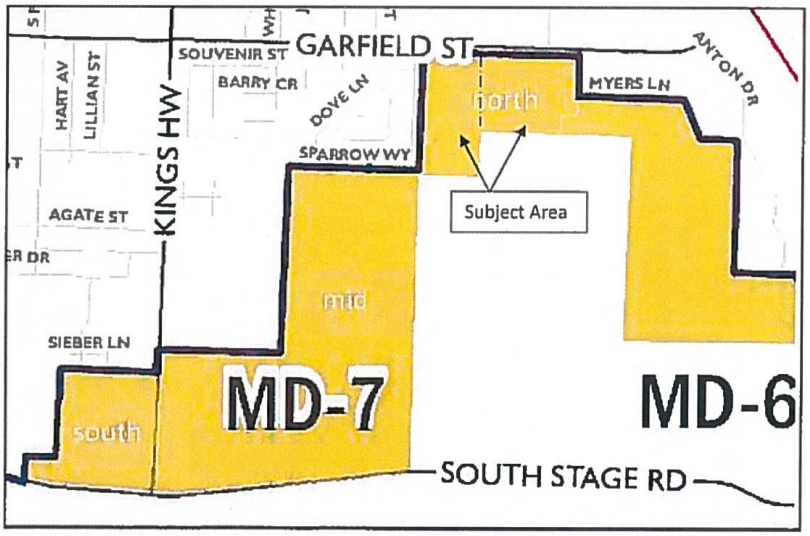
October 30th, 2014

City of Medford
Attn: Jim Huber, Planning Director
200 S. Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

Subject: Urban Reserve Area **MD-7n**; Consideration

Hi Jim,

I've been asked by the two property owners of Urban Reserve Area MD-7n, Diana Ayala and KOGAP Enterprises, Inc., to communicate with you regarding their desire to be included in the pending Urban Growth Boundary Amendment process. The two properties combined are roughly 37 acres in area with virtually no physical constraints with services readily available.



Based on the City's adopted Regional Plan Element, the MD-7n properties are to be 100% employment. The property owners concur with the employment designation based on justifications noted within the Element. Further, after meetings with the principal parties and various consultants, as well as an evaluation of the area's physical conditions (street patterns and alignments, and proximity to other services, future growth areas, transportation corridors, etc.) there were additional benefits relating to MD-7n's inclusion into the Urban Growth Boundary that included:

Proximity:
- *MD-7n* borders City limits along three sides;
- is less than ½ mile to Highway 99 and less than 1 mile to I-5;
- is 1½ miles to Downtown and Rogue Community College;
- is less than 1 mile from employment generators such as Harry & David, KOGAP's Stewart Meadow's Village, Wal-Mart and Fred Myer;
- is adjacent to Holly Street, a future Collector Street, intended to extend from Garfield Street to South Stage Road to the south;
- provides a regional balance for employment uses, thus limiting excessive commutes;
- its intended employment use is generally more suitable when adjacent to agricultural land (southern boundary) and tends to have less conflict with agricultural operations;

Transportation:
- *MD-7n* fronts along Garfield Street, a Major Arterial street;
- Garfield Street is a direct link to both Highway 99 and I-5;
- due to the rapid commercial, industrial and residential development of the southwest area, there is a need for more connectivity between existing east-west arterials such as the extension of Holly Street to South Stage Road. The Holly Street connection will improve circulation and congestion in this area;
- inclusion of MD-7n and its eventual development will assist in the realignment and safety improvements of the unimproved portion of Myers Lane (see attached Conceptual Street Pattern Map);
- is located within a well established transportation network easily incrementally extended;
- is located in the southwest area of the City, generally unencumbered by traffic constraints;

Parcel Size:
- *MD-7n* consists of two parcels totaling 37 acres. Based on the recent ESA scoring maps, the parcels individually have a moderate score (3 - yellow), but combined the score would be increased to moderate high (4 – green);
- no physical components or constraints delineate two parcels allowing for a seamless development pattern. *Note:* the attached Conceptual Street Pattern Plan identifies a street along the southern boundary of the property which is intended to provide for logical street connectivity, but also an agricultural buffering opportunity.

Infrastructure:
- *MD-7n* has excellent infrastructure overall, including a 24" "gravity fed pressure zone" within Garfield Street which can easily accommodate the intended uses and minimal expense or right-of-way disturbance;

- sewer services are sized to 12" mains which can easily accommodate the build-out of the for its intended employment use;
- with the inclusion of MD-7mid to the south and the incremental infrastructure improvements associated with the Holly Street connection to South Stage Road, the upsizing of water and sewer service lines within the Holly Street right-of-way to accommodate the southern half of MD-7n is logical and cost efficient.

Economic:

- *MD-7n* has numerous economic advantages over other identified Urban Reserve Areas, including those previously noted such as existing infrastructure, existing and planned street connections, unencumbered transportation corridors, close proximity to major transportation corridors and existing commercial and employment centers;
- the parcel sizes, based on the attached MD7n Conceptual Street Pattern Map, illustrates possible large tracts of land appropriate to attract business professional offices and/or manufacturing technology space;
- is located in an area of the community with low to moderate income households often attractive to major employers and thus a reciprocal benefit for the community's job growth;
- is within close proximity to Rogue Community College, as well as Southern Oregon University, which can infuse inexpensive skilled labor to prospective employers;

Overall, the two subject property owners strongly believe MD-7n is an ideal candidate based on the various factors noted above as well as those identified in the City's adopted Regional Plan Element. The two property owners have worked together in the past and believe the attached Conceptual Street Pattern Plan, as well as their most recent discussions will lead to a comprehensive and well designed employment area for the City of Medford.

That said, the property owners are aware additional efforts will be necessary to address the Regional Plan's Performance Indicators (ORS 197.656(2)(B)(C), specifically as they relate to Land Use Distribution, Agricultural Buffering, Conceptual Transportation Plans and Transportation Infrastructure. In the interim, the attached Conceptual Street Pattern Plan and the benefits noted herein will hopefully provide staff the necessary background and justification to recommend MD-7n, specifically Tax Lot's 381W31D 2400 and 2700, for inclusion into the City of Medford's Urban Growth Boundary.

If for any reason you or your staff has any questions, please feel free to call me at 541-821-3752. I look forward to working with you during this critical juncture and hope our combined effort results in a positive and sustainable experience for Medford's future citizenry.

Sincerely,

Mark Knox, Principal Planner
Urban Development Services, LLC

URBAN DEVELOPMENT SERVICES, LLC
LAND USE PLANNING AND DEVELOPMENT SERVICES

November 13th, 2014

City of Medford
Community Development Department
Attn: Jim Huber
200 S. Ivy Street
Medford, OR 97501

Subject: Urban Reserve ESA Scoring, MD-7; Water & Parcel Size

In response to the recent staff findings relating to the City of Medford's Urban Reserve Area's External Study Area analysis, the overall scores appear to be very positive for MD-7 and generally in-line with the findings discovered during the creation of the Naumes Park Conceptual Master Plan. However, there were two particular scoring areas I believe should be reconsidered based on the factors noted herein, specifically the *water* and *parcel size* scores. In this regard, I've have completed some additional investigation with the intent to clarify for City staff, the Planning Commission and the City Council why these two rankings should be reconsidered.

Water: The northern and middle section of MD-7 is identified on the ESA Scoring maps as having a "green" ranking for its ease and economical likeliness to connect with the City's water supply system. However, the southern section of MD-7 has a "red" ranking due to their extended distance from Garfield Street and the area's pressure zone which could add costs to connect with the City's water supply system.

In response to this scoring, the property owners have obtained the services of Ed Olsen, Engineer for RH2, who is intimately familiar with the City's water infrastructure. Mr. Olsen reviewed the area's water facilities as well as the initial request from the Planning Department to the Medford Water Commission in December of 2012 and concluded ESA Parcels #7102 and #7203 should not have a (1) or "high" (red) ranking, but instead a (3) or "low" (green) ranking or at least a (2) or "moderate" (yellow) ranking based on the various factors described in the attached October 20th, 2014 Technical Memorandum.

Mr. Olsen's findings are *critical* for the decision makers to understand, but in reviewing the Memorandum, it's also clear the inclusion of these areas provide the opportunity to improve the water availability and water pressure for not only future residents of this URA, but also the existing residents in this area of the City.

Parcel Size: The ESA Scoring map relating to parcel size shows all but one of the eleven subject MD-7 parcels with a medium to low ranking (yellow, orange or red). However, as illustrated with the recently submitted Naumes Park Conceptual Master Plan, the principal property owners

are working collectively to not only strategically provide for the infrastructure demands relating to this areas future growth, but also to eventually develop the property in a pattern that is consistent with the intent of the Regional Problem Solving Plan, specifically the adopted Performance Indicators. The property owners understand the logical reasoning as to why parcel size matters (i.e. larger parcels often result in more efficient outcomes), but due to the efforts put forth with the Naumes Park Conceptual Master Plan, the property owners request the map be amended to better illustrate that parcel size within this particular URA is not as relevant as it may be in some other areas.

However, if this option convolutes the purpose of the map, the property owners would at least request staff consider a slight revision of this particular map to include parcels that are owned by the same entity. In this particular instance, Naumes, Inc. owns three adjacent parcels totaling 57 acres which when combined would have a "green" or higher ranking. This seems to be a fair and reasonable approach in bridging the owners' concerns and the purpose of the map.

Finally, I'm also including correspondence I've written to Carol Bradford, Medford Irrigation District Manager who requested during the Regional Problem Solving process to be included in Medford's long range planning efforts. In this vein, the letter simply confirms the dialogue is occurring and the Irrigation District is being included in the discussions of the MD-7, as well as MD-8, areas.

In conclusion, the property owners and I are very appreciative of the efforts put forth by the Planning Department's staff and their attempt to provide the necessary evidence the City's decision makers will need in order to make the best decision for the City's long term well being. Unfortunately, the ESA Scoring maps are probably a little too simplified in some categories which is why the property owners have asked me to provide the additional analysis to be completed and forwarded to you.

Thank you again for your time spent on this matter, but if you or staff has any additional questions, please do not hesitate to contact me at 541-821-3752 or Ed Olsen at 541-951-1635.

Sincerely,

Mark Knox, Principal Planner

cc: Mike Naumes, Naumes Inc.
Robert Boggess, Naumes Inc.
Laz Ayala, Ayala Properties
Rania Sawabini, Haya Enterprises LLC
Ed Olsen, RH2

Attached Exhibits:
- Technical Memorandum, Ed Olsen, RH2
- Letter to Medford Irrigation District

TECHNICAL Memorandum

Client: Naumes, Inc.

Project: Review ESAs Scoring of Water System

Project File: NAU 1014-027-02 **Project Manager:** Ed Olson, P.E.

Composed by: Ed Olson, P.E.

Reviewed by: Rick Ballard, P.E.

Subject: ESA Water Scoring of Naumes Property

Date: October 30, 2014

Background

As part of the City of Medford's Urban Growth Boundary Amendment Project, the Medford Water Commission (MWC) was asked to analyze the external study areas (ESA) to determine the required extent of improvements needed to provide adequate water service to each parcel within each ESA. "The improvements that will be required to be made to the primary conveyance system in order to serve development in these areas. Specifically, will the cost of improvements be: (1) High; (2) Moderate; or (3) Low."

Water service was one of eight different scoring criteria used in the analysis. MWC staff analyzed each ESA and assigned a score to each property within the individual ESA. This past month, the City of Medford (City) planning staff assembled the results of the analysis and are currently presenting these findings to the public.

Naumes, Inc., owns property within study area MD-7 located adjacent to Kings Highway and South Stage Road. The southern portion of MD-7 (ESA tracks 7102 and 7203), which is currently planned to be commercial, was assigned a water score of (1) High. MWC staff indicated that commercial zoning would require the extension of approximately 4,700 feet of a 12-inch waterline from Garfield Street to the study area. In addition, due to low pressure in the southern portion of this ESA, the area may require service from the Southwest high pressure zone instead of the Gravity pressure zone that currently supplies the waterline on Garfield Street.

Since the ESA scoring may impact the timing of annexing the properties into the Urban Growth Boundary, Naumes, Inc., retained RH2 Engineering, Inc. (RH2) to review the findings to determine if other considerations may exist that give MWC and City planning staff reason to reconsider the current findings.

Options and Considerations

Review of the ESA analysis implies that Individual parcels within MD-7 were rated on specific merits. This analysis is likely appropriate for the majority of the individual ESA being considered. However, all of the developers owning properties within ESA MD-7 agreed to develop their properties under a single master plan. A copy of the Naumes Park Conceptual Master Plan is attached along with a drawing showing the location of major waterlines around MD-7. Under this Plan, property will be developed in

a phased approach starting with northerly properties located closest to current City utility services. All utilities, including waterlines, will be extended south throughout the phases as developed. This phased approach will not require the southern portion of MD-7 (tracks 7102 and 7203) to extend any significant off-site waterlines to obtain water service. The 12-inch waterline will be installed within the proposed project as it is developed. In fact, the unit cost of water service will likely be less than individually-developed parcels since any oversizing cost can be shared by the developers within the study area.

The second issue raised by MWC staff relates to the possibility of providing water service to the southern portion of MD-7 from the Southwest high pressure zone. The Southwest high pressure zone has a 16-inch transmission main located in Columbus Avenue. This waterline runs from the Archer Pump Station located on Columbus Avenue to the storage reservoir located south of South Stage Road. The waterline is located approximately 1,600 feet west of the edge of ESA MD-7. Installing the 1,600-foot offsite waterline to provide water service to the southern portion of MD-7 would not require a significant investment if higher pressure is deemed necessary. The estimated unit cost of the off-site waterline would likely be $50 to $60 per foot. This transmission main would then be extended within the proposed project as it is developed.

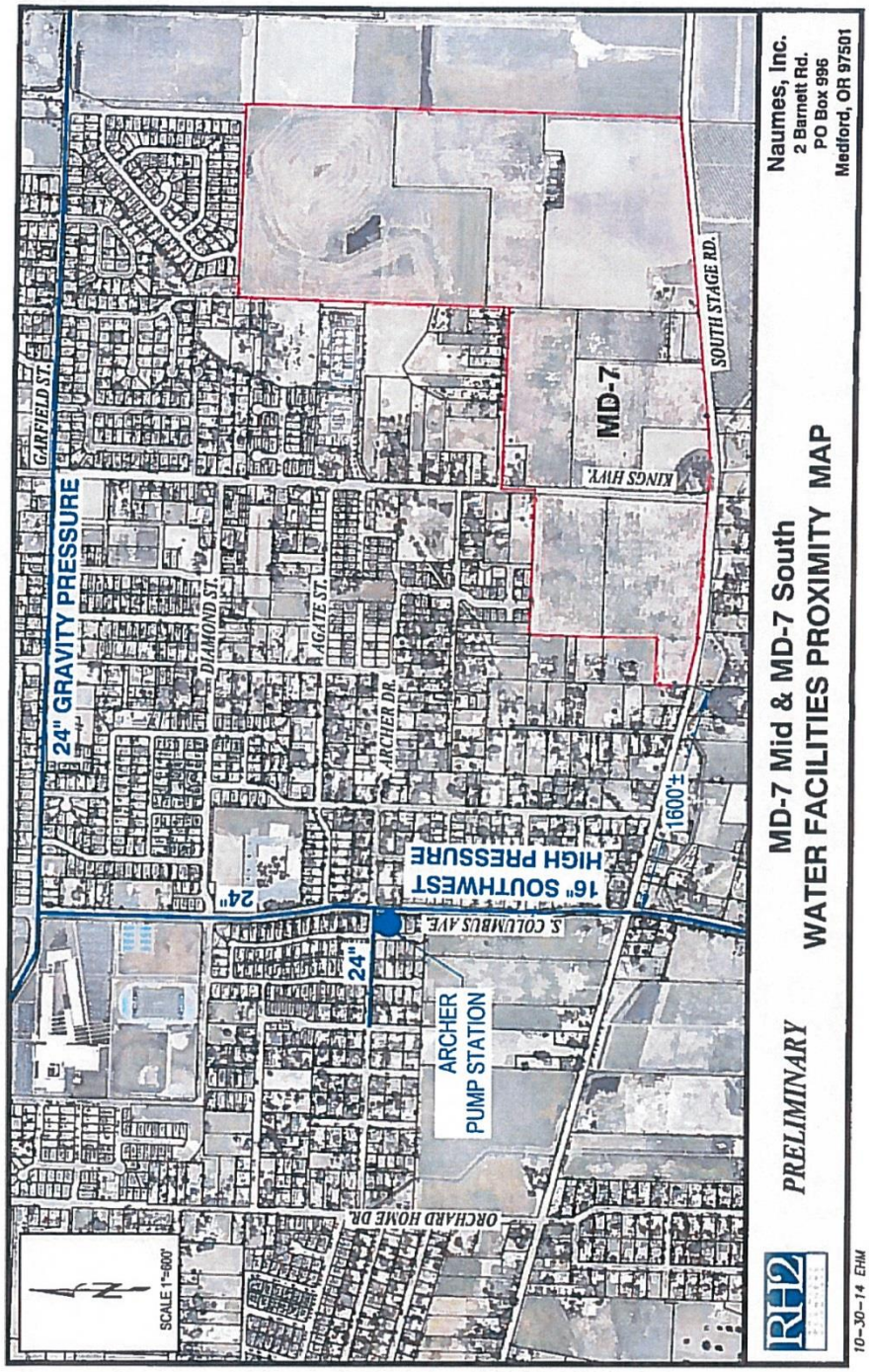
Conclusion

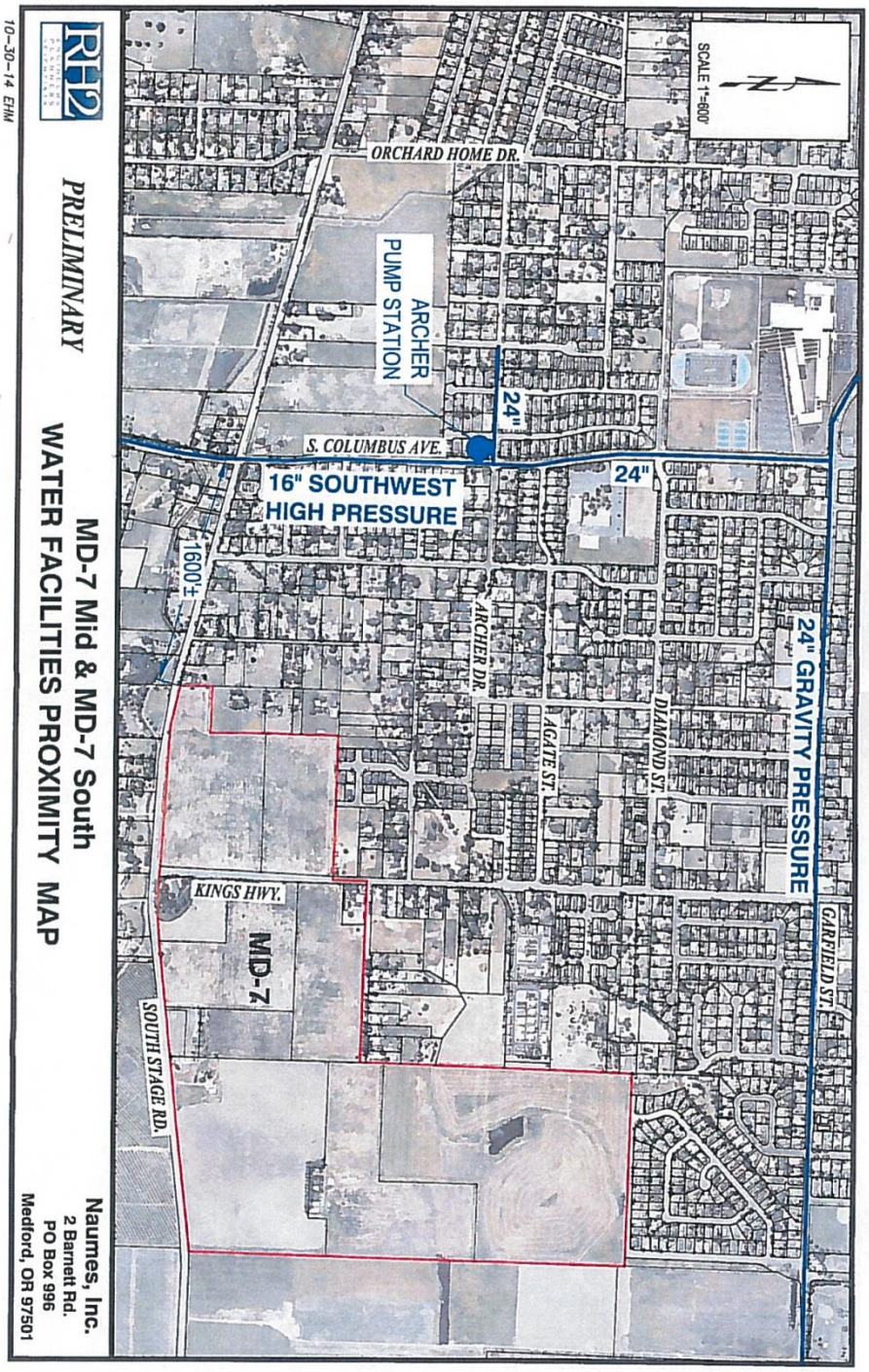
Based on the factors outlined above, it is the opinion of RH2 that the cost of water facilities for the southern commercial area of MD-7 (ESA parcels 7102 and 7203) should not be rated (1) High. These two parcels should be assigned the same rating as the other parcels located within MD-7: (3) Low, or at least (2) Moderate, if it is deemed necessary to supply the southern portion of the property from the high pressure zone.

EXPIRES: 12/31/2014

Attachments:

1. MD-7 Mid- & MD-7 South Water Facilities Proximity Map
2. *Naumes Park Conceptual Master Plan*


24" GRAVITY PRESSURE
GARFIELD ST.
DIAMOND ST.
AGATE ST.
ARCHER DR.
24"
16" SOUTHWEST
HIGH PRESSURE
S. COLUMBUS AVE
24"
ARCHER
PUMP STATION
ORCHARD HOME DR.
1600±
MD-7
KINGS HWY.
SOUTH STAGE RD.
SCALE 1"=600'
N
PRELIMINARY
MD-7 Mid & MD-7 South
WATER FACILITIES PROXIMITY MAP
Naumes, Inc.
2 Barnett Rd.
PO Box 996
Medford, OR 97501
10-30-14 EHM


SCALE 1"=600'
24" GRAVITY PRESSURE
GARFIELD ST.
DIAMOND ST.
AGATE ST.
ARCHER DR.
24"
24"
16" SOUTHWEST
HIGH PRESSURE
1600'±
ARCHER
PUMP STATION
ORCHARD HOME DR.
S. COLUMBUS AVE.
KINGS HWY.
MD-7
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MD-7 Mid & MD-7 South
WATER FACILITIES PROXIMITY MAP
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Medford, OR 97501
10-30-14 EHM

URBAN DEVELOPMENT SERVICES, LLC
LAND USE PLANNING AND DEVELOPMENT SERVICES

November 13th, 2014

City of Medford
Community Development Department
Attn: Jim Huber
200 S. Ivy Street
Medford, OR 97501

Subject: Urban Reserve ESA Scoring, MD-7; Water & Parcel Size

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However, if this option convolutes the purpose of the map, the property owners would at least request staff consider a slight revision of this particular map to include parcels that are owned by the same entity. In this particular instance, Naumes, Inc. owns three adjacent parcels totaling 57 acres which when combined would have a "green" or higher ranking. This seems to be a fair and reasonable approach in bridging the owners' concerns and the purpose of the map.

Finally, I'm also including correspondence I've written to Carol Bradford, Medford Irrigation District Manager who requested during the Regional Problem Solving process to be included in Medford's long range planning efforts. In this vein, the letter simply confirms the dialogue is occurring and the Irrigation District is being included in the discussions of the MD-7, as well as MD-8, areas.

In conclusion, the property owners and I are very appreciative of the efforts put forth by the Planning Department's staff and their attempt to provide the necessary evidence the City's decision makers will need in order to make the best decision for the City's long term well being. Unfortunately, the ESA Scoring maps are probably a little too simplified in some categories which is why the property owners have asked me to provide the additional analysis to be completed and forwarded to you.

Thank you again for your time spent on this matter, but if you or staff has any additional questions, please do not hesitate to contact me at 541-821-3752 or Ed Olsen at 541-951-1635.

Sincerely,

Mark Knox, Principal Planner

cc: Mike Naumes, Naumes Inc.
Robert Boggess, Naumes Inc.
Laz Ayala, Ayala Properties
Rania Sawabini, Haya Enterprises LLC
Ed Olsen, RH2

Attached Exhibits:
- Technical Memorandum, Ed Olsen, RH2
- Letter to Medford Irrigation District

URBAN DEVELOPMENT SERVICES, LLC
LAND USE PLANNING AND DEVELOPMENT SERVICES

November 13, 2014

Carol Bradford, Manager
Medford Irrigation District
5045 Jacksonville Hwy
Central Point, OR 97502

Subject: Potential Urbanization of MD-7 Mid MD-7 South and MD-8 (Urban Reserve Areas)

Dear Ms. Bradford:

Thank you for meeting with Robert Boggess and I recently regarding the potential urbanization of lands along South Stage Road near Kings Highway known as "MD-7 Mid and MD-7 South" as well the lands between South Columbus and Orchard Drive known as "MD-8" under the Regional Problem Solving Plan for Jackson County and municipalities therein.

As we discussed, MD-7 Mid, MD-7 South and MD-8 have been designated as Urban Reserve Areas by the City of Medford and are being considered for inclusion in the City's Urban Growth Boundary for potential annexation by the City. I represent three of the primary landowners in these areas who are working cooperatively together and with the majority of the neighbors on conceptual plans for development of those areas.

With respect to irrigation and water rights, it is our understanding that some of the irrigation and water rights would remain in place with the beneficial use being for open space/parks and landscape irrigation. The intent of the landowners would be to transfer any irrigation and water rights not so used to other beneficial uses within the Medford Irrigation District.

Thank you again for your time spent on this matter, but if you or staff has any additional questions, please do not hesitate to contact me at 541-821-3752.

Sincerely,

Mark Knox, Principal Planner

RH2 ENGINEERS PLANNERS SCIENTISTS

TECHNICAL
Memorandum

Client: Naumes, Inc.

Project: Review ESAs Scoring of Water System

Project File: NAU 1014-027-02 **Project Manager:** Ed Olson, P.E.

Composed by: Ed Olson, P.E.

Reviewed by: Rick Ballard, P.E.

Subject: ESA Water Scoring of Naumes Property

Date: October 30, 2014

Background

As part of the City of Medford's Urban Growth Boundary Amendment Project, the Medford Water Commission (MWC) was asked to analyze the external study areas (ESA) to determine the required extent of improvements needed to provide adequate water service to each parcel within each ESA. "The improvements that will be required to be made to the primary conveyance system in order to serve development in these areas. Specifically, will the cost of improvements be: (1) High; (2) Moderate; or (3) Low."

Water service was one of eight different scoring criteria used in the analysis. MWC staff analyzed each ESA and assigned a score to each property within the individual ESA. This past month, the City of Medford (City) planning staff assembled the results of the analysis and are currently presenting these findings to the public.

Naumes, Inc., owns property within study area MD-7 located adjacent to Kings Highway and South Stage Road. The southern portion of MD-7 (ESA tracks 7102 and 7203), which is currently planned to be commercial, was assigned a water score of (1) High. MWC staff indicated that commercial zoning would require the extension of approximately 4,700 feet of a 12-inch waterline from Garfield Street to the study area. In addition, due to low pressure in the southern portion of this ESA, the area may require service from the Southwest high pressure zone instead of the Gravity pressure zone that currently supplies the waterline on Garfield Street.

Since the ESA scoring may impact the timing of annexing the properties into the Urban Growth Boundary, Naumes, Inc., retained RH2 Engineering, Inc. (RH2) to review the findings to determine if other considerations may exist that give MWC and City planning staff reason to reconsider the current findings.

Options and Considerations

Review of the ESA analysis implies that Individual parcels within MD-7 were rated on specific merits. This analysis is likely appropriate for the majority of the individual ESA being considered. However, all of the developers owning properties within ESA MD-7 agreed to develop their properties under a single master plan. A copy of the Naumes Park Conceptual Master Plan is attached along with a drawing showing the location of major waterlines around MD-7. Under this Plan, property will be developed in

a phased approach starting with northerly properties located closest to current City utility services. All utilities, including waterlines, will be extended south throughout the phases as developed. This phased approach will not require the southern portion of MD-7 (tracks 7102 and 7203) to extend any significant off-site waterlines to obtain water service. The 12-inch waterline will be installed within the proposed project as it is developed. In fact, the unit cost of water service will likely be less than individually-developed parcels since any oversizing cost can be shared by the developers within the study area.

The second issue raised by MWC staff relates to the possibility of providing water service to the southern portion of MD-7 from the Southwest high pressure zone. The Southwest high pressure zone has a 16-inch transmission main located in Columbus Avenue. This waterline runs from the Archer Pump Station located on Columbus Avenue to the storage reservoir located south of South Stage Road. The waterline is located approximately 1,600 feet west of the edge of ESA MD-7. Installing the 1,600-foot offsite waterline to provide water service to the southern portion of MD-7 would not require a significant investment if higher pressure is deemed necessary. The estimated unit cost of the off-site waterline would likely be $50 to $60 per foot. This transmission main would then be extended within the proposed project as it is developed.

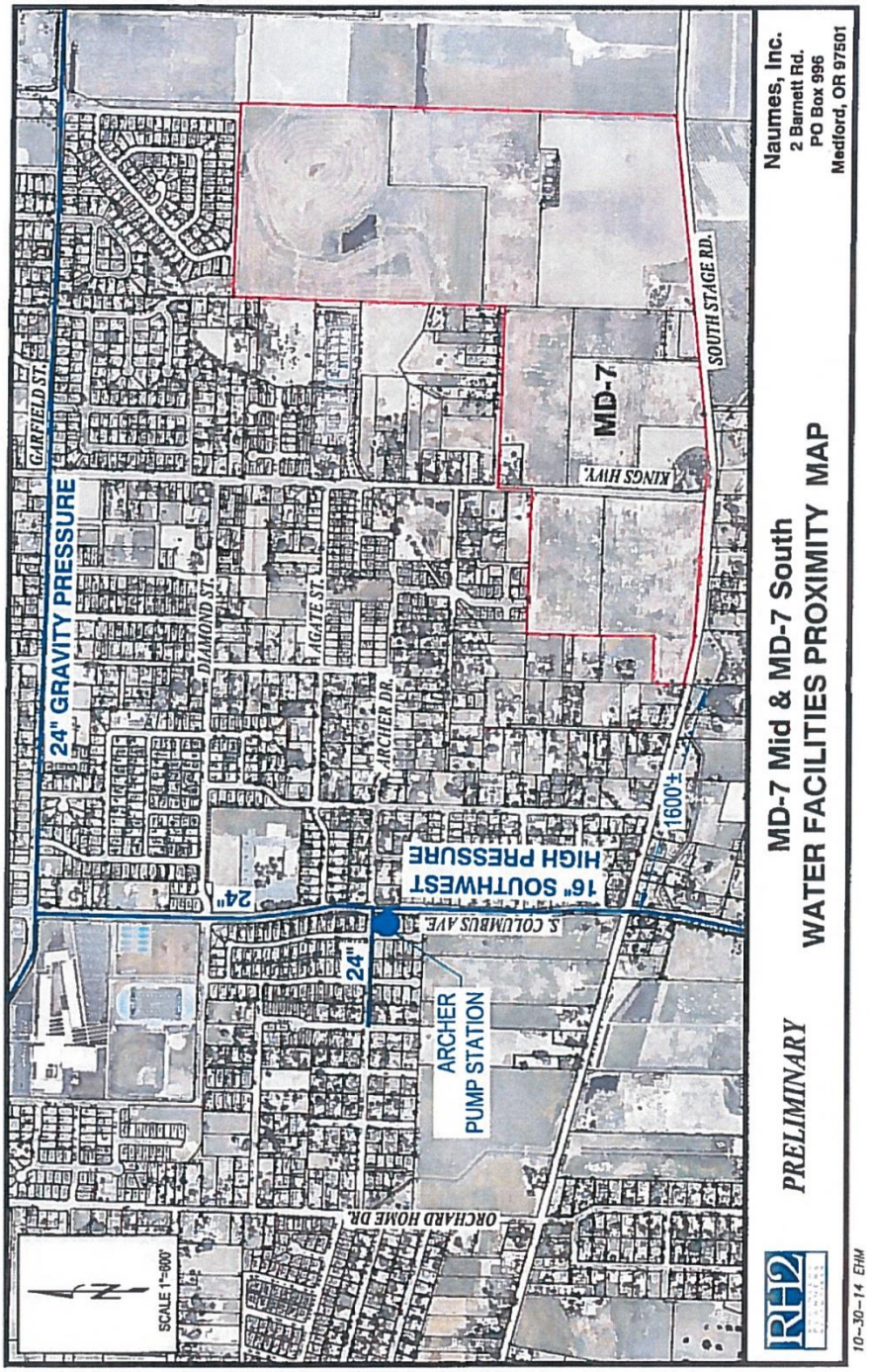
Conclusion

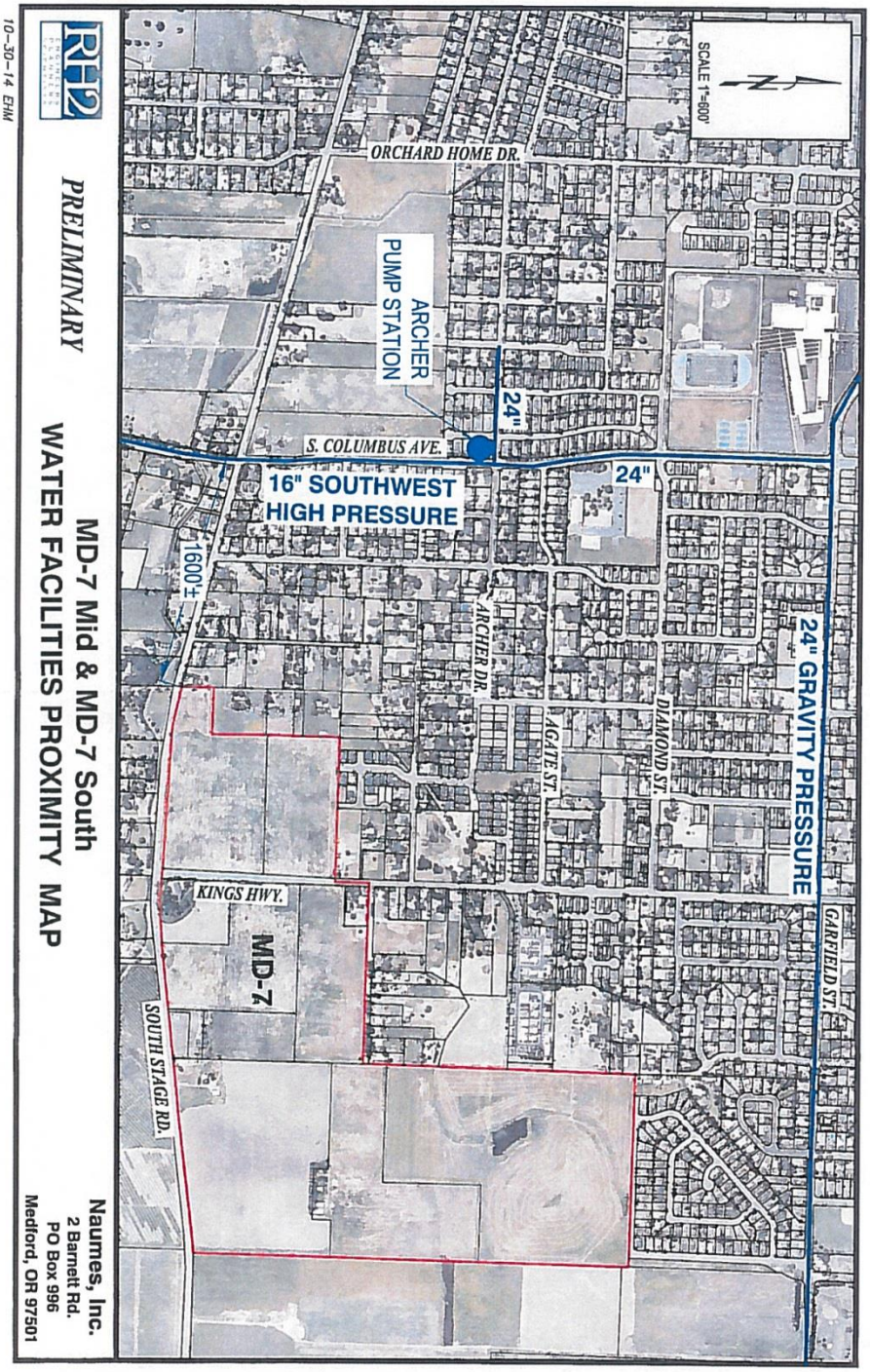
Based on the factors outlined above, it is the opinion of RH2 that the cost of water facilities for the southern commercial area of MD-7 (ESA parcels 7102 and 7203) should not be rated (1) High. These two parcels should be assigned the same rating as the other parcels located within MD-7: (3) Low, or at least (2) Moderate, if it is deemed necessary to supply the southern portion of the property from the high pressure zone.

EXPIRES: 12/31/2014

Attachments:

1. MD-7 Mid- & MD-7 South Water Facilities Proximity Map
2. *Naumes Park Conceptual Master Plan*


24" GRAVITY PRESSURE
GARFIELD ST.
DIAMOND ST.
AGATE ST.
ARCHER DR.
24"
16" SOUTHWEST
HIGH PRESSURE
S. COLUMBUS AVE.
24"
ARCHER
PUMP STATION
ORCHARD HOME DR.
SCALE 1"=600'
KINGS HWY.
MD-7
SOUTH STAGE RD.
1600±
PRELIMINARY
MD-7 Mid & MD-7 South
WATER FACILITIES PROXIMITY MAP
Naumes, Inc.
2 Barnett Rd.
PO Box 996
Medford, OR 97501
10-30-14 EHM



PRELIMINARY

MD-7 Mid & MD-7 South
WATER FACILITIES PROXIMITY MAP

Naumes, Inc.
2 Barnett Rd.
PO Box 996
Medford, OR 97501

10-30-14 EHM

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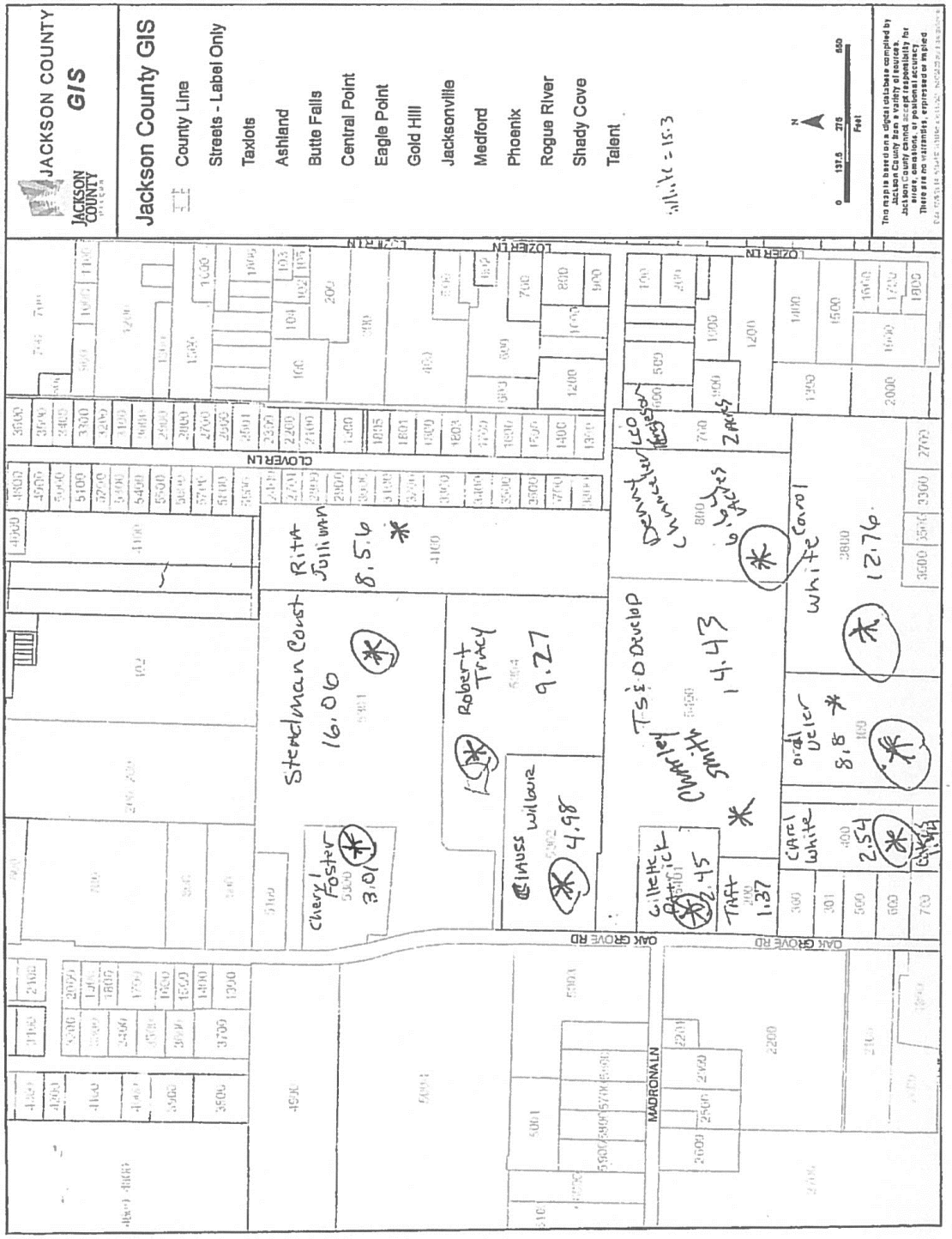
AC	Map/Tax Lot #	Name	Phone #	Mailing Address	Signature
24.1	3500/100/400	Tom White	9419440143		
4.98	5302	William Chambers	541-857-8907		
6.64	800	Anne Chamdler	541-621-7123		
16.04	5301	Allen Steadman	541-727-2401		
9.27	5304	Robert Tierney	541-2103545	651 Oak Grove Med	
2.45	5401	Patrick Gillette	541-776-4988	785 Oak Grove	
3.01	5300	Cheryl Foster	541 601 6954	270 Mt Echo Dr, Med	
14.43	5400	TS&D Develop	541-471-8231		

The above property owners support the addition of their property into the expansion of the Medford UGB.

80.94


JACKSON COUNTY
GIS
Jackson County GIS
County Line
Streets - Label Only
Taxlots
Ashland
Butte Falls
Central Point
Eagle Point
Gold Hill
Jacksonville
Medford
Phoenix
Rogue River
Shady Cove
Talent
CLOVER LN
OAK GROVE RD
MADRONA LN
Sterdman Court
16.06
Rita Williams
8.56
Robert Tracy
9.27
Cheryl Foster
3.01
Clauss Wilcox
4.98
Charley Smith
4.43
Carol White
12.76
Oral Deier
8.8
Carol White
2.54
Taft
1.37

Medford UGB Amendment Project Comment Card — Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES NO Location: _____

Would you subtract any land from the analysis? YES (NO) Location: MD9, MD2, MD4 & MD5

Reasons:

– MD9 & MD2 – This area is somewhat disconnected from the City's Form and Lacks infrastructure and transportation connectivity and capacity

– MD4 & MD5 – South East Medford already has an abundant inventory of developable land. Adding more land will only impact the lack of transportation capacity on Barnett and other traffic veins. ~~Not~~ MD4 (Hillcrest Orchard) is unlikely to come in to the City in the next 20 years as they have an expanding farming operation that is being planted today.

Other comments:

Name and address:

Medford UGB Amendment Project Comment Card — Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES NO Location: _____

Would you subtract any land from the analysis? YES NO Location: _____

Reasons: We want to be included in UGB code 4915; Map 361 W31 D001900 Justice Road – Medford County

Other comments: Thank you Bianca Petron for explaining to me – #6-7-8

Name and address: Barbara Budge Griffin
P.O. Box 626
Medford Oregon 97501

Medford UGB Amendment Project Comment Card — Open House, 28 October 2014

External Study Areas

Would you add any land for the analysis? YES (NO) Location:

Would you subtract any land from the analysis? (YES) NO Location: MD 4

Reasons:

BECAUSE IT WONT BE DEVELOPED.

Other comments: I WOULD RECOMMEND BRINGING IN MD 8. THERE IS A NEED FOR AFFORDABLE HOUSING IN THAT AREA.

Name and address: DAVID FRIEL
PO BOX 587
SHADY COVE, OR 97539

Medford UGB Amendment Project Comment Card — Open House, 28 October 2014

External Study Areas

Would you add any land for the analysis? (YES) NO Location: 1570 S. Stage

Would you subtract any land from the analysis? YES NO Location: Medford, Oregon

Reasons:

TO WORK WITH OTHER OWNERS TO develope Building Lots

Other comments:

Name and address: Bob Fellows 2950 Phillips Way Central Point Ore 97502

Medford UGB Amendment Project Comment Card — Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? (YES) NO Location: 1570 S. Stage

Would you subtract any land from the analysis? YES NO Location: Medford, Oregon

Reasons:
To work with other owners to develop House Building lots

Other comments:

Name and address: Judy Fellows 2950 Phillips Way
Central Point, Oregon 97502

Medford UGB Amendment Project Comment Card — Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES (NO) Location:

Would you subtract any land from the analysis? (YES) NO Location: MD-4

Reasons:
A grape vineyard is not buildable lands

Other comments:

Name and address:

Medford UGB Amendment Project Comment Card

Open House, 28 October 2014

External Study Areas

Would you add any land for the analysis? (YES) NO Location: MD-7 & MD-9

Would you subtract any land from the analysis? (YES) NO Location: MD-1, MD 2, MD 4 & 5

Reasons:

ADD: Logical expansion areas with lots of services - schools, transportation, water, etc. These areas also are generally flat and could easily & comfortably support higher density.

Subtract: Just the opposite - why would Medford consider MD-5

Other comments: And the golf course after the recent boondoggle w/ Cedar Links. Bad for perception and community.

Name and address: Ryan Fitzpatrick, 310 Tenth St, Apt 6

Medford UGB Amendment Project Comment Card

Open House, 28 October 2014

External Study Areas

Would you add any land for the analysis? YES NO Location:

Would you subtract any land from the analysis? YES NO Location:

Reasons:

The property is along Beall Mine Road should be included in your planning for the U.G.B.

Other comments:

Name and address: [illegible]

Medford UGB Amendment Project Comment Card Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES NO Location: _____

Would you subtract any land from the analysis? YES NO Location: _____

Reasons:
Please do not let developers with money to persuade you to allow their property to come in if they pay to bring utilities to their property. The objective ranking done by the planning staff should be followed. This is not about who has the most money or the most ~~influence~~ influence

Other comments:

Name and address: _____

Medford UGB Amendment Project Comment Card Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES (NO) Location: _____

Would you subtract any land from the analysis? (YES) NO Location: The Manor property

Reasons:
bringing a golf course in does not provide buidable inventory for the city.

Other comments:

Name and address: _____

Medford UGB Amendment Project Comment Card Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES (NO) Location: _____

Would you subtract any land from the analysis? (YES) NO Location: MD-4

Reasons:
The Hillcrest people just want to add to their book value by raising the value of their property. They do not intend to actually build on this property.

Other comments: _____

Name and address: _____

Medford UGB Amendment Project Comment Card Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES (NO) Location: _____

Would you subtract any land from the analysis? (YES) NO Location: MD-4

Reasons:
The Hillcrest property is obviously not going to be "buildable" in the next 20 years. They are presently adding more grape vineyards. I could see bringing in one small commercial area on Hillcrest. It would be a shame to keep other truly "buildable" properties out so that MD-4 could come in.

Other comments: _____

Name and address: _____

Medford UGB Amendment Project Comment Card — Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? (YES) NO Location: MD-7 and 8

Would you subtract any land from the analysis? YES NO Location:

Reasons:

1) makes sense!
2) more affordable!
3) great transportation lines

Other comments:

Name and address: [illegible] 485 W. Nevada St. Ashland

Medford UGB Amendment Project Comment Card — Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES NO Location:

Would you subtract any land from the analysis? YES NO Location:

Reasons:

Please make this a fair process by not being persuaded by money or politics

Other comments:

Name and address: Bonnie Malepsy 36 Meadowhn. Shady Cove

Medford UGB Amendment Project Comment Card Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES (NO) Location: _____

Would you subtract any land from the analysis? YES (NO) Location: _____

Reasons: MDA

I think the Hillcrest site, even showing a master plan is not going to develope their property in next 20 years. Maybe some commercial on Foothill & Hillcrest, but for them to take away from buildable lands, just to add value is wrong.

Other comments: _____

Name and address: _____

Medford UGB Amendment Project Comment Card Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? (YES) NO Location: 36 2W 36A Tax lot 400 5708 Table Rock Rd. Central Pt. OR

Would you subtract any land from the analysis? YES NO Location: _____

Reasons:

Approx. 20 acre parcel currently borders Medford City Limits. Already is served by Rogue Valley Sewer and has city water located on adjacent property. Table Rock Rd widening project is nearing completion

Other comments: Commercial developement (Timber Products Trucking) is our neighbor, we hope to develop this parcel for commercial use.

Name and address: Mark W. Carlton / 4350 Griffin Creek Rd Medford, OR

Medford UGB Amendment Project Comment Card Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES NO Location: _____

Would you subtract any land from the analysis? YES NO Location: _____

Reasons: The SE Medford plan has at least 1000 ac yet to develop and mostly for wealthy folks. East Medford does not need any more growth area. The West & SWest areas need to be included for obvious reasons. MD-6 should be most considered to support H&D with high

Other comments: density housing for walk to work employers.

Name and address:

Medford UGB Amendment Project Comment Card Open House, 28 October 2014
External Study Areas

Would you add any land for the analysis? YES NO Location: _____

Would you subtract any land from the analysis? YES NO Location: _____

Reasons: I like the objective ranking. Please keep it that way.

Other comments:

Name and address: Bonnie Malepsy 36 Meadow Ln Shady Cove, OR

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Medford UGB Amendment Project Comment Card

Open House, 28 October 2014

External Study Areas

Would you add any land for the analysis? YES NO Location: Coal Mine Rd. 371W35D0000308

Would you ~~subtract~~ add any land from the analysis? YES NO Location: " " " " " 306

Reasons:

To provide more flexibility for future use
WE HAVE 2 PARCELS (ADJOINING) OF 12.02 AND 11.40 ACRES
WE CAN COMBINE THESE TAX LOTS [TOTAL OF 23.42 ACRES]

Other comments:

Name and address: FRANK & JOYCE GODDARD - 4501 COAL MINE RD. MEDFORD, OR 975

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COKER BUTTE COMMUNITY PROJECT

CONCEPTUAL MASTER PLAN AND COMMITMENTS FOR THE CITY OF MEDFORD URBAN RESERVE AREA MD-2, SOUTH OF VILAS ROAD

This project is a functional and community oriented conceptual Master Plan to assist the City of Medford with the Urban Growth Boundary Amendment (UGB) process. This plan offers solutions for improved traffic and utilities, and contains formal agreements with Medford's Parks and Recreation Foundation, and School District 549C to gift land for an adopted future school site, for city parks and a parks connective trail system.

Richard Stevens & Associates, Inc.

COKER BUTTE COMMUNITY PROJECT

CONCEPTUAL MASTER PLAN AND COMMITMENTS

RECEIVED
FEB 05 2015
PLANNING DEPT.

RSA, Inc.
Land Use Consultants

Additional Consultants:

Southern Oregon Transportation Engineering
RH-2 Engineers Planners Scientists

APPENDICES

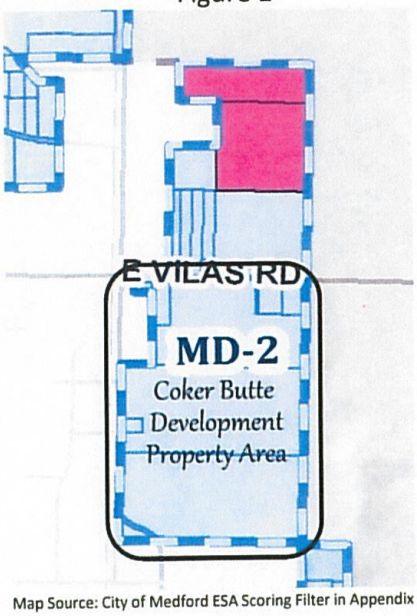
Appendix A	• Conceptual Master Plan • Zoning Map • Aerial Photo Map • Leisure Services Plan Maps
Appendix B	• Letter from Medford Parks • Letter from Medford Park Foundation • School Agreement
Appendix C	• Traffic Memo from Southern Oregon Transportation Engineering
Appendix D	• ESA Scoring

Supporting Information

Introduction

The Coker Butte Community Project is a conceptual land use and transportation plan for a portion of an adopted Urban Reserve Area (URA) referenced as MD-2 located south of Vilas Road. The Coker Butte Community Project is situated on a tract of land comprised of five tax lots described as 37-1W-05 Tax Lots 300 (53.34 acres), 202 (0.30 acre), 600 (77.03 acres), 900 (76.45 acres) and 902 (2.27 acres). This tract is owned by Coker Butte Development, LLC. The zoning on the subject tract is currently Exclusive Farm Use (EFU) with a small area that is zoned General Commercial (see Zoning Map in Appendix B). This URA south of Vilas Road totals approximately 223 acres, of which the Coker Butte Community Project property is approximately 210 of those acres, or 94% of this area.

Figure 1



Map Source: City of Medford ESA Scoring Filter in Appendix D attached.

There are five (5) additional properties within this inclusion area south of Vilas Road that total approximately 14 acres, or 6% of this area (see Table 1 and Figure 2).

Table 1 - Other Property Owners

Tax Lot	Name	Activity	Acreage
401	Schoenleber	Commercial	1.10
313	Pacific- Corp	Power Substation	3.99
200	Garza	Residential/Hobby Farm	3.99
201	Bost	Residential/Hobby Farm	4.06
601	Liles	Residential	1.34

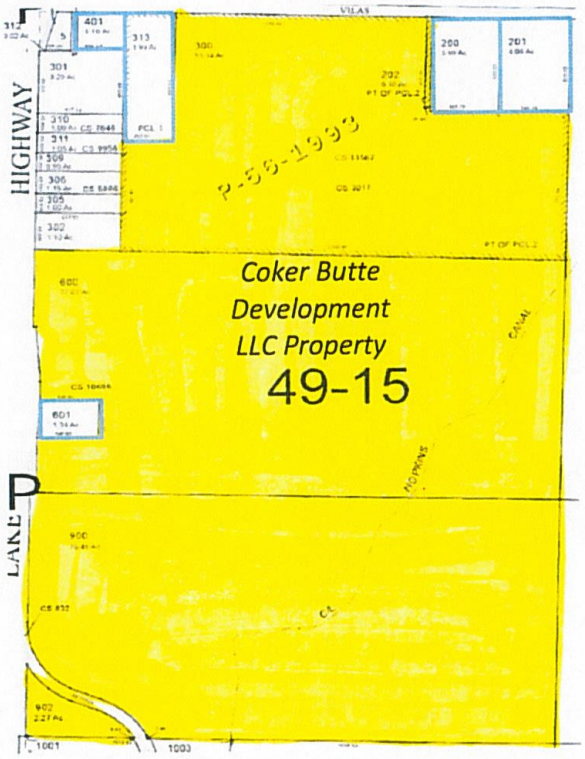


Figure 2 Map Source: Jackson County Assessors Map

All of the five additional parcels are developed in some capacity. Although the subject tract is also developed with one dwelling, the rest of the property is vacant land, which is beneficial for master planning.

Conceptual Master Plan:

Coker Butte Community Project

Coker Butte Development, LLC developed the Coker Butte Community Project by consulting with land use planning professionals, a traffic engineer, professional engineers, the City of Medford Parks Department and the Medford School District 549C to draft a Conceptual Master Plan (CMP) for the subject tract. The draft CMP addresses the City of Medford's Comprehensive Plan, Regional Plan Element (RPE), provides for an improved traffic and street circulation plan, and provides the means to improve the water availability in the area. For this project, it was important for the property owners to work with the different local and regional agencies to devise a plan that would accommodate the density requirements set forth in the RPE, while still providing a plan diverse enough to accommodate broad types of uses, managed open space and a school facility for a true community project.

Justification for Inclusion into the Medford UGB:

The specific portion of MD-2 south of Vilas Road is appropriately designed and dedicated for mixed-use development. With the exception of lands in the southeastern corner encompassing the Coker Butte, this area contains lands that are generally flat and can accommodate for the commercial development and the higher residential densities that Medford is required to meet to be consistent with the RPE.

As the Regional Plan Element states,

> *"This area has excellent visibility from the Highway 62 corridor making it ideal to support a mixture of employment and residential land uses. This mixture can support the existing employment lands in the corridor with additional labor markets. Some of the land can serve to satisfy some of Medford's identified employment land needs. Also, the area is far enough away from major agricultural uses, major industrial uses, and the airport flight path to work for residential development. New housing in this area will offer the possibility for shorter commutes between home and work for some residents. Urban facilities are*

generally available and future urbanization will provide an opportunity for a local street network that can provide alternative north-south circulation to the Highway 62 corridor."

As can be seen on the attached site plan (Appendix A), this design accomplishes all of the above to be consistent with the RPE. The design is consistent with the lands to the west by keeping the commercial uses close to the Highway 62 corridor. The land further east will provide for some multi-family housing and higher density single family housing. Even further east along the eastern boundary the design changes to lower density single family residential to help mitigate any negative effects of development on the lands outside of the Urban Reserve, consistent with the buffer standards of the RPE.

This type of development is also advantageous for walk-to-work scenarios, increasing public health and safety, and will provide additional nearby housing for the other commercial businesses along Highway 62.

DENSITIES

The performance indicators in the RPE require a minimum residential density of 6.6 dwelling units (DU) per gross acre. As seen within the master plan for the subject tract, the overall residential density is 6.73 DU for the areas allotted for residential use, which combines MFR-15, SFR-10, SFR-6 and SFR-2.

The Coker Butte Community Project area will help achieve the 2020 benchmark targets for the number of dwelling units and employment opportunities in a mixed use/pedestrian friendly area. The area south of Vilas road would meet the targeted percentages of residential, employment and open space for its Urban Reserve area. The Comprehensive Plan RPE prescribes the following uses within MD-2 seen in Table 2-A below:

Table 2-A

	Current	Proposed
Residential	>1%	50%
Open Space/Parks	-	11%
Employment	>1%	39%

The total acreage for the subject tract is ± 210 acres. As seen in the design of Coker Butte Community Project, this plan adheres to these requirements as seen in Table 2-B:

Table 2-B

TOTAL ACRES ± 210	Acreage	Percentage
Residential	105	50%
Open Space/Parks	23.5	11%
Employment/School	81.5	39%

As seen herein and on the attached Master Plan for Coker Butte Community Project, this project meets the required residential densities, and the plan is consistent with the required percentages of allotted land in the area.

PARKS

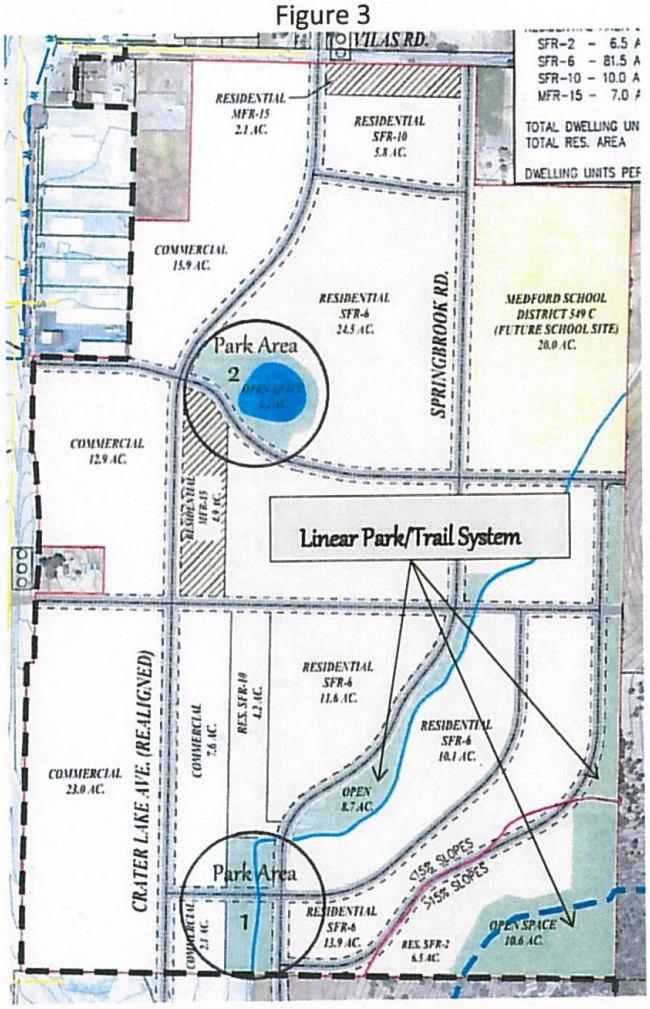
Coker Butte Development LLC has agreed to enter into a formal agreement with the Medford Parks and Recreation Foundation to donate all of the allotted open space in the Coker Butte Community Project upon getting into the UGB. This land is projected, when included into the UGB, to become part of the Leisure Services Plan and become developed by the Medford Parks and Recreation Department. Currently the Parks Leisure Service Plan shows a need for community and neighborhood parks in this area (see Leisure Services maps in Appendix A). This area is also in need of a trail system for connectivity throughout this area and beyond.

As seen in Appendix B, there has been tremendous support for the donation of this land including, support from Medford Parks Director Brian Sjothun, Parks Chairman Dan Ratty, and President Joe Brett from the Medford Parks and Recreation Foundation. The Boards for the Foundation and Parks Department have unanimously voted to support the inclusion of the Coker Butte Community Project into the UGB due to the need of parks in this area and the great opportunity to utilize and preserve the Coker Butte.

Per Brian Sjothun, Director of Medford Parks, the idea for this area is to provide for two neighborhood parks on the open space areas identified as Park Area 1 and Park Area 2 seen in Figure 3 on page 9 below.

All the other remaining open space will be dedicated to a trail system (Linear Parks, Figure 3) that will connect the school district property to Coker Butte which will utilize the eastern 200-foot buffer area. There is also a potential for more connective trails along the irrigation ditch as well.

Figure 3



Since the trail system will connect to the school grounds, this donated area is large enough to possibly work with the school district to serve partially as a parking lot to serve as the trail head, and to possibly provide for a community park for added recreational opportunities.

Donated School Site

On September 15, 2014, Coker Butte Development LLC entered into an agreement with School District 549C for the donation of a 20-acre site upon the inclusion into the UGB. This agreement was passed unanimously by the School District 549C Board as it will help with funding for a new school, which in turn is a benefit for the school district, tax payers, and especially for the kids and overcrowded classrooms. This area, within the school district boundaries, is lacking a school facility based on a study that demonstrated the schools present are near to or at capacity. With the type of development proposed, a school location in this area would be very beneficial to the surrounding area. With the integrated trail system proposed for the eastern boundary of the subject tract, walking and biking to school will be a safe accessible option for everyone within this area.

Buffering

When the subject tract's property owners entered into discussion with City of Medford Parks & Recreation Department, Mr. Sjothun expressed interest towards the entire area of open space, as it can support trail system discussed above. Since connectivity to the school site would also be beneficial, the 200-foot buffering area along the east boundary of the subject tract seems ideal for this type of use. Of course, upon inclusion and development other vegetative mitigation options will be added for greater protection of the agricultural lands to the east, which are not part of the Urban Reserve Areas. The lands to the east, with the exception of The Coker Butte area, are in farm use as irrigated grass hay. With the proposed buffer area providing vegetation and trail system, the development of this area will have minimal impact on the lands east of the Coke Butte Community Project, to be consistent with the Comprehensive Plan Regional Plan Element, Section 4.1.10.

Environmental

There currently are areas of wetlands present on the subject tract, and mitigation measures will be taken to help protect these areas as appropriate.

The Coker Butte Community Project, in collaboration with Medford Parks, will work to utilize some of the natural features of the property for parks and preservation of some of these areas. These features and the area previously identified as Park Area 2 (Figure 3) will create opportunities for capturing storm water runoff and utilize the existing drainages and irrigation ditches to assist infiltrating storm water runoff.

ESA Scoring

The City of Medford Planning Staff established tools to assist with the evaluation of the External Study Areas (ESA). The criteria used for evaluation was a scoring system ranking the different ESAs and how they measured up in terms of proximity, parcel size, sewer, water and transportation (Appendix D). The scoring ranged from 1 through 5, 5 being the highest most feasible ranking. The portion of MD-2 south of Vilas Road, passed coarse filter test with high scores for proximity (score of 5) and parcel size (score of 4/5). The remaining ESA scoring pertains to Sewer, Water and transportation facilities.

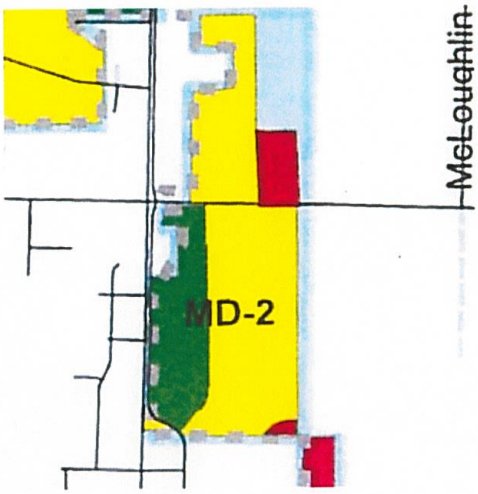
Sanitary Sewer

The Coker Butte Community Project area scored well (score of 4/5) for available sewer facilities. The Master Plan illustrates that sewer connectivity is very feasible. There are a 15" and 10" sewer mains within reasonable distance to the property along Highway 62 and south along Crater Lake Avenue for a feasible connection.

Water

The subject tract scored moderately for water (score of 1-3); however, water lines are very close to the subject property, as seen on the Master Plan (Appendix A). The property scored high for the portion of the property closest to the existing water lines along Highway 62, and scored lower for the area farthest from the existing lines (along the east boundary). Upon showing the Medford Water Commission the Master Plan for the Coker Butte Community Project area, based on the design of the roads within this plan water availability farther east would be more feasible than originally evaluated, and they agreed that the ESA scoring for water could be more appropriate at 3/5 (5 for the west half of the property and 3 for the east half, excluding Coker Butte above 1,500 feet, see Figure 4 below), see Figure 4 below.

Figure 4

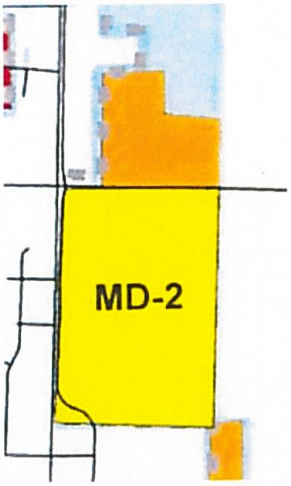


However, since the property isn't in the UGB and the Coker Butte Community Project Master Plan is not an approved land development applications with approved conditions that bind the Master Plan to the Urban Reserve area, the Medford Water Commission could not formally change their map; however Figure 4 above reflects the higher score proposed by the Medford Water Commission.

Transportation

The subject tract scored a 2 for transportation. However, Medford Public Works clarified that the evaluation they relied on was done for a larger area (MD-1, MD-2 and MD-3), not specific areas, which would more accurately determine the true number per area. Therefore, Coker Butte Development LLC felt it was appropriate to hire a traffic engineer, Kim Parducci with Southern Oregon Transportation Engineering, LLC, for a more detailed study of the area. Ms. Parducci did an evaluation specifically for the area south of Vilas road and determined as a stand-alone area should be rated as a 3 or 4 (see Figure 5 below).

Figure 5



Ms. Parducci' s analysis determined,

> "*Its* [the area] *only deduction is its close proximity to OR 62 and Vilas Road, but its reliance on those facilities is reduced because of the strong additional north south connectivity of the re-aligned Crater Lake Avenue and Springbrook Road through the site. This will help alleviate the need to use OR 62 and still allow connection to Coker Butte Road, Vilas Road, Owens Drive and Delta Waters.*"

Based on the more detailed analysis done by Ms. Parducci (Memo in Appendix C), one can see that this project area (south of Vilas Road) scores higher than the initial evaluation of a much larger area.

Considering the re-evaluations mentioned above for the Coker Butte Community Project area, the overall rating of this area, considering all five factors would be 20-23 out of 25. This rating is much higher than many of the other areas being evaluated for inclusion.

SUMMARY

The Master Plan for the Coker Butte Community Project is an ideal candidate for inclusion into the Medford UGB because of its mixed-use design, compliance of residential densities, conformity with the allocated percentages of uses for the MD-2 area, and the formal agreements for a school and city parks, which are much needed in this area.

This community oriented conceptual Master Plan can appropriately assist the City of Medford with the UGB process, as it accommodates diverse uses of employment, open space and residential lands while offering solutions and improvements for traffic and utilities in this area. The design of the Coker Butte Community Project addresses the State Land Use Goals, and the City of Medford's Comprehensive Plan Regional Plan Element. It also is beneficial to City of Medford due to the formal agreements with Medford's Parks and Recreation Foundation, and School District 549C to gift land for an adopted future school site, for neighborhood and community parks, and a Parks connective trail system.

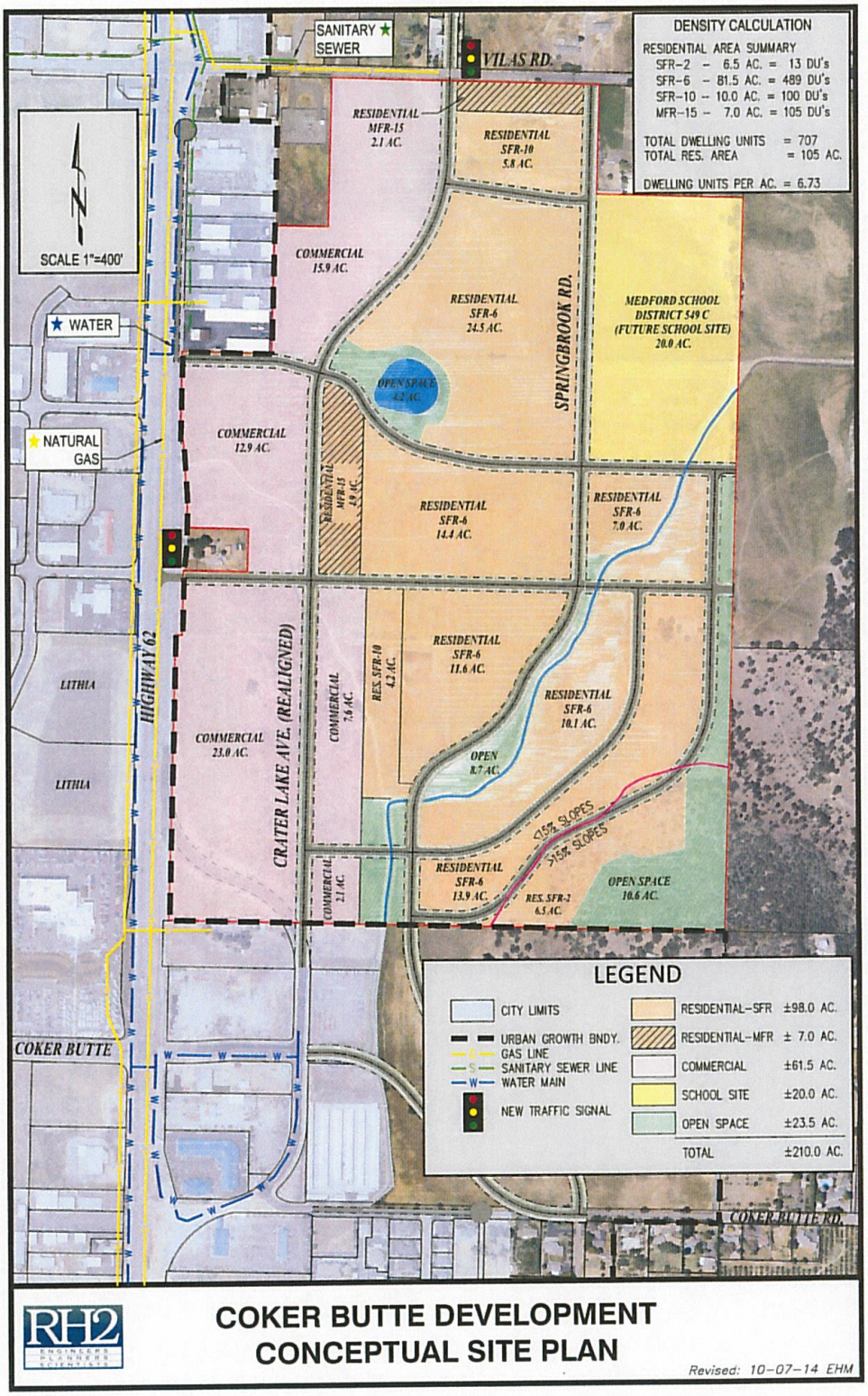
Appendix A

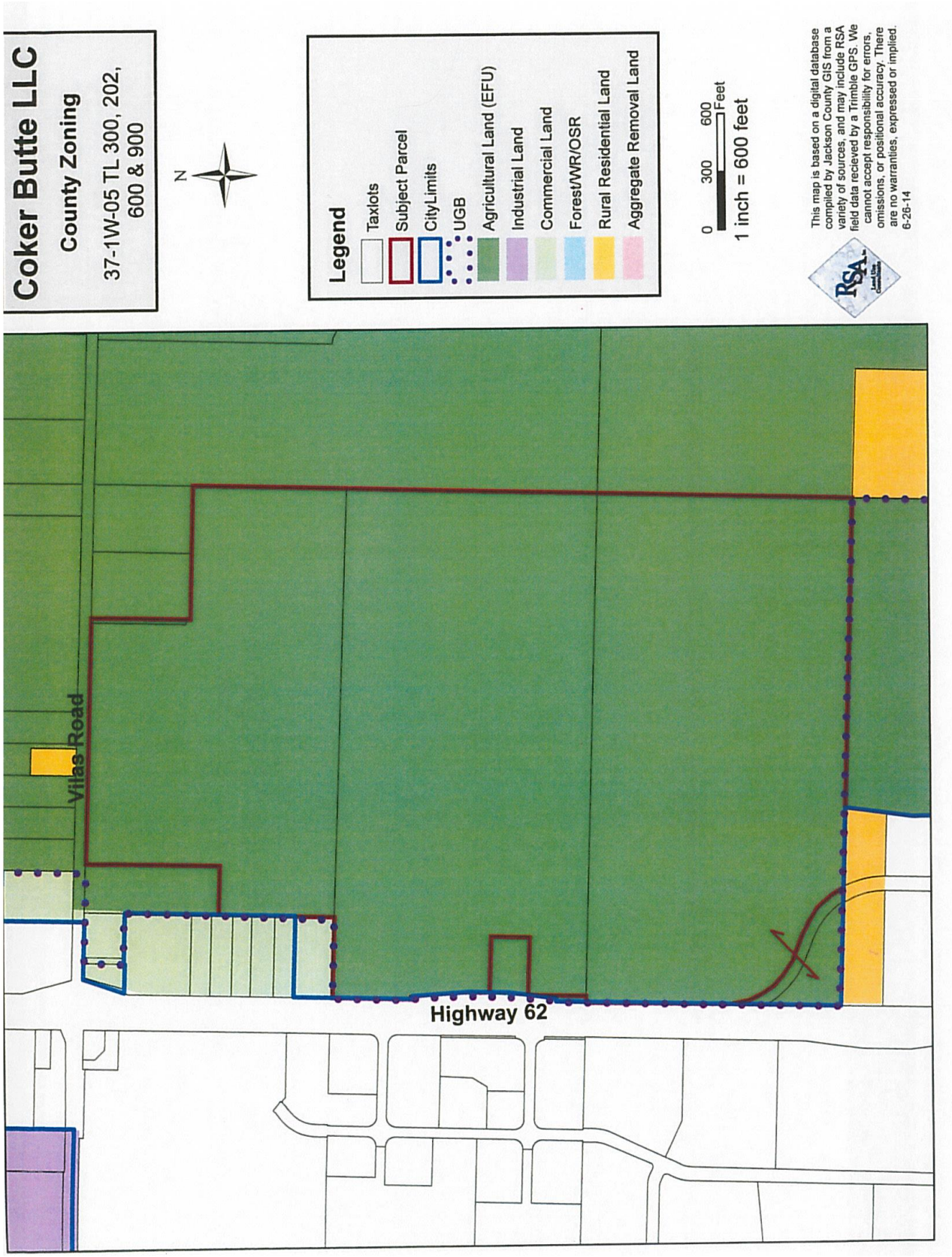
Conceptual Master Plan

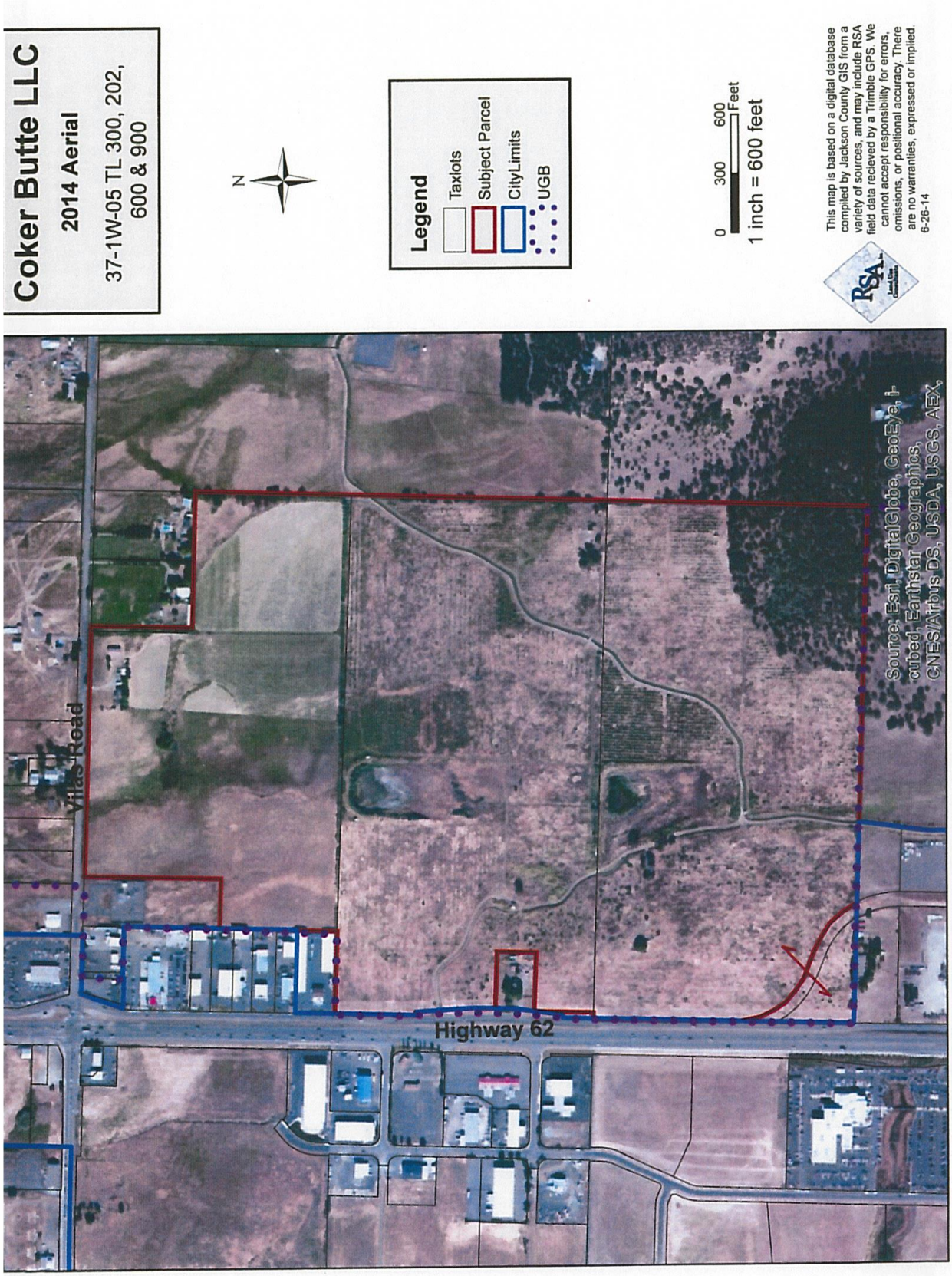
Zoning Map

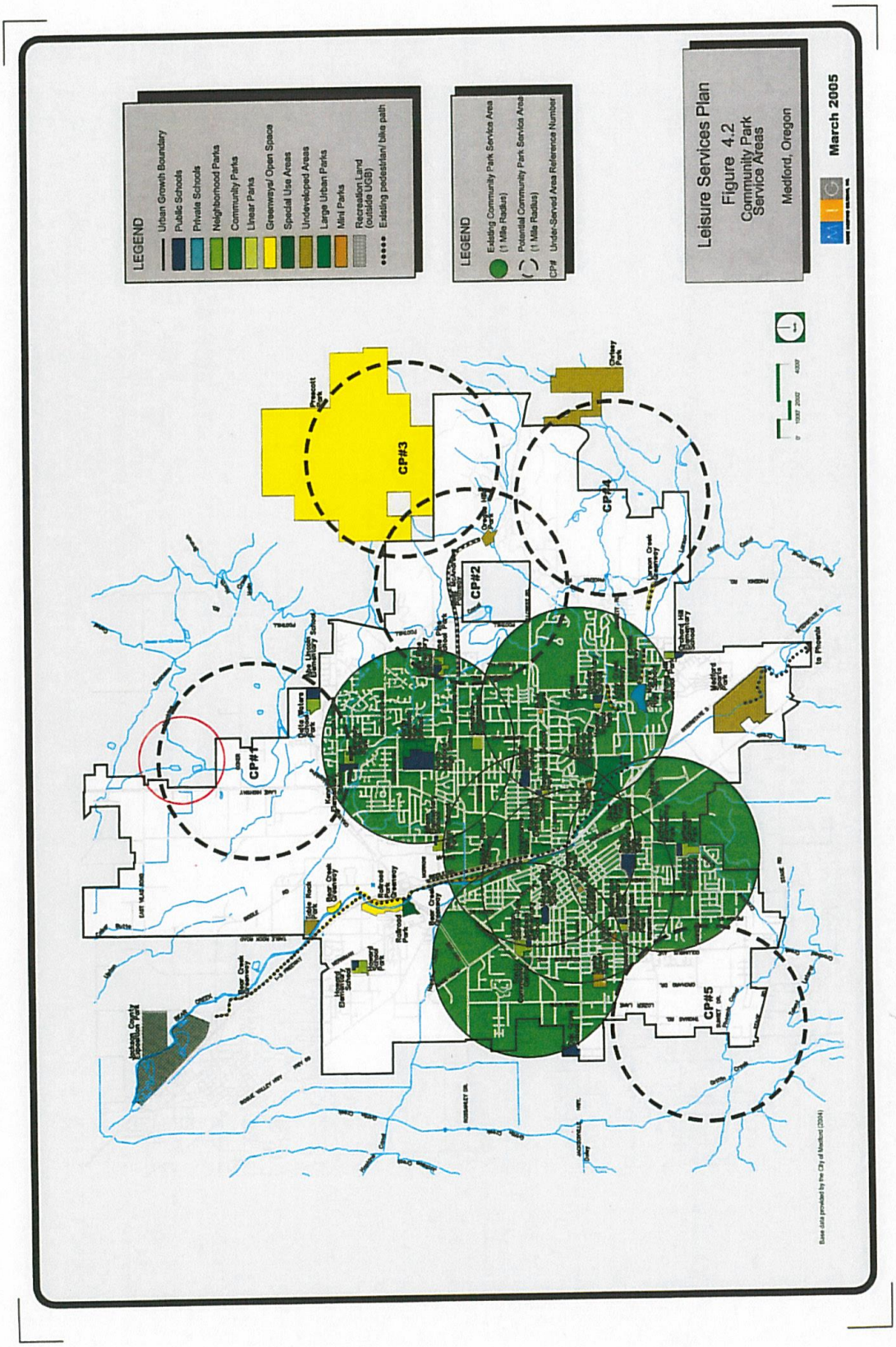
Aerial Photo

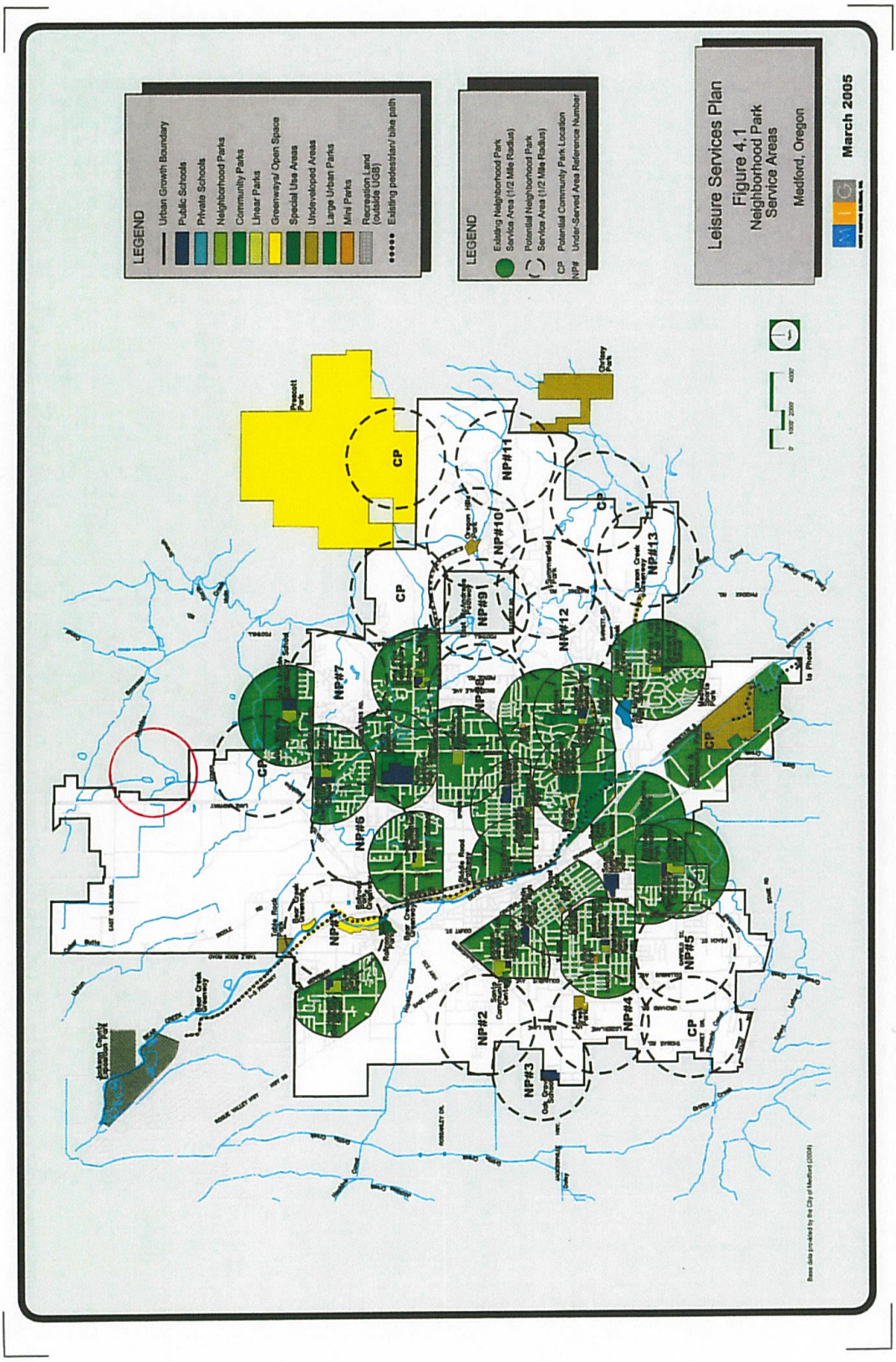
Leisure Services Plan Maps


DENSITY CALCULATION
RESIDENTIAL AREA SUMMARY
SFR-2 - 6.5 AC. = 13 DU's
SFR-6 - 81.5 AC. = 489 DU's
SFR-10 - 10.0 AC. = 100 DU's
MFR-15 - 7.0 AC. = 105 DU's
TOTAL DWELLING UNITS = 707
TOTAL RES. AREA = 105 AC.
DWELLING UNITS PER AC. = 6.73
SANITARY SEWER
VILAS RD.
SCALE 1"=400'
WATER
NATURAL GAS
HIGHWAY 62
LITHIA
LITHIA
COKER BUTTE
CRATER LAKE AVE. (REALIGNED)
SPRINGBROOK RD.
COKER BUTTE RD.
RESIDENTIAL MFR-15 2.1 AC.
RESIDENTIAL SFR-10 5.8 AC.
COMMERCIAL 15.9 AC.
RESIDENTIAL SFR-6 24.5 AC.
MEDFORD SCHOOL DISTRICT 549 C (FUTURE SCHOOL SITE) 20.0 AC.
OPEN SPACE 4.2 AC.
COMMERCIAL 12.9 AC.
RESIDENTIAL MFR-15 4.9 AC.
RESIDENTIAL SFR-6 14.4 AC.
RESIDENTIAL SFR-6 7.0 AC.
COMMERCIAL 23.0 AC.
COMMERCIAL 7.6 AC.
RES. SFR-10 4.2 AC.
RESIDENTIAL SFR-6 11.6 AC.
RESIDENTIAL SFR-6 10.1 AC.
OPEN 8.7 AC.
>15% SLOPES
>15% SLOPES
COMMERCIAL 2.1 AC.
RESIDENTIAL SFR-6 13.9 AC.
RES. SFR-2 6.5 AC.
OPEN SPACE 10.6 AC.
LEGEND
CITY LIMITS
URBAN GROWTH BNDY.
GAS LINE
SANITARY SEWER LINE
WATER MAIN
NEW TRAFFIC SIGNAL
RESIDENTIAL-SFR ±98.0 AC.
RESIDENTIAL-MFR ± 7.0 AC.
COMMERCIAL ±61.5 AC.
SCHOOL SITE ±20.0 AC.
OPEN SPACE ±23.5 AC.
TOTAL ±210.0 AC.
RH2 ENGINEERS PLANNERS SCIENTISTS
COKER BUTTE DEVELOPMENT
CONCEPTUAL SITE PLAN
Revised: 10-07-14 EHM


Coker Butte LLC
County Zoning
37-1W-05 TL 300, 202, 600 & 900
N
Legend
Taxlots
Subject Parcel
CityLimits
UGB
Agricultural Land (EFU)
Industrial Land
Commercial Land
Forest/WR/OSR
Rural Residential Land
Aggregate Removal Land
0 300 600 Feet
1 inch = 600 feet
This map is based on a digital database compiled by Jackson County GIS from a variety of sources, and may include RSA field data recieved by a Trimble GPS. We cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.
6-26-14
RSA
Villas Road
Highway 62


Coker Butte LLC
2014 Aerial
37-1W-05 TL 300, 202, 600 & 900
N
Legend
Taxlots
Subject Parcel
CityLimits
UGB
0
300
600
Feet
1 inch = 600 feet
This map is based on a digital database compiled by Jackson County GIS from a variety of sources, and may include RSA field data recieved by a Trimble GPS. We cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.
6-26-14
RSA
Vilas Road
Highway 62
Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX,


LEGEND
Urban Growth Boundary
Public Schools
Private Schools
Neighborhood Parks
Community Parks
Linear Parks
Greenways/ Open Space
Special Use Areas
Undeveloped Areas
Large Urban Parks
Mini Parks
Recreation Land (outside UGB)
Existing pedestrian/ bike path
LEGEND
Existing Community Park Service Area (1 Mile Radius)
Potential Community Park Service Area (1 Mile Radius)
CP# Under-Served Area Reference Number
Leisure Services Plan
Figure 4.2
Community Park Service Areas
Medford, Oregon
March 2005
CP#1
CP#2
CP#3
CP#4
CP#5


LEGEND
Urban Growth Boundary
Public Schools
Private Schools
Neighborhood Parks
Community Parks
Linear Parks
Greenways/ Open Space
Special Use Areas
Undeveloped Areas
Large Urban Parks
Mini Parks
Recreation Land (outside UGB)
Existing pedestrian/ bike path
LEGEND
Existing Neighborhood Park Service Area (1/2 Mile Radius)
Potential Neighborhood Park Service Area (1/2 Mile Radius)
CP Potential Community Park Location
NP# Under-Served Area Reference Number
Leisure Services Plan
Figure 4.1
Neighborhood Park Service Areas
Medford, Oregon
March 2005
CP
NP#2
NP#3
NP#4
NP#5
NP#6
NP#7
NP#9
NP#10
NP#11
NP#12
NP#13

Appendix B

Letter from Parks Department

Letter from Medford Parks Foundation

School Agreement

MEDFORD
PARKS & RECREATION
HEALTHY LIVES. HAPPY PEOPLE. STRONG COMMUNITY.

January 16, 2015

Mike Malepsy
PO Box 1004
Shady Cove, OR. 97539

Dear Mr. Malepsy,

The Medford Parks and Recreation Commission voted unanimously to support the inclusion of your proposed development within the City of Medford and requested that staff work with you in the potential donation of 23.5 acres of open space for future parks and trails.

This past summer, the Commission reviewed areas for acquisition of property to serve as future park sites. The area where Coker Butte Development is located was one of the top locations where public access to parks is needed.

Finally, the Commission supports the development of an agreement between our two organizations that would outline the construction of these future parks and trails. Such agreement would enhance the chances of these facilities being developed in a timely manner and benefit the future residents and business planned for that area.

Sincerely,

Dan Ratty, Chairman
Medford Parks and Recreation Commission

CONTINUOUS IMPROVEMENT | CUSTOMER SERVICE
701 N. COLUMBUS AVE. | MEDFORD, OR 97501 | 541.774.2400
WWW.PLAYMEDFORD.COM | PARKS@CITYOFMEDFORD.COM

COMMUNITY ENRICHMENT EXCELLENCE EXCEPTIONAL CUSTOMER SERVICE INNOVATION

MEDFORD
PARKS & RECREATION
HEALTHY LIVES. HAPPY PEOPLE. STRONG COMMUNITY.

January 16, 2015

Mike Malepsy
PO Box 1004
Shady Cove, OR. 97539

Dear Mr. Malepsy,

On behalf of the Medford Parks and Recreation Department, I would like to express my appreciation to you and the Coker Butte Development partners for the potential partnership surrounding the proposed project.

The department would be very interested in receiving the 23.5 acres of identified open space to serve as much needed park facilities. The Leisure Services Plan, the guiding document for this department, clearly outlines the need for either a Community or Neighborhood park in this area. In addition, the proposed site could also be linked with future trails that are also outlined within the Plan.

The current Municipal Code regarding Park System Development Charges also affords us an opportunity to exchange these fees from your development for the construction of the public improvements for the parks and trails. This mechanism could become part of a future agreement between your organization and the City of Medford for such improvements.

The inclusion of the Coker Butte Development within the City of Medford would help address the need for public open space as outlined above and I look forward to working with you on this exciting project.

Sincerely,

Brian Sjothun, CPRP

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701 N. COLUMBUS AVE. | MEDFORD, OR 97501 | 541.774.2400
WWW.PLAYMEDFORD.COM | PARKS@CITYOFMEDFORD.COM

COMMUNITY ENRICHMENT EXCELLENCE EXCEPTIONAL CUSTOMER SERVICE INNOVATION

Medford Parks
& RECREATION FOUNDATION

January 20, 2015

Mike Malepsy
PO Box 1004
Shady Cove, OR. 97539

Dear Mr. Malepsy,

The Medford Parks and Recreation Foundation Board has voted to support the potential partnership between Coker Butte Development partners, Medford Parks and Recreation and the Foundation. The Board understands the tremendous advantages to this partnership that would provide parks, open space and new development within the City of Medford. The Board also understands that the overall projects inclusion into the City would be advantageous for this project and supports such consideration.

The Foundation is a non-profit 501 (c)(3) that's mission is to support the City of Medford's Leisure Services Plan. The proposed 23.5 acres of open space that can serve as future parks and trails are identified within this plan. The Foundation has also served as a conduit for property donations in the past. Summerfield Park and Larson Creek Greenway property are two examples of such donations facilitated by the Foundation and passed to the Parks and Recreation Department. This avenue for donation is available to your company as well.

The Board wants to extend our appreciation for your understanding of the importance of providing parks, trails and open spaces to future developments. We look forward to the potential of working with all the groups for the betterment of the community.

Sincerely,

Joe Brett

Joe Brett, President
Medford Parks and Recreation Foundation

P.O. Box 124 ⌘ Medford, OR 97501 ⌘ 541-774-2400
www.medfordparksfoundation.org ⌘ parks@medfordparksfoundation.org

Appendix C

Traffic Memo

Memorandum

To: Megan LaNier-Wattier, Richard Stevens & Associates, Inc.

From: Kim Parducci, Southern Oregon Transportation Engineering, LLC

Date: 01/28/2015

Re: MD2 Coker Butte Development, LLC
Coker Butte Community Project

Southern Oregon Transportation Engineering reviewed impacts associated with Scenario 1 of the qualitative evaluation performed for the Urban Growth Boundary (UGB) Expansion Alternatives, and then compared those impacts to a smaller portion of MD2 located south of Vilas Road. This was performed in an effort to get a better perspective of the isolated impacts of the Coker Butte Community Project portion of MD2. Overall, it was concluded that the analysis performed for Scenario 1 included some challenging properties that don't accurately reflect impacts specifically from the portion of MD2 south of Vilas Road. The criterion used in the evaluation is summarized point by point below.

- Amount of Growth – Scenario 1 uses the lowest number of acres to meet the density requirements and has the highest commercial and industrial mixes of any of the scenarios. This is considered a positive aspect in meeting goals and policies for new land brought into the City.

- Infrastructure Needed to Support Development – Scenario 1 overall is shown to have a high reliance on OR 62 and Foothill Road, but this is largely due to the property west of OR 62 (and north of Vilas) and property adjacent to Foothill Road (on either side). The portion of MD2 south of Vilas Road will not have the same impact on OR 62 that the overall Scenario 1 will have primarily because of the excellent connectivity bounded by Coker Butte Road, Crater Lake Avenue, Vilas Road, and Springbrook Road. This area includes a solid network of planned north-south and east-west connections, which disperses traffic to Crater Lake Avenue and Springbrook Road so that they can then carry trips to Coker Butte Road, Vilas, Owens Drive, and Delta Waters Road to name a few. This well planned network will enhance the attraction of using the local street network rather than forcing all trips to OR 62.

- General Effect on Congestion – Scenario 1 adds congestion to OR 62, Vilas, and Foothill Road because of limited connections and will be challenging to address because of topography constraints. This is not the case with the portion of MD2 south of Vilas Road, which has adequate connectivity north-south and east-west. It's not limited in creating the needed infrastructure to support development because it does

Memorandum

not share the constraints that other properties within Scenario 1 have with connectivity through the airport, over Bear Creek, or across the steep mountains east of Foothill Road.

- General Effect of Safety – The safety concern related to congestion on OR 62 is closer to the North Medford Interchange and is being addressed with the OR 62 new bypass, which is widening OR 62 to support additional traffic loading and reduce congestion. Although the portion of MD2 south of Vilas Road will have traffic that uses OR 62, it has other north-south alternatives and will not be solely dependent on OR 62. Foothill Road is stated to have safety concerns near the City's UGB and will require widening to address multi-mode travel needs. Impacts to Foothill Road may be significant from several properties within Scenario 1 (specifically the properties adjacent to and east of Foothill Road), but this is not likely to be the case for the portion of MD2 south of Vilas Road.

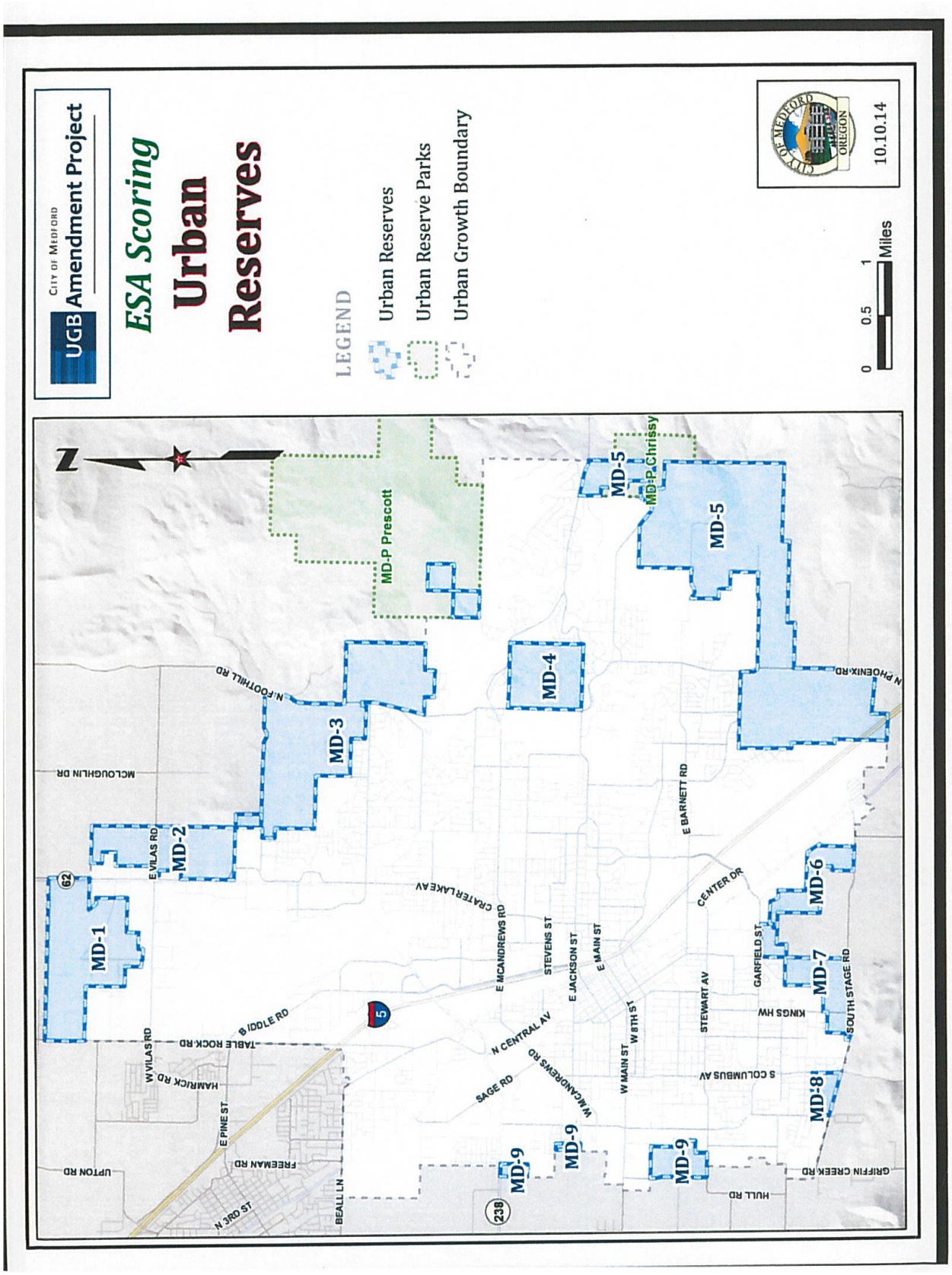
- General Effect on Connectivity – Probably the biggest factor that separates the portion of MD2 south of Vilas from Scenario 1 as a whole is that Scenario 1 has two areas with major connectivity concerns. The area north of Vilas and west of OR 62 has limited connectivity options due to the airport and Bear Creek. The area east of Foothill Road has similar connectivity constraints due to steep topography. None of these apply to the portion of MD2 south of Vilas Road, which has adequate connectivity and no limitations for making further necessary connections.

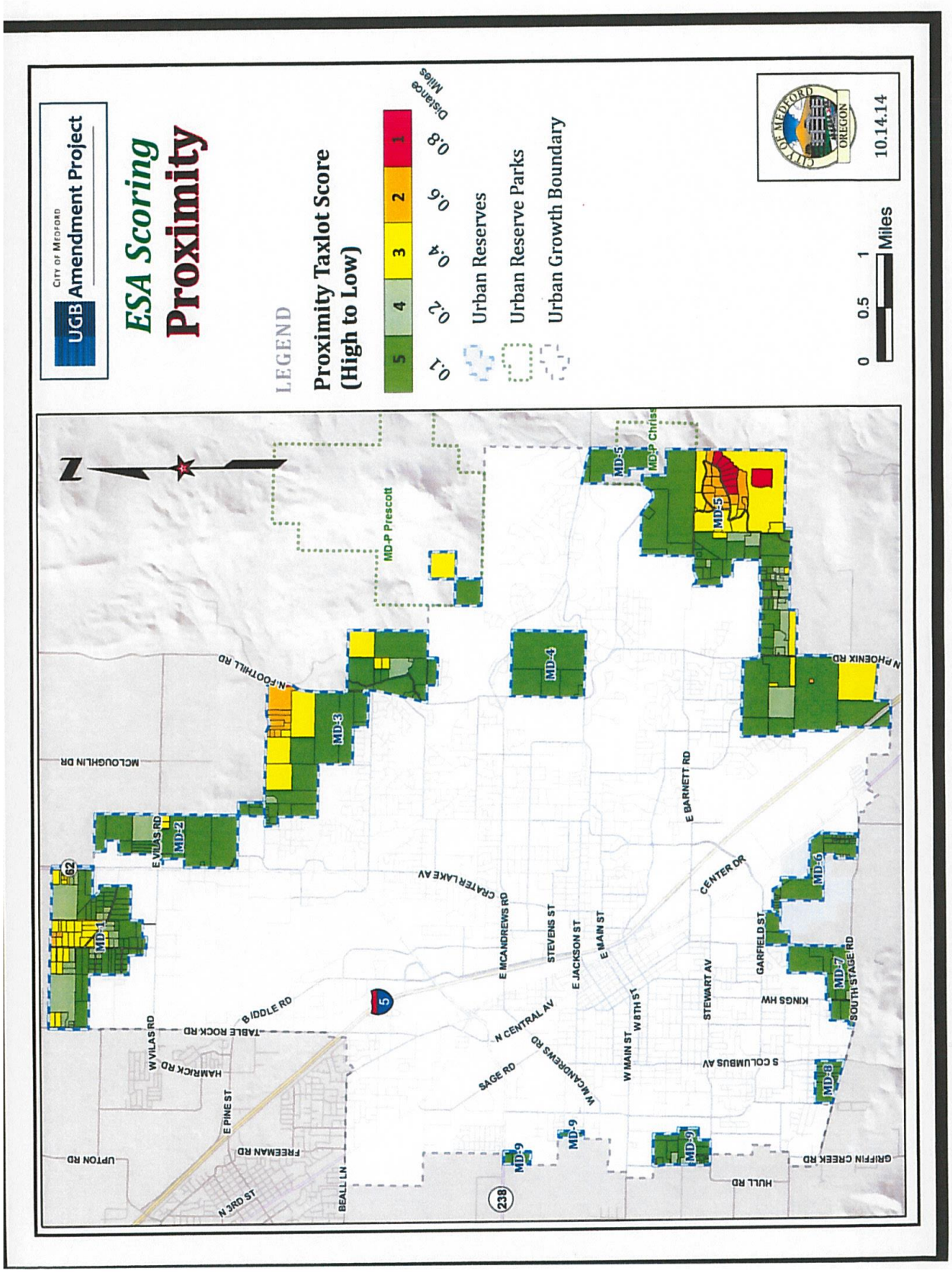
- General High Cost of Infrastructure – This criterion goes hand in hand with the previous criterion and for that reason does not apply to the portion of MD2 south of Vilas Road, which does not have limited connectivity options or any challenges in making necessary connections.

Scenario 1 is justified in receiving a lower traffic rating because of some of the areas within it, but the portion of MD2 south of Vilas Road as a stand-alone area should rate as a 3 or 4. Its only deduction is its close proximity to OR 62 and Vilas Road, but its reliance on those facilities is reduced because of the strong additional north south connectivity of the re-aligned Crater Lake Avenue and Springbrook Road through the site. This will help alleviate the need to use OR 62 and still allow connection to Coker Butte Road, Vilas, Owens Drive and Delta Waters.

Appendix D

ESA Scoring Maps


City of Medford
UGB Amendment Project
ESA Scoring
Urban Reserves
LEGEND
Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
0 0.5 1 Miles
10.10.14
MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
MD-8
MD-9
MD-P Prescott
MD-P Chrissy
N FOOTHILL RD
MCLOUGHLIN DR
E VILAS RD
W VILAS RD
HAMRICK RD
TABLE ROCK RD
B IDDLE RD
E PINE ST
FREEMAN RD
UPTON RD
N 3RD ST
BEALL LN
CRATER LAKE AV
E MCANDREWS RD
STEVENS ST
E JACKSON ST
E MAIN ST
N CENTRAL AV
SAGE RD
W MCANDREWS RD
W MAIN ST
W 8TH ST
E BARNETT RD
CENTER DR
STEWART AV
GARFIELD ST
KINGS HW
S COLUMBUS AV
SOUTH STAGE RD
HULL RD
GRIFFIN CREEK RD
N PHOENIX RD
62
5
238


City of Medford
UGB Amendment Project
ESA Scoring
Proximity
LEGEND
Proximity Taxlot Score
(High to Low)
5
4
3
2
1
0.1
0.2
0.4
0.6
0.8
Distance Miles
Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
0
0.5
1
Miles
City of Medford
Oregon
10.14.14
MD-P Prescott
MD-P Chris
MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
MD-8
MD-9
N FOOTHILL RD
MCLOUGHLIN DR
E VILAS RD
W VILAS RD
HAMRICK RD
TABLE ROCK RD
BIDDLE RD
UPTON RD
E PINE ST
FREEMAN RD
N 3RD ST
BEALL LN
CRATER LAKE AV
E MCANDREWS RD
N CENTRAL AV
SAGE RD
W MCANDREWS RD
STEVENS ST
E JACKSON ST
E MAIN ST
W MAIN ST
W 8TH ST
E BARNETT RD
CENTER DR
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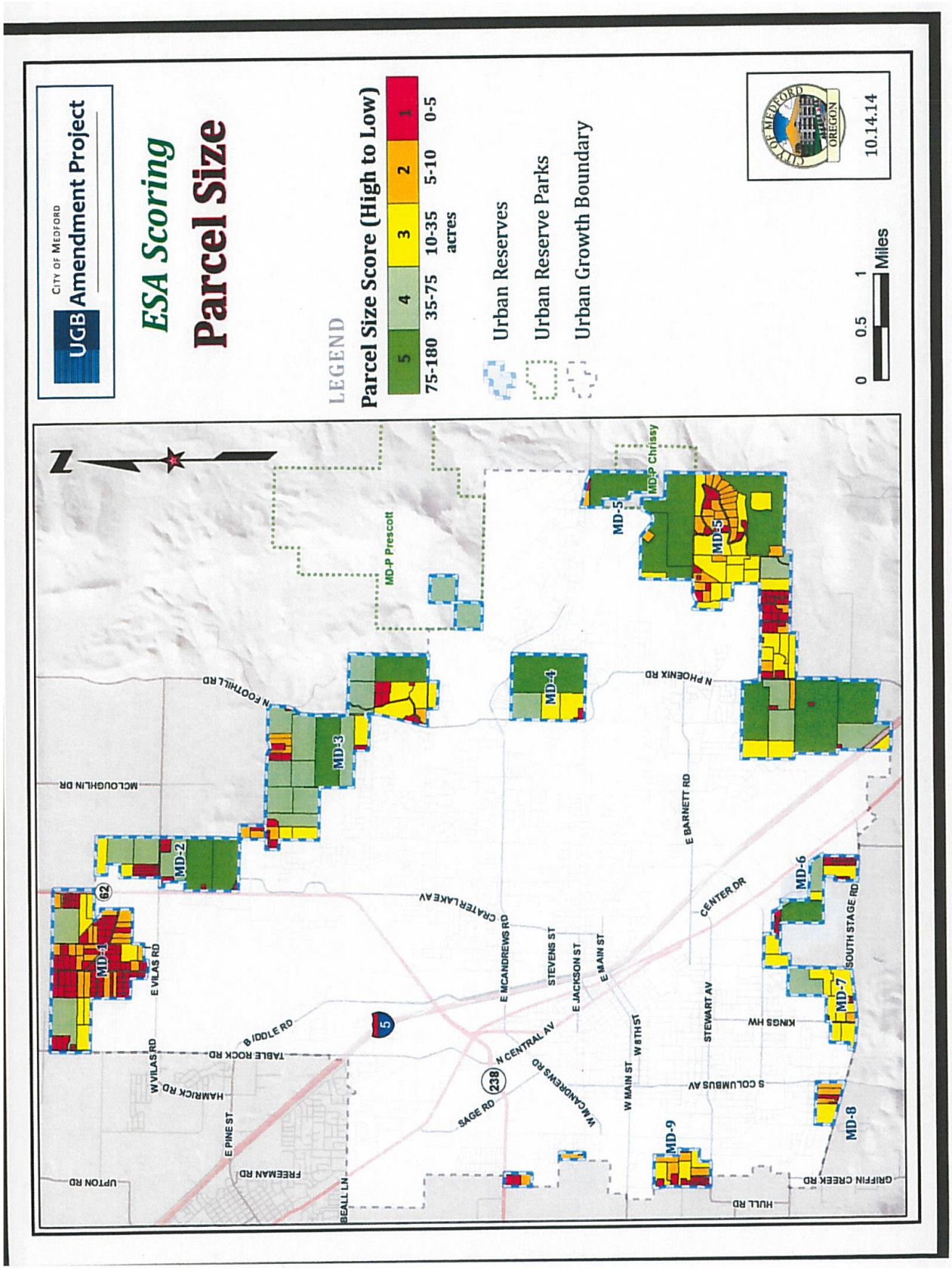
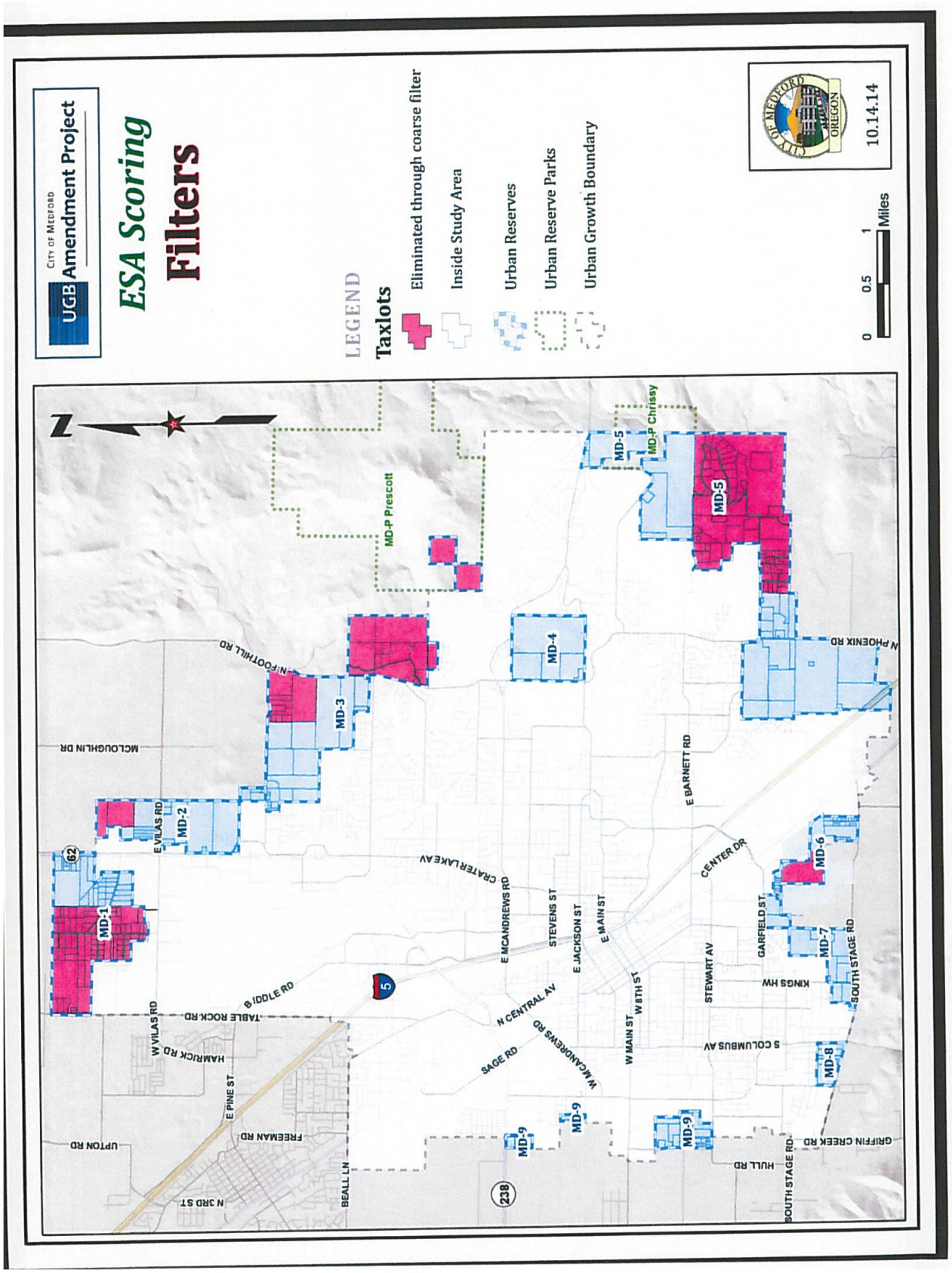
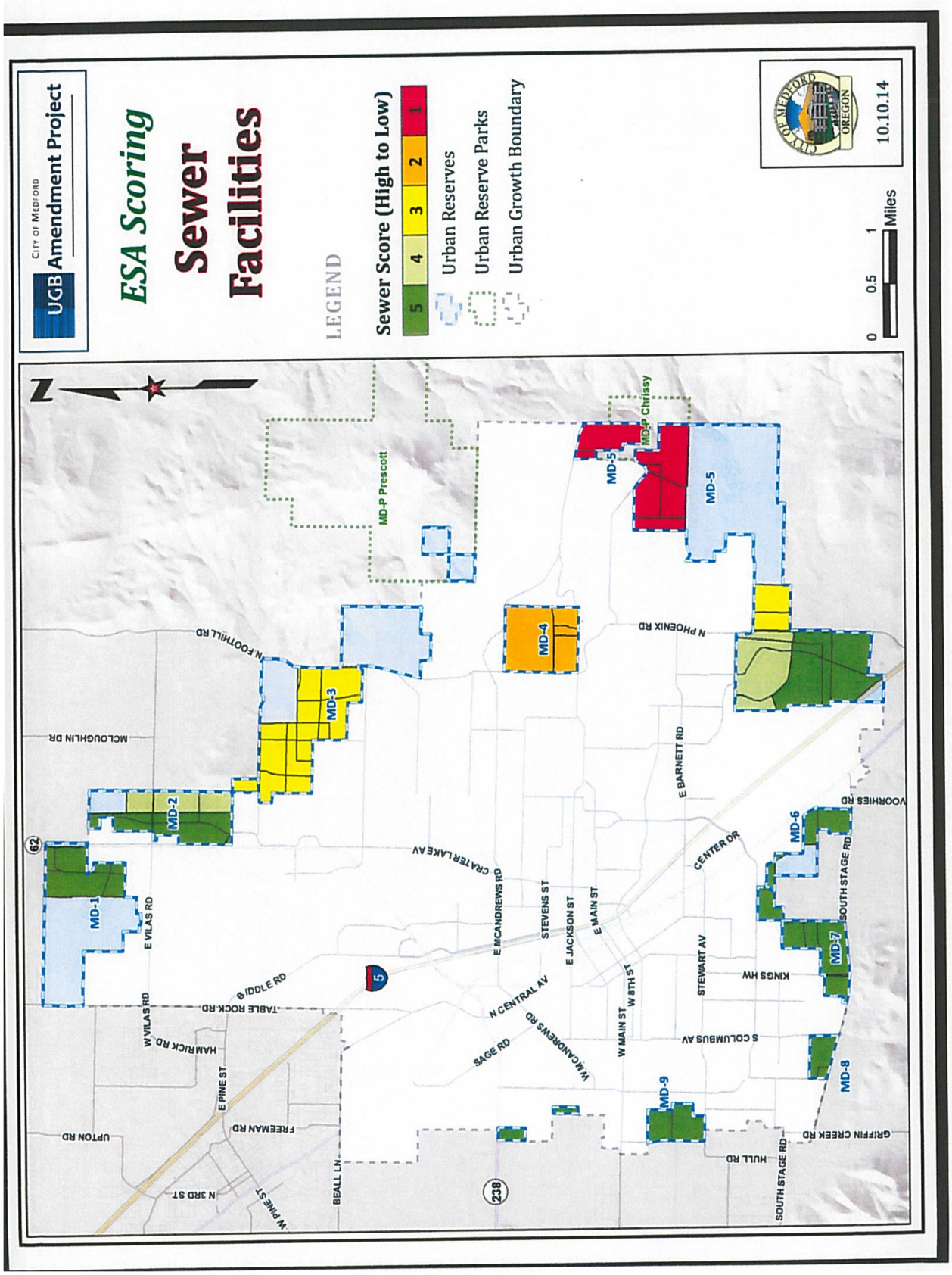
HULL RD
62
5
238


UGB Amendment Project
City of Medford
ESA Scoring
Parcel Size
LEGEND
Parcel Size Score (High to Low)
5 4 3 2 1
75-180 35-75 10-35 5-10 0-5
acres
Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
0 0.5 1 Miles
City of Medford Oregon
10.14.14
MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
MD-8
MD-9
MD-P Prescott
MD-P Chrissy
N FOOTHILL RD
MCLOUGHLIN DR
E VILAS RD
W VILAS RD
HAMRICK RD
TABLE ROCK RD
B IDDLE RD
E PINE ST
FREEMAN RD
UPTON RD
BEALL LN
CRATER LAKE AV
E MCANDREWS RD
STEVENS ST
E JACKSON ST
E MAIN ST
N CENTRAL AV
SAGE RD
W MCANDREWS RD
W MAIN ST
W 8TH ST
N PHOENIX RD
E BARNETT RD
CENTER DR
STEWART AV
S COLUMBUS AV
KINGS HW
SOUTH STAGE RD
HULL RD
GRIFFIN CREEK RD


UGB
City of Medford
Amendment Project
ESA Scoring
Filters
LEGEND
Taxlots
Eliminated through coarse filter
Inside Study Area
Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
0
0.5
1
Miles
10.14.14
City of Medford
Oregon
N
MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
MD-8
MD-9
MD-P Prescott
MD-P Chrissy
62
5
238
N FOOTHILL RD
MCLOUGHLIN DR
E VILAS RD
W VILAS RD
HAMRICK RD
TABLE ROCK RD
IDDLE RD
E PINE ST
FREEMAN RD
UPTON RD
N 3RD ST
BEALL LN
CRATER LAKE AV
E MCANDREWS RD
STEVENS ST
E JACKSON ST
E MAIN ST
N CENTRAL AV
SAGE RD
W MCANDREWS RD
W MAIN ST
W 8TH ST
E BARNETT RD
CENTER DR
STEWART AV
GARFIELD ST
KINGS HW
S COLUMBUS AV
SOUTH STAGE RD
HULL RD
GRIFFIN CREEK RD
N PHOENIX RD


UGB Amendment Project
City of Medford
ESA Scoring
Sewer Facilities
LEGEND
Sewer Score (High to Low)
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Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
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Miles
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MD-9
MD-P Prescott
MD-P Chrissy
N FOOTHILL RD
MCLOUGHLIN DR
E VILAS RD
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HAMRICK RD
TABLE ROCK RD
BIDDLE RD
E PINE ST
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N 3RD ST
UPTON RD
FREEMAN RD
BEALL LN
CRATER LAKE AV
E MCANDREWS RD
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STEVENS ST
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E BARNETT RD
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HULL RD
GRIFFIN CREEK RD
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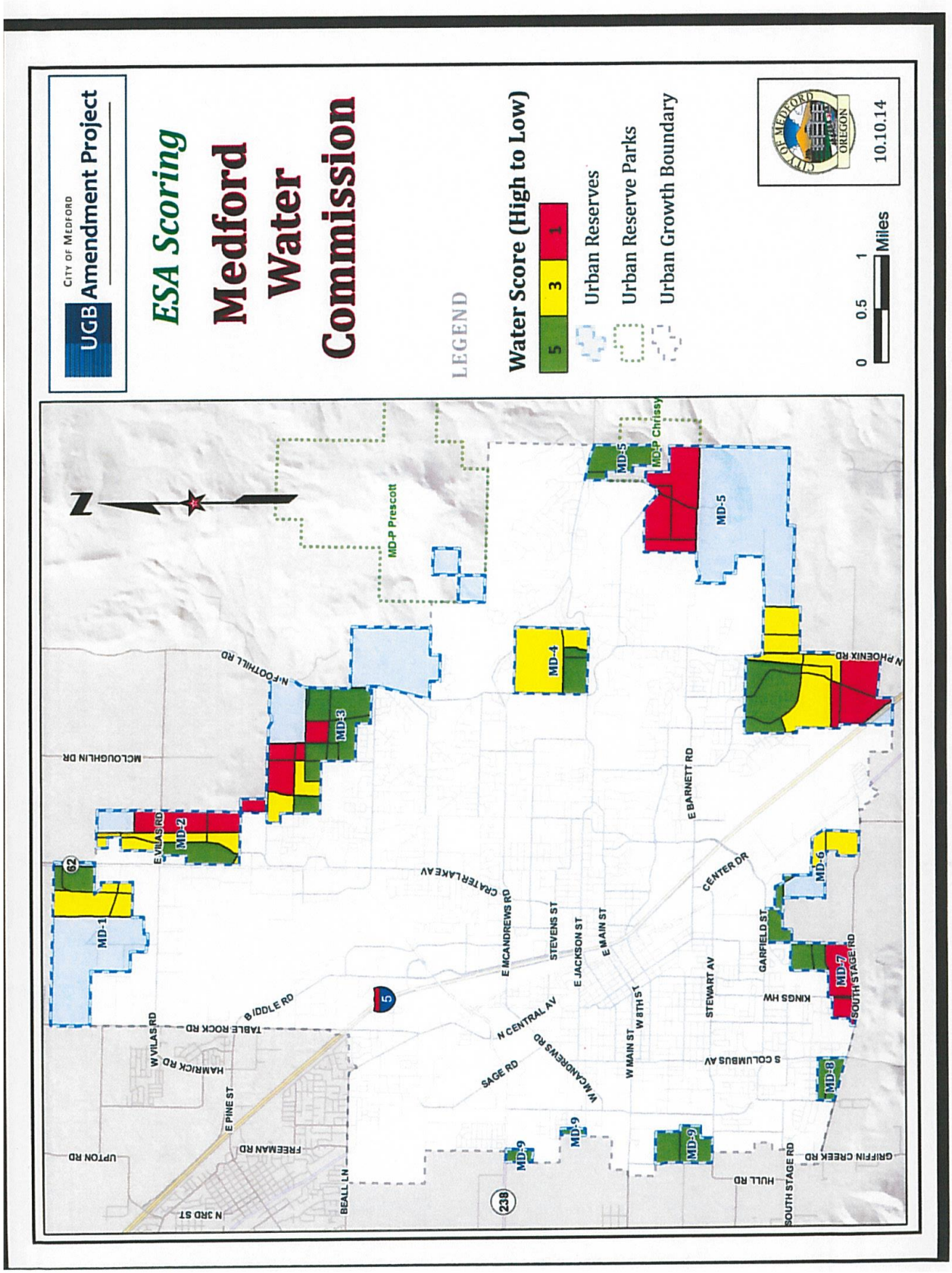
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Amendment Project
ESA Scoring
Medford Water Commission
LEGEND
Water Score (High to Low)
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Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
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Miles
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MD-1
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MD-P Prescott
MD-P Chrissy
N FOOTHILL RD
MCLOUGHLIN DR
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TABLE ROCK RD
HAMRICK RD
E PINE ST
FREEMAN RD
UPTON RD
N 3RD ST
BEALL LN
IDDLE RD
CRATER LAKE AV
E MCANDREWS RD
STEVENS ST
E JACKSON ST
E MAIN ST
N CENTRAL AV
SAGE RD
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E BARNETT RD
CENTER DR
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HULL RD
GRIFFIN CREEK RD
N PHOENIX RD
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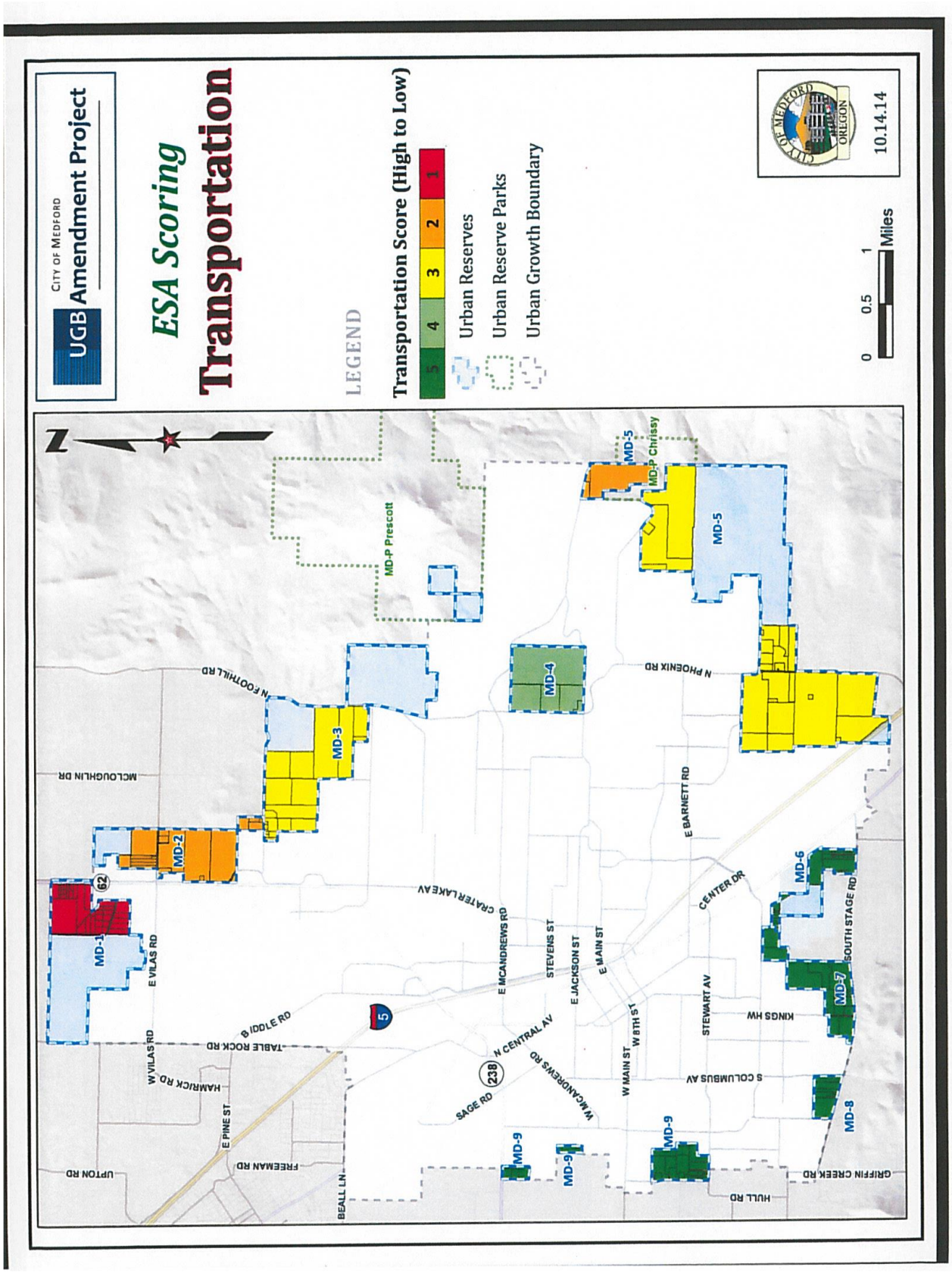
CITY OF MEDFORD
UGB Amendment Project
ESA Scoring
Transportation
LEGEND
Transportation Score (High to Low)
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Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
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Miles
10.14.14
MD-1
MD-2
MD-3
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STEVENS ST
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N PHOENIX RD
E BARNETT RD
CENTER DR
STEWART AV
KINGS HW
S COLUMBUS AV
SOUTH STAGE RD
GRIFFIN CREEK RD
HULL RD

GIFT PLEDGE AGREEMENT

This Gift Pledge Agreement is entered into this 15th day of September, 2014, by and between Coker Butte Development, LLC, an Oregon limited liability company and O'Side Industry, LLC, a California Limited Liability Company (Coker Butte Development, LLC and O'Side Industry, LLC are hereinafter collectively referred to as "Coker Butte"), and Medford School District 549C (hereinafter referred to as the "District").

WHEREAS, Coker Butte owns real property in Jackson County, Oregon that would be beneficial for future District expansion;

WHEREAS, Coker Butte desires to convey real property to the District as a gift on certain conditions and following certain conditions precedent;

WHEREAS, the District desires to receive a gift of real property from Coker Butte in accordance with the terms of this agreement;

WHEREAS, the parties acknowledge that there are various conditions precedent that must occur prior to any gift conveyance to the District and that District's cooperation and support for those conditions shall be necessary;

NOW, WHEREFORE, the parties agree as follows:

1. As provided herein, Coker Butte agrees to gift approximately 20 acres of real property (the "Gift Property") and 20 acres of Coker Butte's existing irrigation rights to the District within one year of the completion of all Conditions Precedent. For purposes of this Agreement, "Conditions Precedent shall mean all of the following: a) adoption of the Gift Property as part of the District's Facilities Plan as provided in Paragraph 2; b) District support as provided in Paragraph 4; c) inclusion of the entire 210-acre Coker Butte property, described on Exhibit B, into the Urban Growth Boundary of the City of Medford; d) annexation to the City of Medford and zone change of the Gift Property and any partition, subdivision, or property line adjustment necessary to create a discrete and transferable 20 acre unit of real property in substantially the location and dimensions shown on Exhibit A; e) District cooperation with Coker Butte as provided in Paragraph 3. Coker Butte shall have the right, but not the obligation, to apply for a zone change on the Gift Property prior to conveyance to the District. Coker Butte may seek any zoning designation, so long as schools are a permitted use in the new zone.
2. Within 45 days of execution of this Agreement, the District shall initiate efforts to identify the Gift Property as a suitable site for its Facilities Plan and begin the process of formally adopting it as part of the Facilities Plan.
3. The District shall reasonably cooperate, so long as there is no cost to the District other than any costs that may be incurred with the District's obligations as set forth in Section 4 of this agreement, with any efforts of Coker Butte to secure entitlements on its property

described on Exhibit B, including the Gift Property, and/or to establish the value of the Gift Property by appraisal, but such efforts are not required of Coker Butte.

4. The District shall publicly express support for the inclusion of Coker Butte's portion of urban reserve area MD-2 into the Urban Growth Boundary of the City of Medford. Expression of support shall, at a minimum, include written and verbal support at each City of Medford public hearing regarding Urban Growth Boundary expansion. Coker Butte shall provide reasonable advance notice to the District for each such public hearing. However, the District shall not have any direct financial responsibilities and shall not be responsible for making any formal land use applications.
5. Coker Butte shall gift the Gift Property to the District via bargain and sale deed. The Gift Property shall be free and clear of all encumbrances other than the normal standard exceptions.
6. The Gift Property shall consist of 20 contiguous gross acres of raw land. Coker Butte makes no promises or warranties regarding any development rights on the Gift Property.
7. After the conveyance of the Gift Property, the District shall cooperate with Coker Butte in granting reasonable requests for easements for access, drainage, and utilities.
8. The District shall cooperate with and shall waive remonstrance against any reimbursement district that may affect the Gift Property.
9. Contemporaneous with the conveyance of the Gift Property or as soon as practicable thereafter, the District shall execute Covenants, Conditions, & Restrictions ("CC&Rs"), requiring that the Gift property be used for School Purposes. "School Purposes" shall mean that the primary use of the Gift Property is for an elementary school, junior high school, high school, or District administrative offices. Following conveyance of the Gift Property to the District, the District shall have 10 years to put the Gift Property to use for School Purposes. The District may unilaterally extend its timeframe for use of the Gift Property for School Purposes for an additional 10 years by notifying Coker Butte in writing within 90 days of the expiration of the original 10 year period following conveyance of the Gift Property to the District. In the event the District fails to use the Gift Property for School Purposes within the timeframes specified herein, the District shall offer to sell the Gift Property to Coker Butte for market value at the time of the sale, based on an appraisal by a licensed appraiser acceptable to both parties. In the event Coker Butte does not purchase the Gift Property following the District's nonuse for School Purposes, the District may convey the Gift Property to another public entity, so long as it is used for park purposes. All of the foregoing shall be memorialized in the CC&Rs. The CC&Rs shall further provide for the waiver of remonstrance provided for in paragraph 8 and shall require that the Gift Property be mowed, watered, and otherwise be maintained in an attractive fashion. The CC&Rs shall benefit the property identified on Exhibit B, less the Gift Property, and shall run with the land.
10. In the event the conditions precedent are not completed within 5 years, this Agreement shall terminate and the parties shall have no obligations to each other. Notwithstanding the foregoing, Coker Butte shall have the unilateral ability to extend the Agreement for additional terms, the sum of which shall not exceed 5 years beyond the initial term of this Agreement, provided that Coker Butte provide written notice of such extension to the District prior to the expiration of the then-current term.

DATED the day and year first above written.

COKER BUTTE DEVELOPMENT, LLC

By:
Its:

MEDFORD SCHOOL DISTRICT 549C

By:
Its:

O'SIDE INDUSTRY, LLC

By:
Its:

Kaiser Surveying
19754 Highway 62
Eagle Point, OR 97524

Bary D. Kaiser
R.P.L.S. ORE. 52923

Phone: (541) 878-3995
Fax: (541) 878-3935
E-mail: bkaiser@embarqmail.com

EXHIBIT "A"

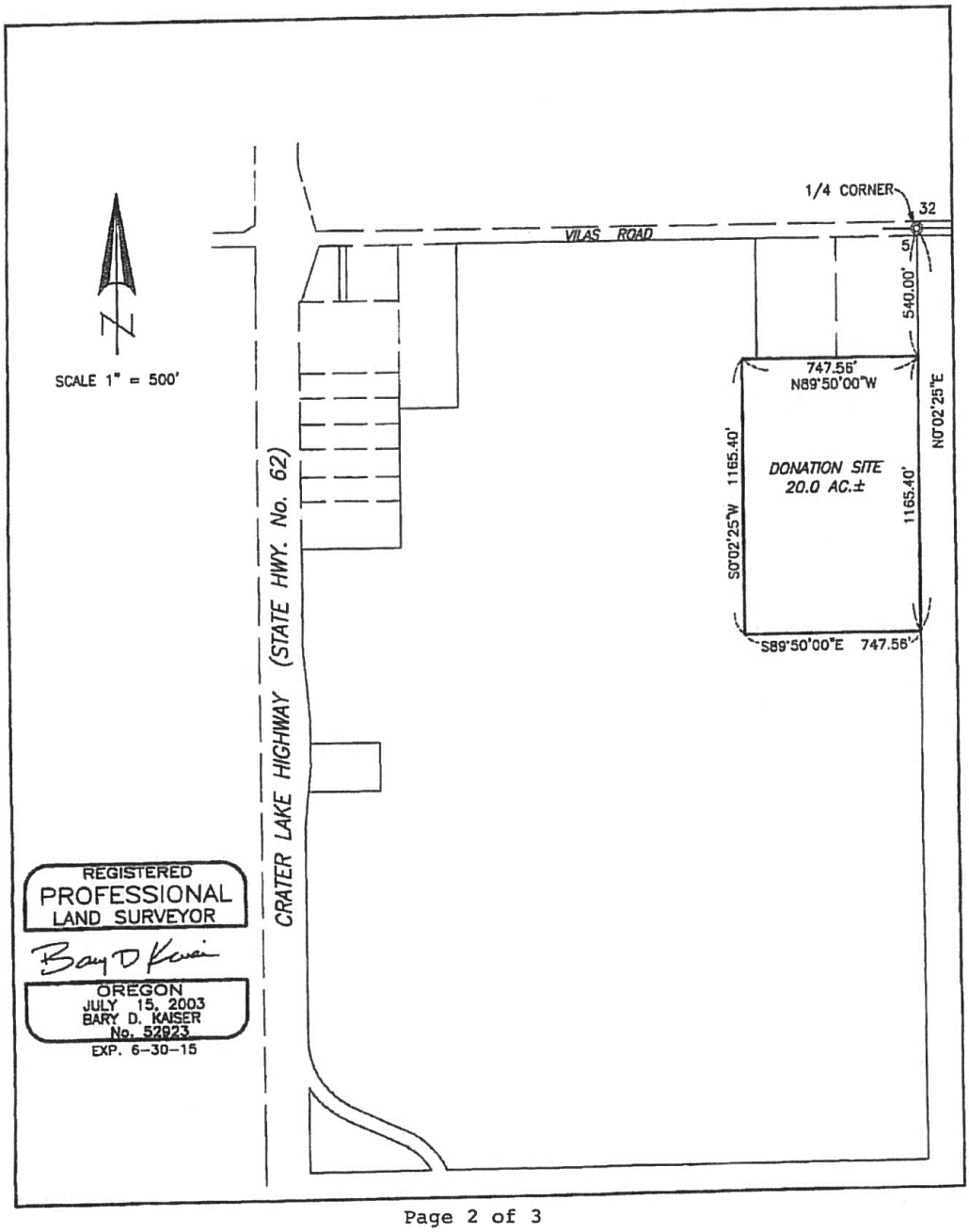
DESCRIPTION OF A 20 ACRE PARCEL LOCATED IN THE NORTHWEST QUARTER OF SECTION 5, T.37S.,R.1W., W.M., IN JACKSON COUNTY, OREGON

Commencing at the quarter corner common to Section 5, Township 37 South, Range 1 West and Section 32, Township 36 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon; thence along the North-South centerline of said Section 5, South 0° 02' 25" West, 540.00 feet to the Easterly Northeast corner of Parcel No. 2 of Partition Plat recorded July 14, 1993 as Partition Plat No. P-56-1993 of "Records of Partition Plats" in Jackson County, Oregon and filed as Survey No. 13567 in the Office of the County Surveyor for THE TRUE POINT OF BEGINNING; thence along the Northerly boundary of said Parcel No. 2 and the Westerly extension thereof, North 89° 50' 00" West, 747.56 feet; thence South 0° 02' 25" West, 1165.40 feet; thence South 89° 50' 00" East, 747.56 feet to intersect the said North-South centerline of Section 5; thence along said boundary, North 0° 02' 25" East, 1165.40 feet to THE TRUE POINT OF BEGINNING.

August 13, 2014

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Bary D Kaiser
OREGON
JULY 15, 2003
BARY D. KAISER
No. 52923
EXP. 6-30-15

Page 1 of 3


1/4 CORNER
32
5
VILAS ROAD
540.00'
747.56'
N89°50'00"W
N0°02'25"E
1165.40'
DONATION SITE
20.0 AC.±
1165.40'
S0°02'25"W
S89°50'00"E 747.56'
CRATER LAKE HIGHWAY (STATE HWY. No. 62)
SCALE 1" = 500'
REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
JULY 15, 2003
BARY D. KAISER
No. 52923
EXP. 6-30-15

Page 2 of 3

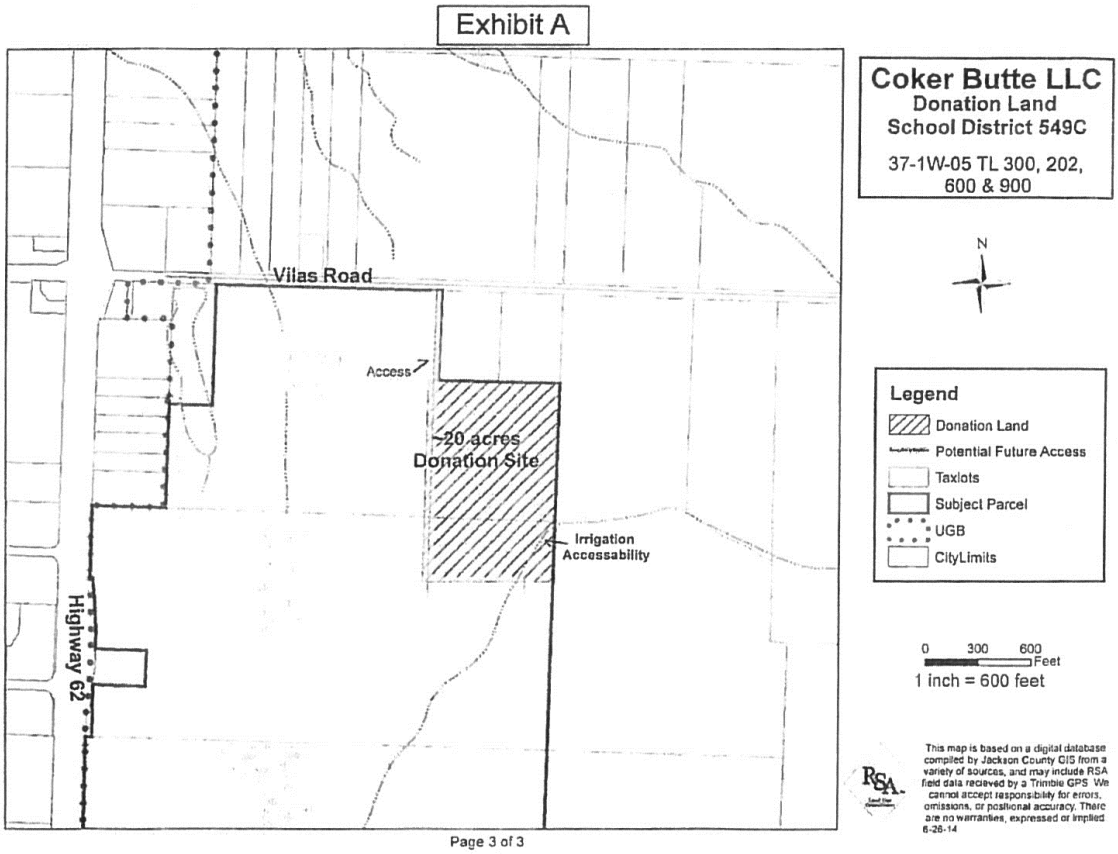


Exhibit A
Coker Butte LLC
Donation Land
School District 549C
37-1W-05 TL 300, 202, 600 & 900
N
Vilas Road
Access
~20 acres
Donation Site
Irrigation
Accessability
Highway 62
Legend
Donation Land
Potential Future Access
Taxlots
Subject Parcel
UGB
CityLimits
0 300 600
Feet
1 inch = 600 feet
This map is based on a digital database compiled by Jackson County GIS from a variety of sources, and may include RSA field data recieved by a Trimble GPS. We cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied
6-26-14
Page 3 of 3

Exhibit "B"

Parcel No. Two (2) of Partition Plat No. P-56-1993 filed July 14, 1993, in Volume 4 Page 56, "Record of Partition Plats" in Jackson County, Oregon, as Survey No. 13567.

(Code 49-15, Account #1-046046-4, Map #371W05, Tax Lot #300)
(Code 49-15, Account #1-046045-6, Map #371W05, Tax Lot #202)

The North Half of the Southwest Quarter of Section 5 in Township 37 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon.

(Code 49-15, Account #1-046057-0, Map #371W05, Tax Lot #900)

The South Half of the Northwest Quarter of Section 5 in Township 37 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon. EXCEPTING THEREFROM that portion conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded May 10, 1966 as No. 66-05568 of the Official Records of Jackson County, Oregon. ALSO, EXCEPTING THEREFROM the following: Beginning at a point on the easterly right of way line of the relocated Crater Lake Highway in Jackson County, Oregon (being the easterly boundary of the property described in No. 66-05568 of the Official Records of Jackson County, Oregon), said point being 300.0 feet North of the west quarter corner of Section 5 in Township 37 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon, thence East 300.0 feet; thence North 200.0 feet; thence West 300.0 feet, more or less, to the easterly right of way line of said Crater Lake Highway as relocated; thence South, along said right of way line, to the point of beginning.

(Code 49-15, Account #1-046054-7, Map #371W05, Tax Lot #600)

RECEIVED
FEB 17 2015
PLANNING DEPT.

STARK AND HAMMACK, P.C.
ATTORNEYS AT LAW
100 EAST MAIN STREET, SUITE M
MEDFORD, OREGON 97501

RICHARD A. STARK
LARRY C. HAMMACK
ERIC R. STARK

(541) 773-2213
(541) 779-2133
FAX (541) 773-2084
ers@starkhammack.com

February 13, 2015

Sent Via US Mail

Bianca Petrou, Assistant Planning Director
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

Re: Urban Growth Boundary Amendment Area MD-3

Dear Bianca:

Enclosed please find analysis and proposed conceptual MD-3 GLUP map (exhibit D) for inclusion into the Medford Urban Growth Boundary. I am available and would look forward to discussing the merits and benefits to the City of Medford for acceptance of this proposal into the Urban Growth Boundary. Thank you for your continuing courtesies.

Very truly yours,

STARK and HAMMACK, P.C.

Eric R. Stark

ERS:
cc: clients
Joseph Slaughter, Planner II Medford Planning
John Adam, Planner IV Medford Planning

URBAN RESERVE MD-3

INCLUSION INTO THE MEDFORD URBAN GROWTH BOUNDARY

EXHIBITS

EXHIBIT A-	INFORMATION IN SUPORT
EXHIBIT B-	VICINITY MAP ZONING MAP ASSESSOR'S MAP
EXHIBIT C-	AERIAL PHOTO
EXHIBIT D-	INCLUSION PROPERTIES CONCEPTUAL SITE PLAN
EXHIBIT E-	ESA SCORING

EXHIBIT A

INFORMATION IN SUPPORT

INFORMATION IN SUPPORT:

BACKGROUND:

This area identified as a portion of MD-3, is located south of Coker Butte Road and west of McLoughlin Drive. This proposed area is abutting the existing Medford Urban Growth Boundary towards the south and west (Exhibit B). This portion of MD-3 represents approximately 167 acres in several different ownerships (Exhibit D).

The current uses within this portion of MD-3 are rural residential and agricultural. There are also numerous dwellings present that were lawfully established within Jackson County's jurisdiction. These properties are currently zoned Exclusive Farm Use and Rural Residential -5, as Jackson County zoning.

INCLUSION RATIONALE:

The proposed area for inclusion represents approximately 167 acres for future commercial and residential opportunities. This proposal is to establish the Commercial classification (CM) on differing areas within this inclusion area and also the Urban High Density Residential lands on other locations as proposed in Exhibit D.

The inclusion of this 167 acres will enhance public health and safety for the vicinity of employment lands and the future residential lands. Additional public street connectivity can be provided with these lands. As seen on the conceptual site plan, new collector streets and residential streets can connect to Coker Butte Road toward the north and several east/west streets to connect with the lands to the east. This will provide for greater potential of a master plan for streets, public facilities and potential uses.

As part of the UGB Amendment process, the City of Medford established an analysis of candidate lands for evaluation, "ESA Scoring". The applicable ESA identifications are ESA 3101, 3202, 3203, 3205 and 3206. The public facilities and utilities are either already existing within the proposed inclusion area or are in close proximity to be extended to the area to serve the future development of this residential and employment area. The various departments for the City of Medford have analyzed the public facilities for this area. (Exhibit E)

The Public Works Department scored the subject area as very feasible for future development and not having a significant impact on the local transportation system. In fact, the potential for greater street connectivity can be accomplished with the identified inclusion properties, enhancing public safety for alternative routes to and from Abraham Lincoln School facilities and the residential properties to the west.

The Public Works Department also analyzed the public sanitary sewer for the subject area and determined that providing sewer service is very feasible. There is currently sanitary sewer service provided to properties that are developed within the City Limits. The extension of these service lines are available for the future development of this area. The Public Works Department scored this area for inclusion with a very feasible rating for providing public sanitary sewer.

The Medford Water Commission analyzed this inclusion area for providing domestic water service. The analysis concluded that the system was excellent to good for future development. The water system is planned and proposed to be extended along McLoughlin Drive with a 12-inch main line north to Coker Butte Road. In addition, there is a 12 inch main line in Hollyhock Drive that can be extended east to McLoughlin Drive. With the inclusion of this identified area of MD-3, it is very feasible to provide a looped water system to ensure sufficient water supply and pressure.

Other utilities such as natural gas, electrical power, telephone/cable are also present nearby or fronting the properties along Coker Butte Road. It is very achievable to extend and supply these utilities to the inclusion area for the future urban uses.

The location of this 167 acre area planned for future urban opportunities is situated adjacent to other residential areas. The potential for future development as a master plan with neighboring lands or a joint venture are endless and could be well served with the inclusion into the Medford UGB. The conceptual site plan demonstrates that this portion of MD-3 is very feasible and provide for an orderly Medford UGB expansion request.

The property owners, particularly Mr. Steve Skinner located on Tax Lot 1000, desires to alter the amount of commercial lands and residential lands for this portion of MD-3 (Exhibit D). It is not practical to have this large amount of commercial land that is not located at a major intersection for commercial business purposes. Owens Drive is located several hundred feet south of Tax Lot 1000 with the pass-by traffic missing the commercial area.

This inclusion area may provide for relief in the identified development area, such as traffic congestion by providing alternative routes, and the retention of our aesthetic and environmental qualities by providing multi-modal transportation opportunities that are close to shopping opportunities and within close proximity of the public school. The favorable consideration of these public facilities and utilities may enhance the public safety of the existing businesses, the future commercial opportunities and surrounding residential areas.

SUMMARY:

The City of Medford can determine that the proposed inclusion of this identified 167-acre area within MD-3, with the requested change in land use designations as set forth in Exhibit D, into the Medford Urban Growth Boundary is desirable and feasible for future commercial and residential opportunities, considering the "ESA Scoring" evaluations and analysis conducted by the City of Medford for the public facilities. There are no significant impacts with the future urban development on the proposed inclusion area and surrounding lands.

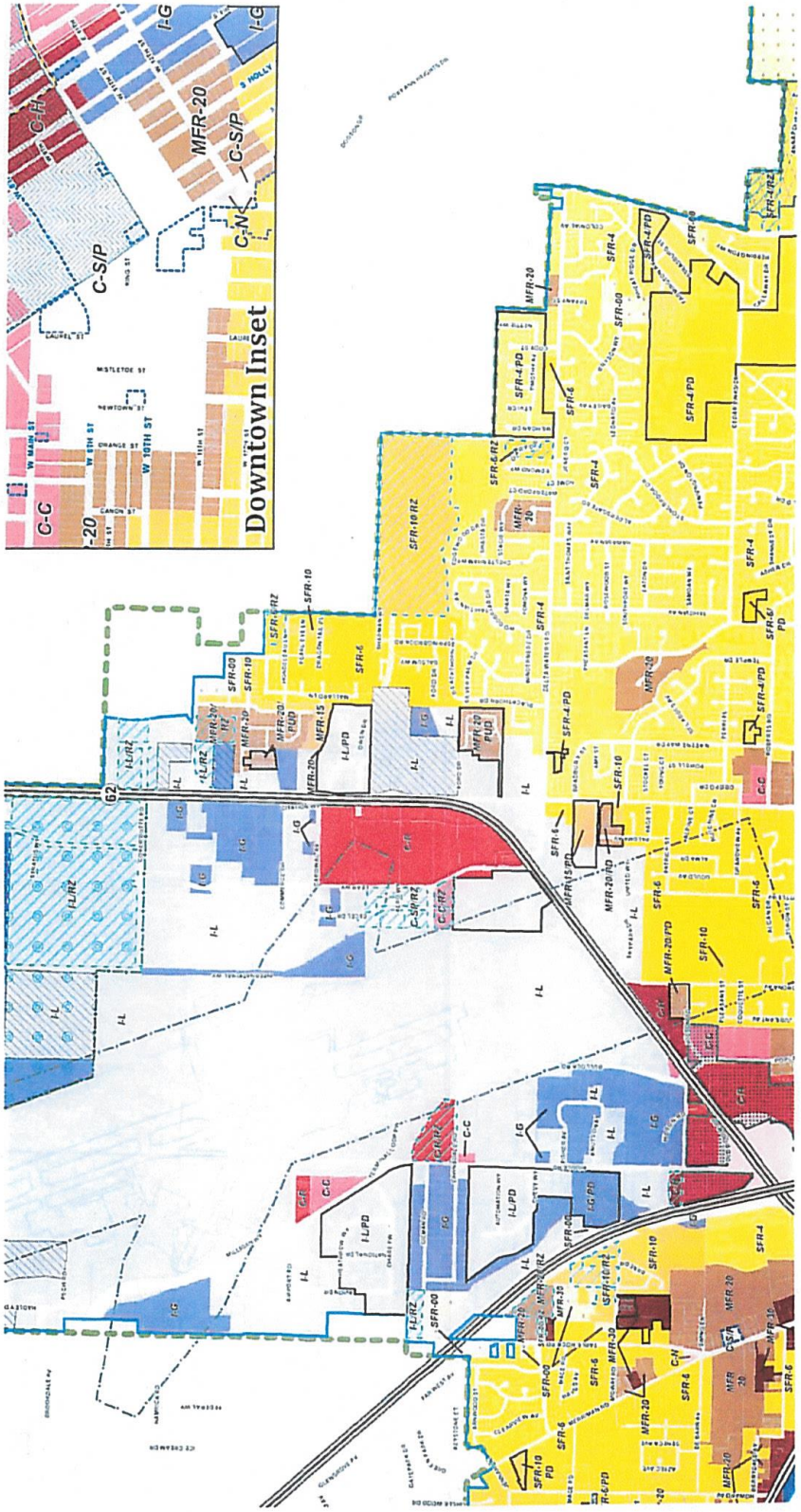
Based on the information prepared by the City of Medford for the evaluation of public facilities, the subject inclusion area received high feasibility ratings; therefore, this area should remain as a top candidate for inclusion into the Medford Urban Growth Boundary. This proposed inclusion area is an excellent area that should be included within the Medford UGB for future urban development opportunities.

Respectfully Submitted,

Stark and Hammack P.C.
Eric R. Stark

EXHIBIT B

VICINITY MAP
ZONING MAP
ASSESSOR'S MAP


Downtown Inset
C-H
I-G
MFR-20
C-S/P
C-N
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C-C
I-G
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ORANGE ST
W 10TH ST
CANON ST
MISTLETOE ST
NEWTOWN ST
CAUREL ST
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SFR-6
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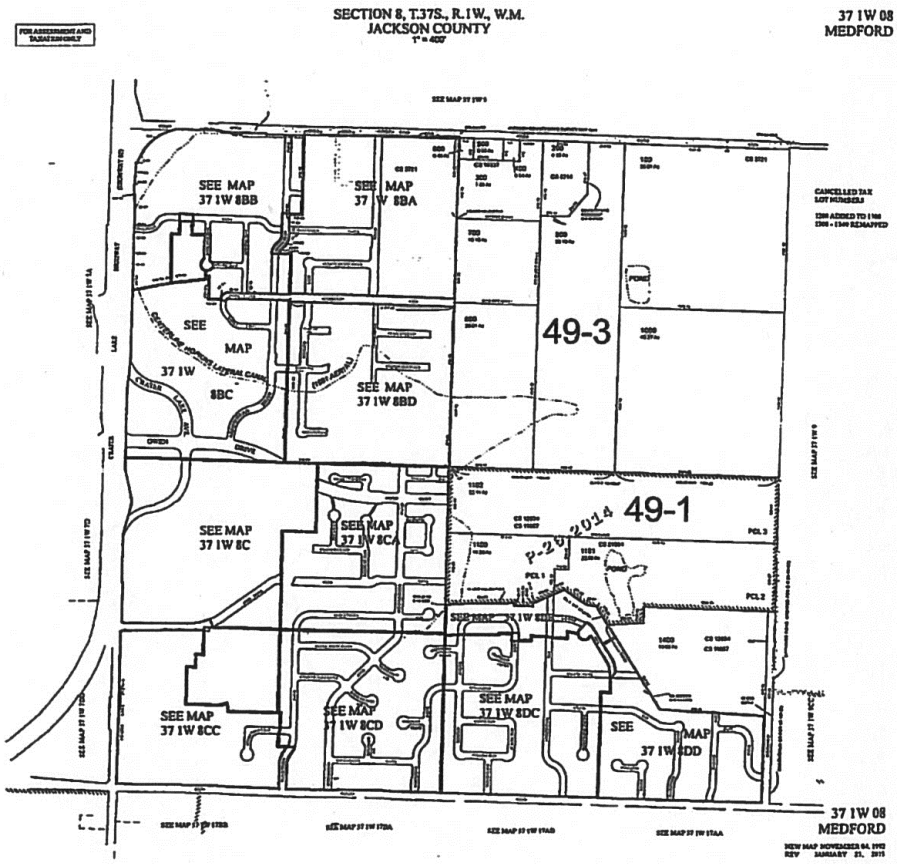

SECTION 8, T.37S., R.1W., W.M.
JACKSON COUNTY
37 1W 08
MEDFORD
SEE MAP 37 1W 8BB
SEE MAP 37 1W 8BA
SEE MAP 37 1W 8BC
SEE MAP 37 1W 8BD
49-3
49-1
SEE MAP 37 1W 8C
SEE MAP 37 1W 8CA
SEE MAP 37 1W 8CC
SEE MAP 37 1W 8CD
SEE MAP 37 1W 8DC
SEE MAP 37 1W 8DD
37 1W 08
MEDFORD

EXHIBIT C

AERIAL PHOTO

Google Maps Page 1 of 1

Imagery ©2015 DigitalGlobe, Jackson County GIS, State of Oregon, Map data ©2015 Google 500 ft

https://www.google.com/maps/@42.3689258,-122.8413262,1366m/data=!3m1!1e3 2/10/2015

EXHIBIT D

INCLUSION PROPERTIES CONCEPTUAL SITE PLAN

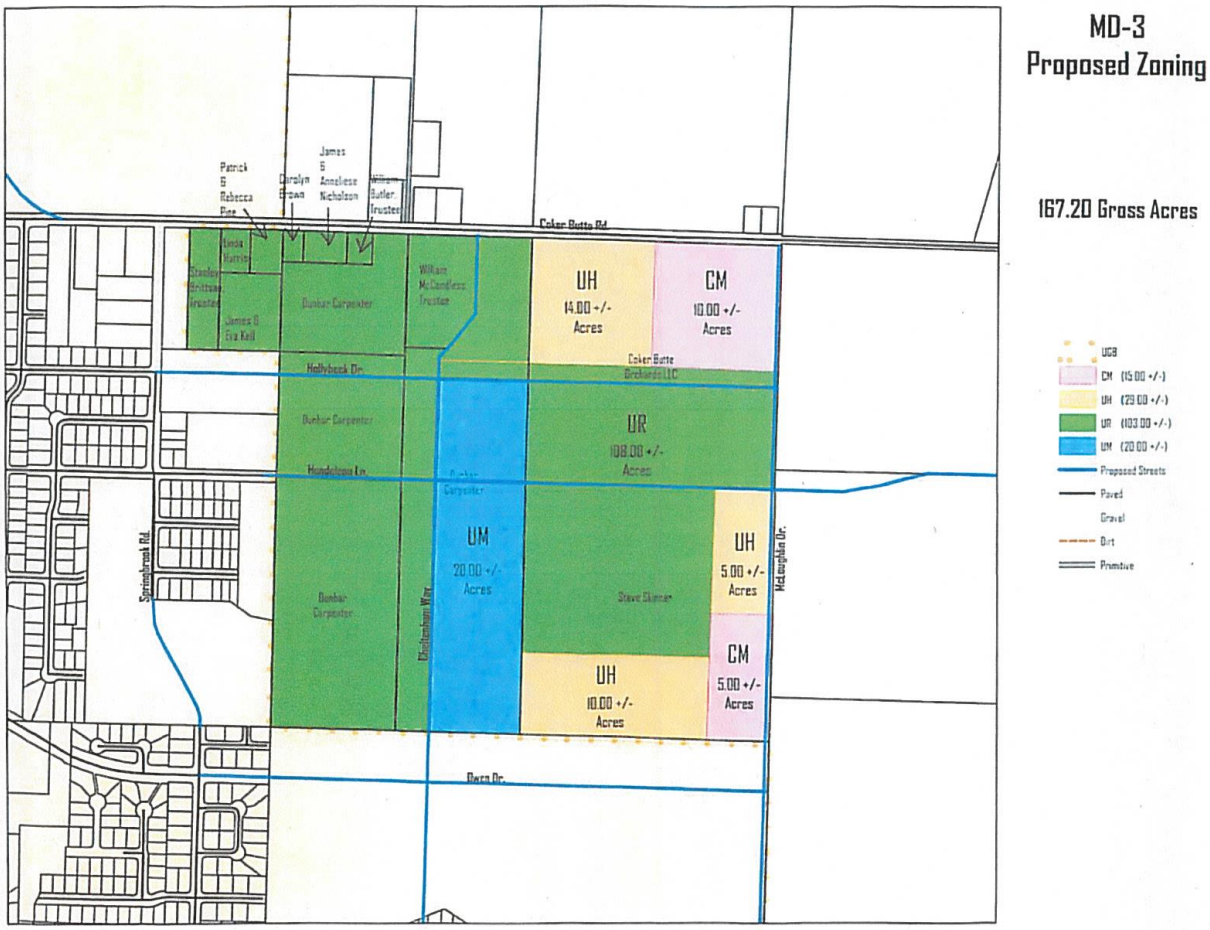
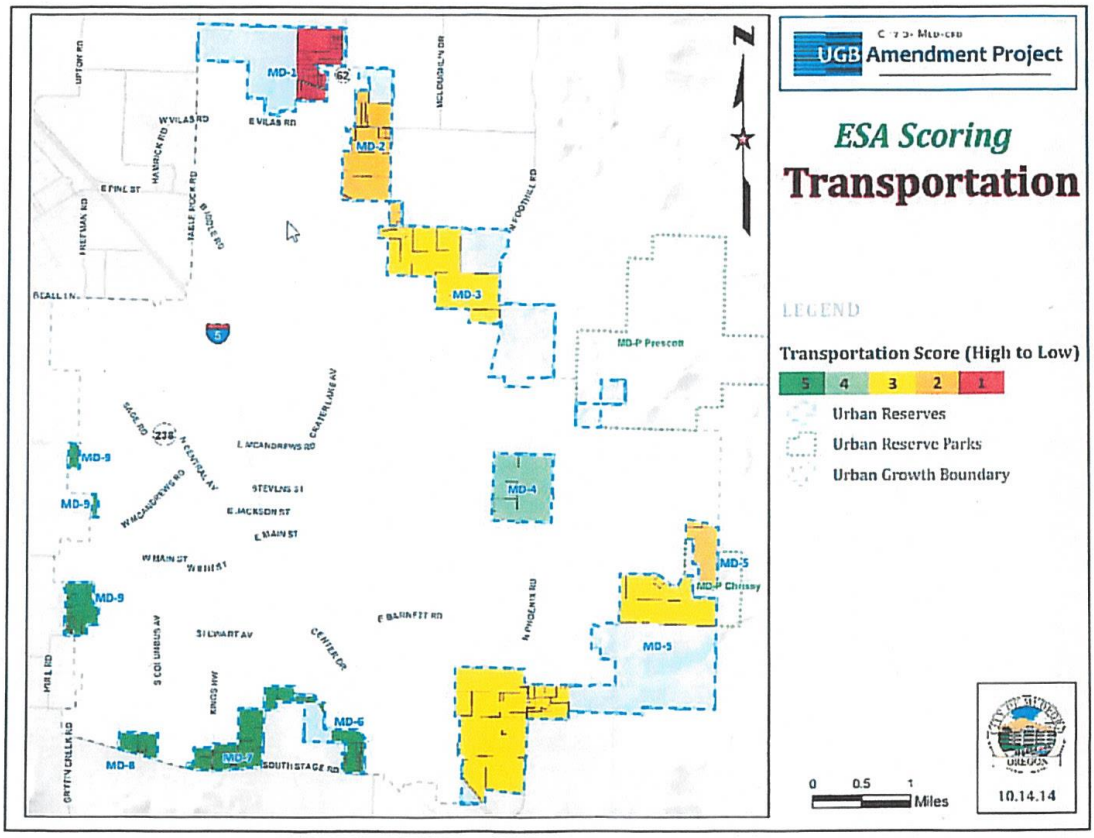

MD-3
Proposed Zoning
167.20 Gross Acres
Coker Butte Rd
Hollybrook Dr
Hundelosa Ln
Springbrook Rd
Dunbar Carpenter
William McCandless Trustee
UH
14.00 +/-
Acres
CM
10.00 +/-
Acres
Coker Butte Orchards LLC
UR
108.00 +/-
Acres
UM
20.00 +/-
Acres
UH
5.00 +/-
Acres
Steve Skinner
CM
5.00 +/-
Acres
UH
10.00 +/-
Acres
McLaughlin Dr.
Ryan Dr.
UGB
CM (15.00 +/-)
UH (29.00 +/-)
UR (103.00 +/-)
UM (20.00 +/-)
Proposed Streets
Paved
Gravel
Dirt
Primitive

EXHIBIT E

ESA SCORING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Transportation
LEGEND
Transportation Score (High to Low)
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Urban Reserves
Urban Reserve Parks
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MD-1
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MD-P Chinsky
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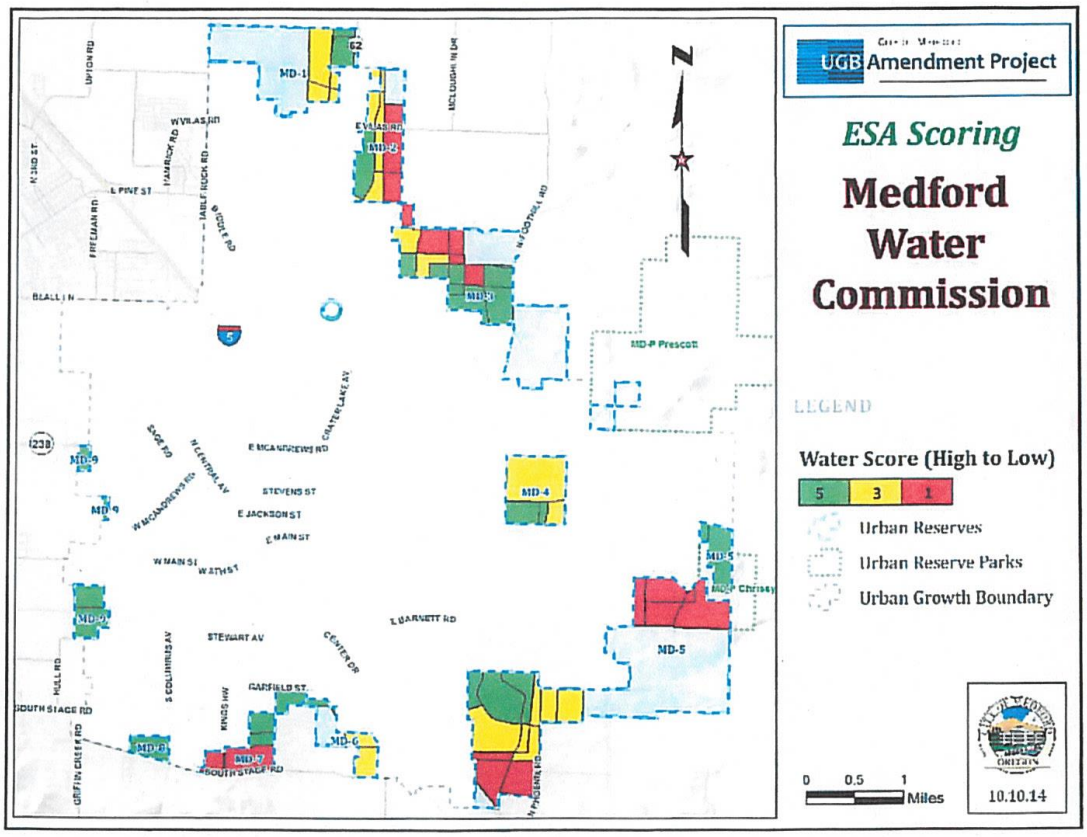
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ESA Scoring
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Water Score (High to Low)
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BEALL LN
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GRIFFIN CREEK RD
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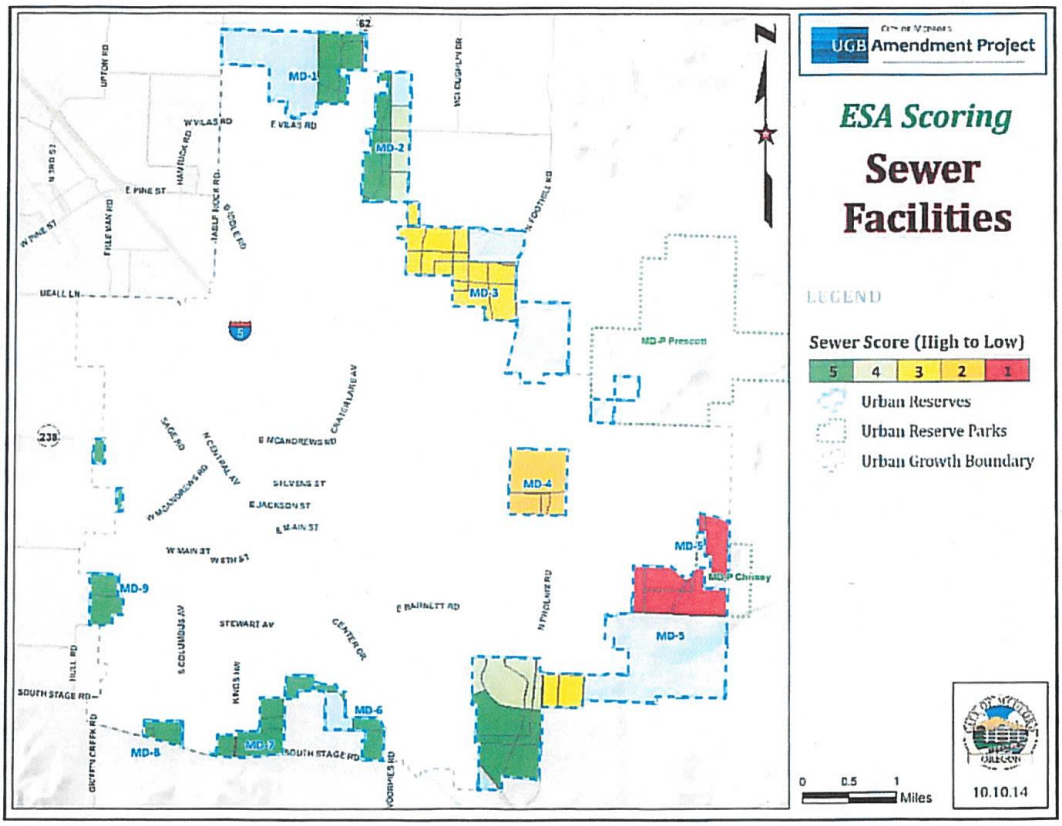
I-238
62


UGB Amendment Project
ESA Scoring
Sewer Facilities
LEGEND
Sewer Score (High to Low)
5
4
3
2
1
Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
MD-8
MD-9
MD-P Prescott
MD-P Chinsky
0
0.5
1
Miles
10.10.14

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City of Medford UGB Amendment Project

CONCEPTUAL MASTER PLAN FOR HAYA PARK

(Revised 02/27/2015)

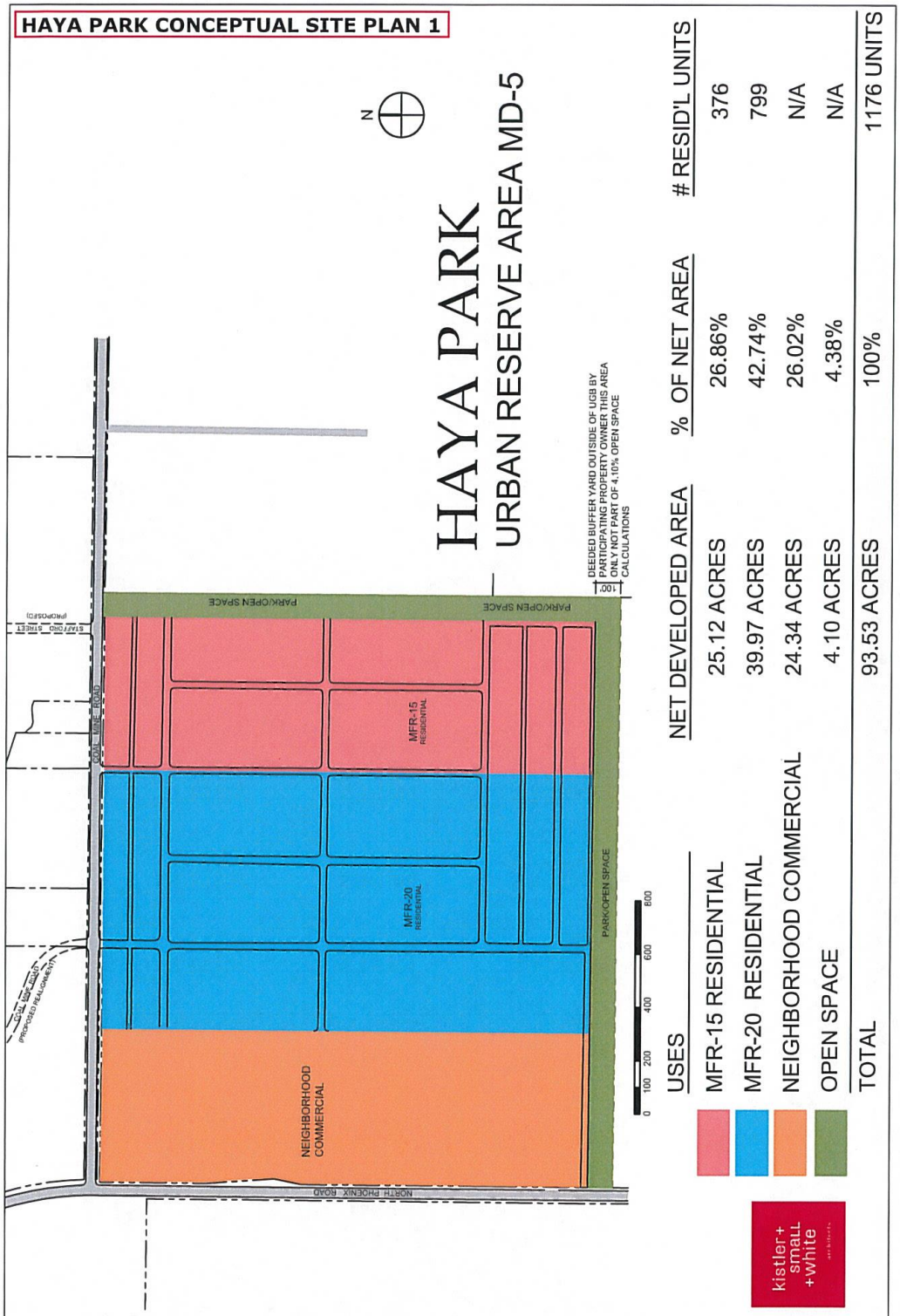
A Neighborhood Planning Project

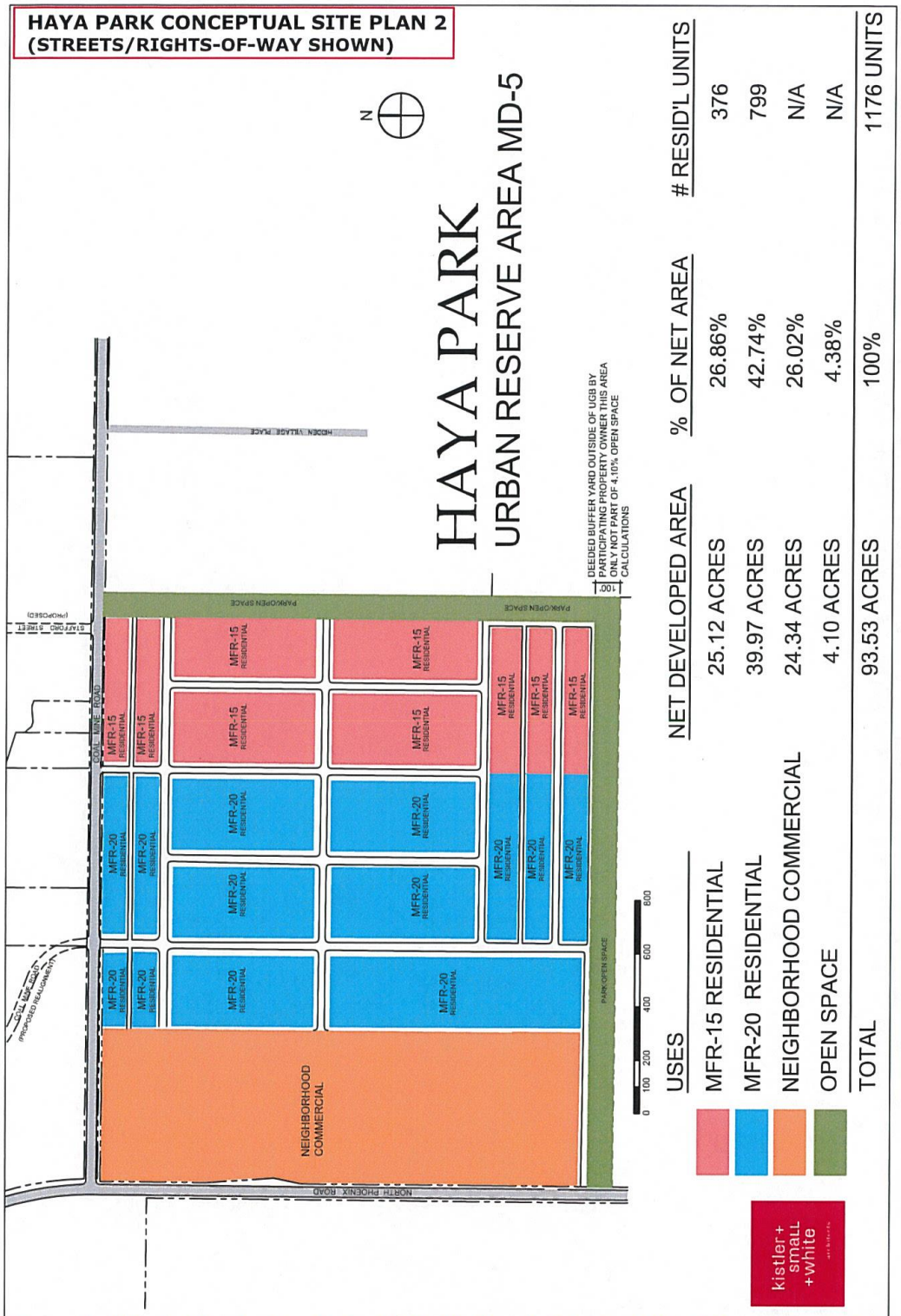
North Phoenix Road | Coal Mine Road

City of Medford, Urban Reserve Area MD-5

DAVIS HEARN ANDERSON & TURNER
ATTORNEYS AT LAW

kistler + small + white architects


HAYA PARK CONCEPTUAL SITE PLAN 1
HAYA PARK
URBAN RESERVE AREA MD-5
N
DEEDED BUFFER YARD OUTSIDE OF UGB BY PARTICIPATING PROPERTY OWNER THIS AREA ONLY MEETS PART OF 4.10% OPEN SPACE CALCULATIONS
100'
PARK/OPEN SPACE
PARK/OPEN SPACE
PARK/OPEN SPACE
STAFFORD STREET (PROPOSED)
COAL MINE ROAD
COAL MINE ROAD (PROPOSED REALIGNMENT)
MFR-15 RESIDENTIAL
MFR-20 RESIDENTIAL
NEIGHBORHOOD COMMERCIAL
NORTH PHOENIX ROAD
0 100 200 400 600 800
USES
NET DEVELOPED AREA
% OF NET AREA
# RESID'L UNITS
MFR-15 RESIDENTIAL 25.12 ACRES 26.86% 376
MFR-20 RESIDENTIAL 39.97 ACRES 42.74% 799
NEIGHBORHOOD COMMERCIAL 24.34 ACRES 26.02% N/A
OPEN SPACE 4.10 ACRES 4.38% N/A
TOTAL 93.53 ACRES 100% 1176 UNITS
kistler+ small +white
Conceptual Master Plan for Haya Park - MD-5 (N. Phoenix Rd. / Coal Mine Rd.) -- Page 2 of 18
(Revised 02/27/2014 for Planning Commission Review)


HAYA PARK CONCEPTUAL SITE PLAN 2
(STREETS/RIGHTS-OF-WAY SHOWN)
HAYA PARK
URBAN RESERVE AREA MD-5
N
DEEDED BUFFER YARD OUTSIDE OF UGB BY PARTICIPATING PROPERTY OWNER THIS AREA ONLY NOT PART OF 4.10% OPEN SPACE CALCULATIONS
100'
HIDDEN VILLAGE PLACE
STAFFORD STREET (PROPOSED)
COAL MINE ROAD
COAL MINE ROAD (PROPOSED REALIGNMENT)
NORTH PHOENIX ROAD
PARK/OPEN SPACE
MFR-15 RESIDENTIAL
MFR-20 RESIDENTIAL
NEIGHBORHOOD COMMERCIAL
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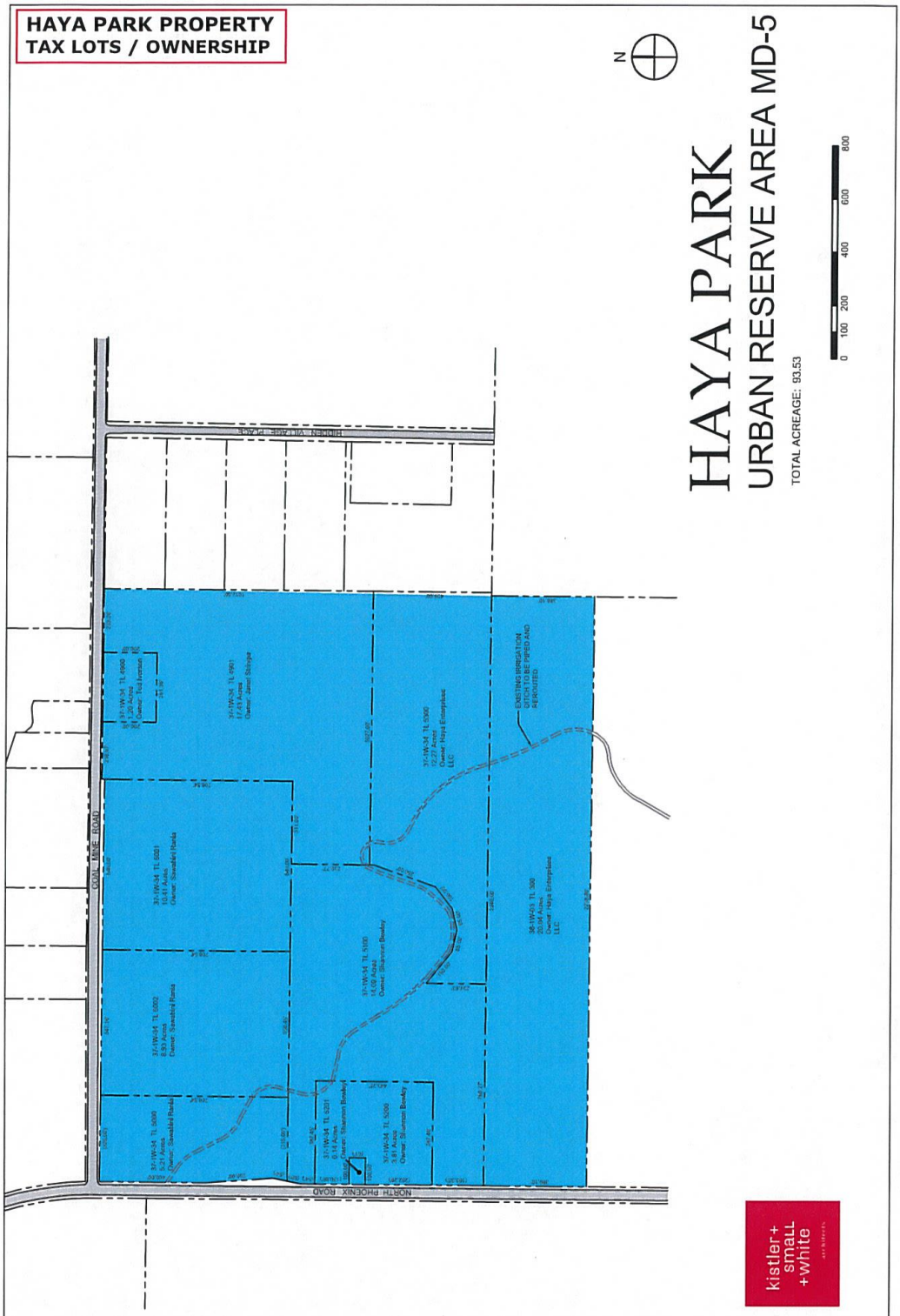
Conceptual Master Plan for Haya Park - MD-5 (N. Phoenix Rd. / Coal Mine Rd.) -- Page 3 of 18
(Revised 02/27/2014 for Planning Commission Review)



Conceptual Master Plan for Haya Park - MD-5 (N. Phoenix Rd. / Coal Mine Rd.) -- Page 4 of 18
(Revised 02/27/2014 for Planning Commission Review)

DAVIS HEARN ANDERSON & TURNER
ATTORNEYS AT LAW

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515 E. Main St. | Ashland, Or. 97520
541.482.3111 (phone) | 541.488.4455 (fax) | www.davishearn.com (web)

FEBRUARY 27, 2015

CITY OF MEDFORD PLANNING COMMISSION
c/o Bianca L. Petrou | John K. Adam | Joseph T. Slaughter
UGB Amendment Project Planning Team
Planning Dept. | 200 S. Ivy St. | Lausmann Annex, Rm. 240
Medford, Oregon 97501

RE: Conceptual Master Plan for Haya Park (Revised 02/27/2015)
Urban Reserve Area MD-5 | N. Phoenix Rd. | Coal Mine Rd.

This Conceptual Master Plan for Haya Park (Revised) reflects a cooperative neighborhood effort -- designed to interface collaboratively with the City of Medford as it transitions from the now-completed Regional Problem Solving phase, to the current task of reviewing City's Urban Reserve Lands and determining which are most suitable and appropriate for inclusion in City's 2015 Amended UGB.

Encompassing roughly 94-acres, the Project Area reflected in this Conceptual Master Plan (tentatively called **"Haya Park"**) is located in City's Urban Reserve Area **MD-5**. Haya Park abuts the southern boundary of City's current UGB; and development of the adjacent UGB land immediately to the north of the Haya Park site is currently included within the *Southeast Plan Neighborhood Element* of City's Comprehensive Plan (adopted March 7, 2013).

Bordering North Phoenix Road to the west (a "major arterial"), and Coal Mine Road to the north (a "major collector"), Haya Park's access to transportation facilities and its topography are largely identical to the existing UGB/Southeast Plan parcels it borders. This Conceptual Master Plan embraces the same pattern of neo-traditional planning encouraged in City's Regional Planning Element (2012) and City's Neighborhood Element Southeast Plan (2013).

Lastly, this Conceptual Master Plan reflects City's proposed future zoning for the project area: CM, UH, UM (per City's ESA Scoring Conceptual Plan Map). Haya's Plan reflects a mix of affordable multi-family residential and neighborhood commercial development, consistent with City's Comprehensive Plan Elements.

Respectfully submitted,
Chris Hearn | OSB #911829 | chearn@davishearn.com
Davis, Hearn, Anderson & Turner, pc | www.davishearn.com

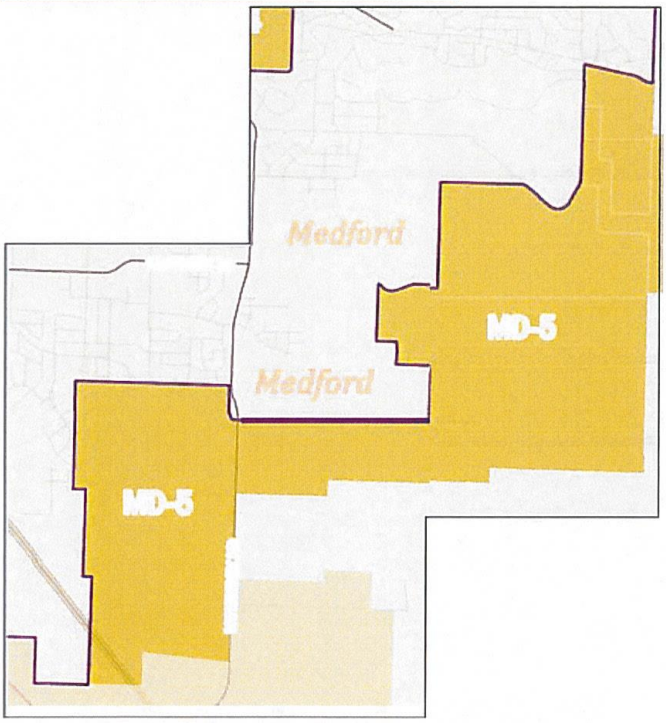
BACKGROUND

Goal 1: Citizen Involvement, "the opportunity for citizens to be involved in all phases of the planning process." ***Oregon Statewide Planning Goals.***

This Conceptual Master Plan for Haya Park reflects a cooperative effort by several neighboring property owners. Collaborating together in formulating this Conceptual Plan, these neighbors embrace the purpose and intent of the *Regional Plan Element* of the *City of Medford's Comprehensive Plan*; the *Southeast Plan Neighborhood Element* of City's *Comprehensive Plan*; and City's *External Study Area* ("ESA") scoring analysis, as reflected in City's *ESA Scoring Conceptual Plan Map*.

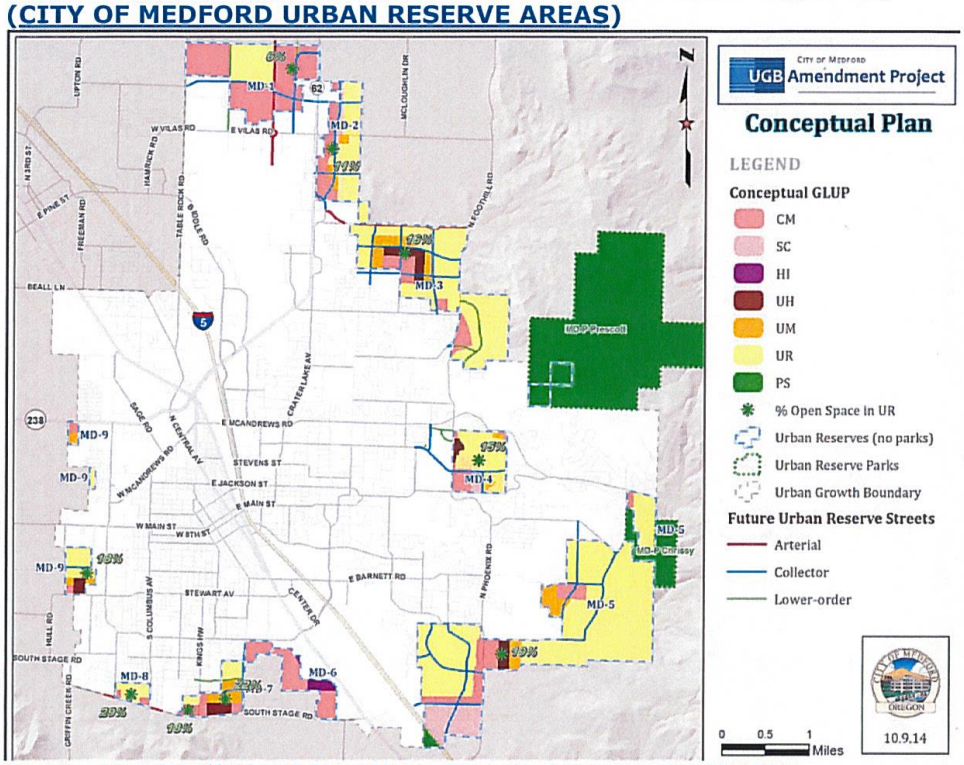
The Urban Reserve Area "MD-5" neighbors participating in this conceptual master planning project proactively embrace the long-term planning principles and objectives emerging from the Regional Problem Solving process, following years of work by City's planning staff, City's elected and appointed officials, and community members engaged in the process.

URBAN RESERVE AREA MD-5



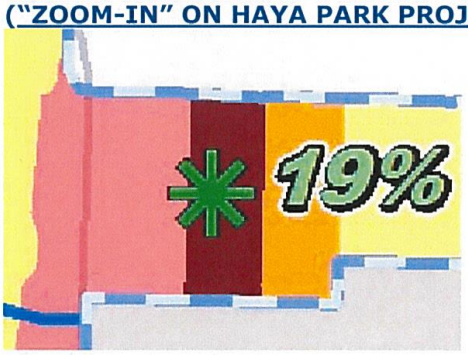
Source: City of Medford Regional Plan Element, pg. 26.

CITY CONCEPTUAL PLAN MAP (ESA Score Ranking Map)
(CITY OF MEDFORD URBAN RESERVE AREAS)



Source: City of Medford ESA Score Maps: Conceptual Plan Map (10/09/2014)
Link: http://www.ci.medford.or.us/files/ESA_Score_Conceptual_Plan.jpg

CITY CONCEPTUAL PLAN MAP (ESA Score Ranking Map)
("ZOOM-IN" ON HAYA PARK PROJECT AREA)



Source: City of Medford ESA Score Maps: Conceptual Plan Map (10/09/2014)
Link: http://www.ci.medford.or.us/files/ESA_Score_Conceptual_Plan.jpg

CONCEPTUAL PLAN PROJECT AREA – AERIAL VIEW

Source: Jackson County GIS Services. (Haya Park Property Outlined in Red)

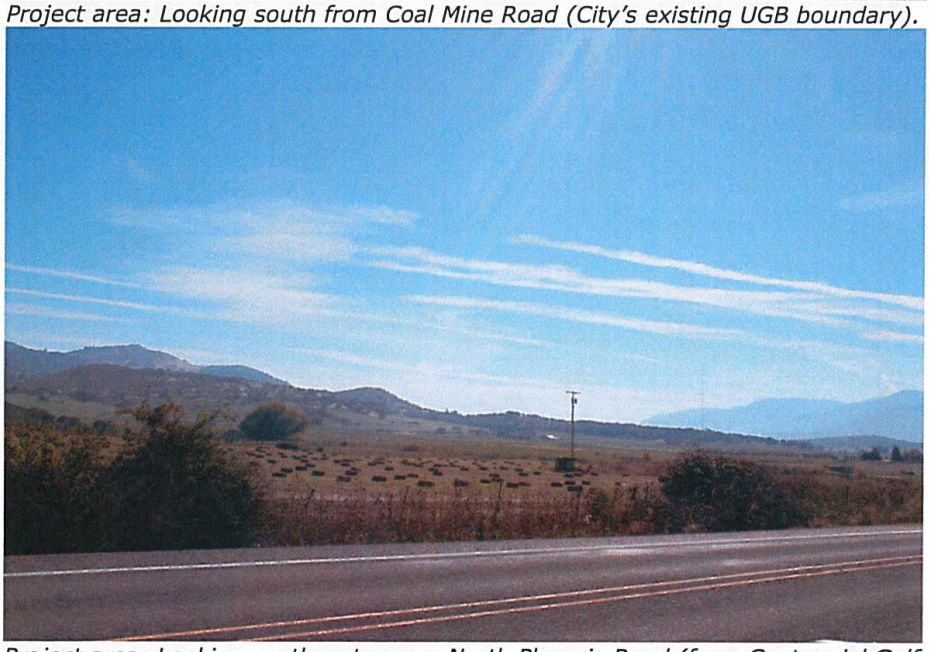
BASIC HAYA PARK PROJECT AREA INFORMATION

Size: The Haya Park project area consists of roughly **94 acres** of contiguous property, located near the center of City's asymmetrically-shaped "MD-5" Urban Reserve Area.

Location: The Haya Park project area is bordered on the west side by North Phoenix Road (designated as a future "Major Arterial"). The Haya Park project area is directly across N. Phoenix Road from the Centennial Golf Club Property. The project area is bordered on the north side by Coal Mine Road (designated as a future "Major Collector"); and City's existing Urban Growth Boundary ("UGB"). The Haya Park project area is bordered on the south side by a 35-acre EFU-zoned parcel bordering North Phoenix Road and outside City's Urban Reserve Area. The 35-acre parcel to the south, and outside City's Urban Reserve (Tax Lot 400) is owned by Haya Enterprises, which also owns 32 acres of land within the Haya Park project area, pictured above – providing additional buffering opportunities.

CONCEPTUAL PLAN PROJECT AREA – STREET VIEWS

Project area: Looking south from Coal Mine Road (City's existing UGB boundary).



Project area: Looking southeast across North Phoenix Road (from Centennial Golf Club property).

CONCEPTUAL PLAN PROJECT PROPERTY OWNERSHIP

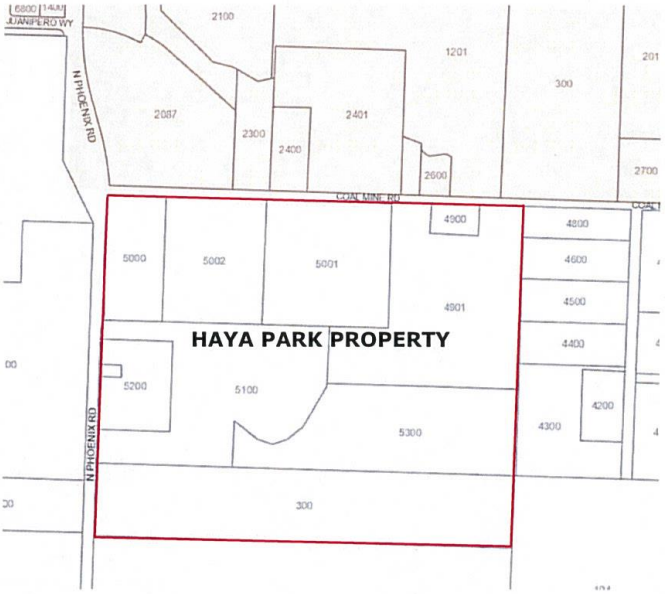
Property Owners Participating in Conceptual Master Plan Project

PROPERTY OWNERS	MAP & TAX LOTS	LOT SIZE
Haya Enterprises, LLC	38-1W-03, Tax Lot 300	20.04 acres
Haya Enterprises, LLC	37-1W-34, Tax Lot 5300	12.27 acres
Rania Sawabini	37-1W-34, Tax Lot 5000	05.21 acres
Rania Sawabini	37-1W-34, Tax Lot 5001	10.41 acres
Rania Sawabini	37-1W-34, Tax Lot 5002	08.93 acres
Shannon L. Bewley	37-1W-34, Tax Lot 5100	14.09 acres
C & L Western, Inc.	37-1W-34, Tax Lot 5200	03.81 acres
C & L Western, Inc.	37-1W-34, Tax Lot 5201	00.14 acres
Janet Claire Stringer, Trustee	37-1W-34, Tax Lot 4901	17.43 acres
Ted Iverson*	37-1W-34, Tax Lot 4900	01.20 acres
	TOTAL:	93.53 acres

*Mr. Iverson did not participate directly in process due to relatively small size of his Tax Lot 4900.

See: Haya Park Tax Lot Ownership Map (attached)

CONCEPTUAL PLAN PROJECT AREA – TAX LOTS

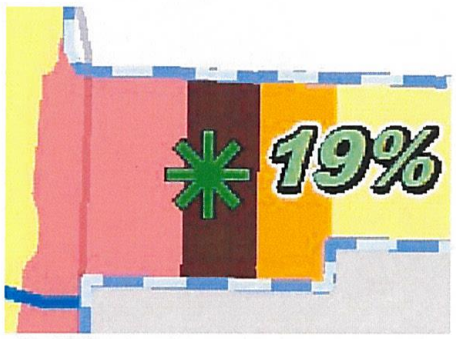


Source: Jackson County Assessor's Records -- Jackson County GIS.

PROJECT AREA FUTURE ZONING (ESA "GLUP" ZONING)

City's Conceptual General Land Use Plan ("GLUP") zoning designation for the Haya Park project area is a mix of "CM" Commercial zoning in the portion of the Haya Park project area bordering N. Phoenix Rd.; "UH" High-Density Multi-Family Residential zoning in the central portion of Haya Park; and "UM" Medium-Density Multi-Family Residential zoning in the eastern portion of the project area. The MD-5 area includes a 19% Open Space target element, although the Open Space target allocation applies to the entire MD-5 Urban Reserve area generally, and isn't specific to the project area. In discussions with Planning Staff, Haya was encouraged to reduce open space in this Revised Conceptual Master Plan, primarily because the existing Centennial Golf Course, located directly across N. Phoenix Road from the Haya Park Property, already provides more than ample open space in this area of MD-5. Higher density within Haya Park balances the lower density in the adjacent Centennial property, thereby better addressing goals established by City's *Regional Plan Element*.

Below: Haya Park project area as depicted on City's Conceptual Plan Map dated 10/09/2014.



LEGEND

Conceptual GLUP

CM UH UM * % Open Space in UR

Source: City of Medford, ESA Score Maps – Conceptual Plan Map (10/09/2014)
http://www.ci.medford.or.us/files/ESA_Score_Conceptual_Plan.jpg

CITY'S GENERAL LAND USE PLAN ("GLUP" ZONING)

As depicted in both City's External Study Analysis Map dated 12/18/2012, and City's more recent ESA Scoring Conceptual Plan Map, to achieve the objectives of the *Regional Plan Element*, both City and participating neighbors envision the project area best developed with a mix of "CM" Commercial (Neighborhood Commercial) in the western portion of the project area, along North Phoenix Road; "UH" High Density Residential (MFR-20 Multi-Family Residential) in the center of the project area, which is near the future elementary school directly across Coal Mine Road; and "UM" Medium-Density Residential (MFR-15) along the eastern portion of the project area. *See: City ESA Scoring – Conceptual Plan Map above.*

HAYA PARK CONCEPTUAL PLAN ZONING ALLOCATIONS:

"GLUP" ZONING *(CITY ZONING)*	NET SITE %	NET ACRES
"CM" - Commercial ***(N-C / Neighborhood Commercial)***	**26.0%**	**24.3 acres**
"UH" - High-Density Residential ***(MFR-20 / Multi-Family Residential - 20 Units/Acre)***	**42.7%**	**40.0 acres**
"UM" - Medium-Density Residential *(MFR-15)*: ***(MFR-15 / Multi-Family Residential - 15 Units/Acre)***	**26.9%**	**25.1 acres**
"PS" - Open Space:	**04.4%**	**04.0 acres**
TOTAL NET AREA of Haya Park:	**100%**	**93.5 acres**

HAYA PARK RESIDENTIAL UNITS:

Neighborhood Commercial:	(26.0% of net site) 24.3 acres	**N/A**
MFR-20 Multi-family Residential Units:	(42.7% of net site) 40.0 acres	799 units
MFR-15 Multi-family Residential Units:	(26.9% of net site) 25.1 acres	376 units
Total Commercial Area:	**24.34 acres**	**N/A**
Total Multi-Family Residential Units:	**65.1 acres**	**1176 units**

See: Haya Park Conceptual Site Plan.

TRANSPORTATION:

The Haya Park project area borders North Phoenix Road to the west; and Coal Mine Road to north. North Phoenix Road is designated a "Major Arterial", and Coal Mine Road is designated a "Major Collector" in City's *Southeast Neighborhood Circulation and Transportation Plan* (adopted March 7, 2013).[1] Stanford Road is also an adjacent "Major Collector" to the north.

City's 2013 *Neighborhood Element, Southeast Circulation Plan* states:

> 6.2 **NORTH PHOENIX ROAD**
>
> "North Phoenix Road is designated a Major Arterial Street. Those planned intersections with North Phoenix Road in the Southeast Plan include: Cherry Lane; Calle Vista Drive; Barnett Road; Creek View Drive; Shamrock Drive; **and Coal Mine Road**." *(emphasis added.)*
>
> 6.2.1 **"Planned Intersections**
>
> **f. "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-west travel. High density residential development approved as part of the Stonegate Estates Planned Unit Development will be located at northeast corner of the intersection and single-family development at the southeast and northwest corners, with the southwest corner *[Haya Park]* outside the UGB." (bracketed insert added.)
>
> *Source: City of Medford Comprehensive Plan, Neighborhood Element, Southeast Circulation Plan (adopted 03/07/2013), pg. 14-15.*

Ample direct road frontage along North Phoenix Road (designated "a Major Arterial"), and Coal Mine Road (designated "a Major Collector"), provides the Haya Park Property with numerous alternatives for access and circulation.[2] Stanford Road (also designated "a Major Collector") will intersect with Coal Mine Road near the northeast corner of the Haya Park Property, providing yet a third major transportation access point bordering Haya Park.

Haya Park's close proximity to the Phoenix-Talent School District's "Future Elementary School" (directly across the street) will provide safe "walk to school" opportunities, thereby ameliorating traffic during school hours.

[1] *Source: http://www.ci.medford.or.us/SIB/files/SE_Circulation_Plan_9_20_13(4).pdf*
[2] Property owners will likely supplement this Draft Conceptual Plan with additional traffic analysis in later drafts.

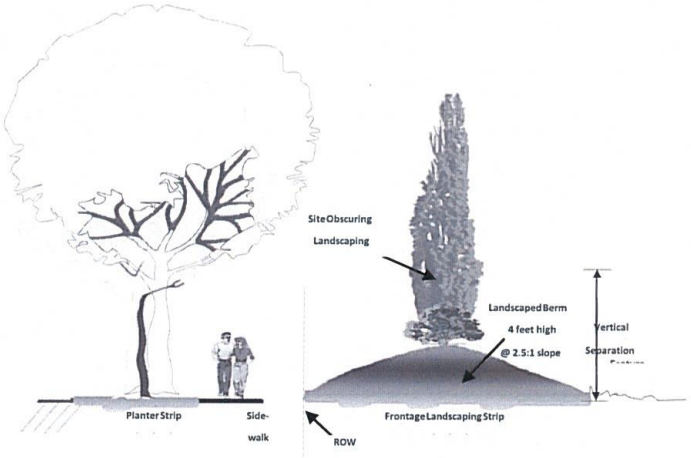
Transportation Objectives – Modal Equity

As reflected in the Conceptual Site Plan Map, at the front of this narrative, a key component of Haya Park's Conceptual Master Plan is its incorporation of planning objectives reflected both City's adopted *Regional Plan Element* and *Southeast Neighborhood Circulation Element* (which are already in place for the purpose of guiding the future development of the adjacent properties immediately north of Haya Park – just across Coal Mine Road).

One critical component of Haya Park's Conceptual Plan is providing direct and convenient access for pedestrians, bicyclists, transit, and motor vehicles to neighborhood activity centers and destinations, consistent with the general circulation policies and objectives reflected in Section 5, Section 6.1, and Section 6.4 of City's *Neighborhood Element, Southeast Circulation Plan* (adopted 03/07/2013).[3]

Neighborhood Element, Southeast Circulation Plan, Sec. 6.1.2

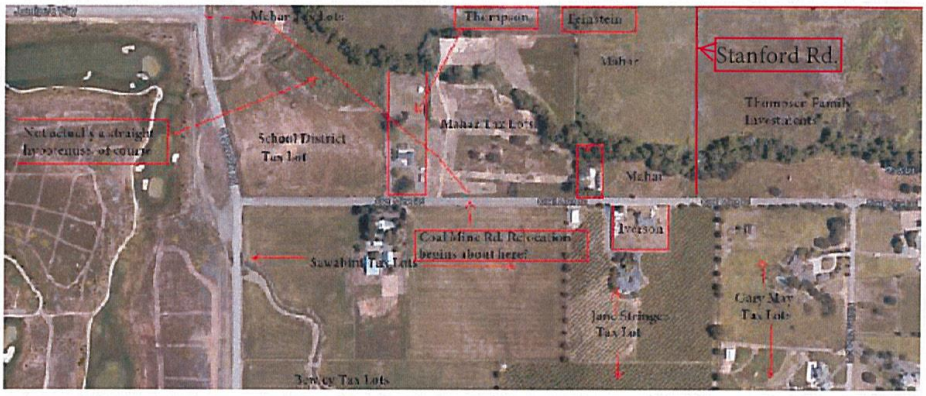
North Phoenix Road - Arterial Street Frontage Landscaping and Vertical Separation Feature "A," For Residential Development. *Appendix F, SE Circ. Plan.*



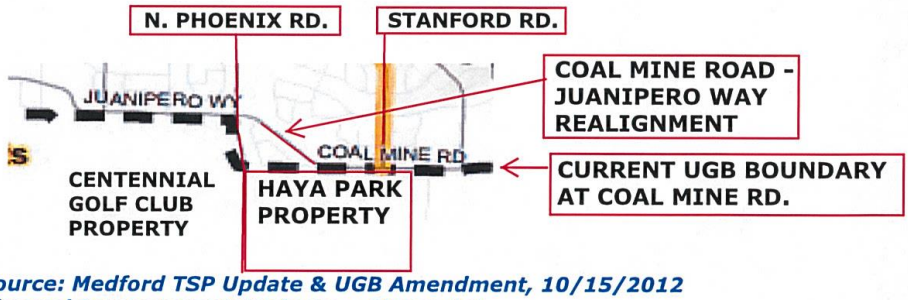
[3] Source: http://www.ci.medford.or.us/SIB/files/SE_Circulation_Plan_9_20_13(4).pdf

Relocation of Coal Mine Road (future alignment with Juanipero Way); and Extension of Stanford Road (intersection with Coal Mine Road).

Critical to planning the future access and transportation elements of this Draft Conceptual Plan for Haya Park is the planned future relocation of Coal Mine Road and its eventual realignment with Juanipero Way (at North Phoenix Road), forming the future "major collector street" providing east-west access across the southern portion of Southeast Medford.



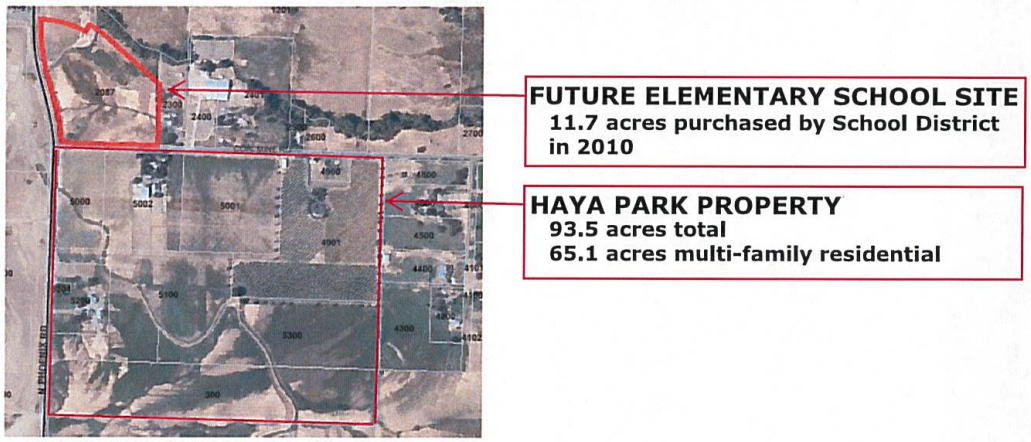
The engineering details concerning the planned relocation of the west end of Coal Mine Road, and its alignment with Juanipero Way at North Phoenix Road; along with access incorporating the extension of Stanford Road, will be incorporated into Haya Park's circulation plan as more details concerning these approved public works projects are finalized.



Source: Medford TSP Update & UGB Amendment, 10/15/2012 Planned Improvement Projects -- Figure 4-1.

FUTURE ELEMENTARY SCHOOL (N. Phoenix Rd. & Coal Mine Rd.)

"The Phoenix-Talent School District serves the southeastern portion of Medford and currently has only one elementary school (Orchard Hill) located within the UGB. In 2010, the District acquired an 11.7 acre site at the northeast corner of North Phoenix Road and Coal Mine Road for the future development of an elementary school when additional population in the Southeast Area precipitates the need for an additional school." *City of Medford, Public Facilities Element, Schools (Draft 1 - June 19, 2013), at pg. 1.*[4]



The proximity of the Haya Park multi-family project area to the future site of an elementary school (directly across the street) renders Haya Park particularly appropriate for much-needed entry level housing for young families with small children, who will be able to walk to and from school safely and conveniently, thus ameliorating traffic congestion during school hours.

[4] ***Source:*** *http://www.ci.medford.or.us/files/School%20Facilities%20Element%20(June%2019-2013).pdf*

COMPLIANCE WITH OBJECTIVES OF REGIONAL PLAN ELEMENT

> "The area east of North Phoenix Road represents a logical extension of the Southeast Plan area and additional growth will support more intensive uses within the commercial core area of the Southeast Plan."
> *City of Medford Comprehensive Plan, Regional Plan Element (MD-5), pg. 27.*

> "The area east of North Phoenix Road may also provide some job opportunities in east Medford, part of this could be developed for commercial uses, including a business park, close to existing and planned neighborhoods." *City of Medford Comprehensive Plan, Regional Plan Element (MD-5), pg. 27.*

Haya Park's Conceptual Master Plan seeks to provide an appropriate mix of Neighborhood-Commercial and Multi-Family Residential lands, conveniently located near the intersection of future "major arterial" North Phoenix Road, and future "major collector" Coal Mine Road. Haya Park's Plan addresses several critical RPS objectives: promoting economic development and job growth, while siting commercial uses "close to existing and planned neighborhoods".

Haya Park's Conceptual Master Plan also contemplates the "logical extension of the Southeast Plan area", providing a supply of High-Density and Medium-Density Multi-Family residential housing (MFR-20 & MFR-15), conveniently situated at the confluence of a future major arterial street and a future major collector street (North Phoenix Road and Coal Mine Road). Haya Park's location is relatively close to Interstate 5 and the Bear Creek Greenway; and immediately adjacent to a designated future elementary school site purchased by Phoenix-Talent School District in 2010.

Lastly, Haya Park's multi-family housing component provides a necessary density balance in this area of MD-5, in light of the very low-density Centennial Golf Club land directly across the street from Haya Park.

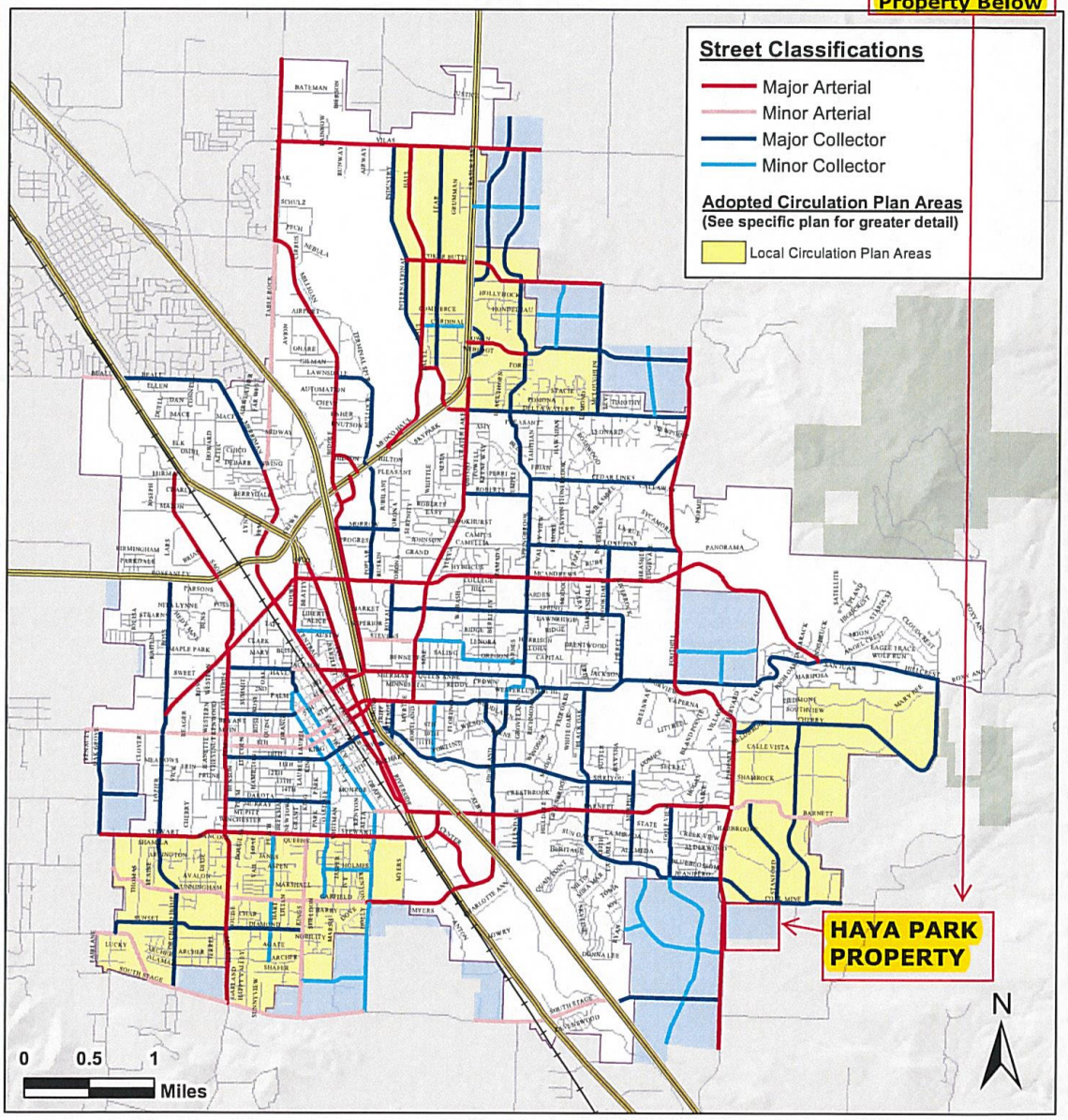
CONCLUSION

Haya Park's Conceptual Master Plan presents a neighborhood vision for creating multi-family housing opportunities adjacent to a committed elementary school site. The Plan also provides additional target density adjacent to an area already otherwise committed to very low density use (Centennial Golf Course). Haya Park's Conceptual Plan is intended to achieve City's long term planning goals, and to maintain consistency with City's adopted *Regional Plan* and *Southeast Plan* objectives.

Figure 1-2: Medford Street Functional Classification Plan

ATTACHMENT TO HAYA PARK CONCEPT PLAN

See Haya Park Property Below



Proposed UGB Boundary Expansion Areas
Urban Reserve Parks
Urban Growth Boundary
Other Streets
Highway
Railroad

CITY OF MEDFORD OREGON

1.28.15

The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Medford and Jackson County. GIS data is not the official representation of any of the information included. The maps and data are made available to the public solely for informational purposes.

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RECEIVED
JAN 26 2015
PLANNING DEPT.

URBAN RESERVE MD-6

INCLUSION INTO THE MEDFORD URBAN GROWTH BOUNDARY

Prepared by:

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

APPENDICES

APPENDIX A-	VICINITY MAP ZONING MAP ASSESSOR'S MAP
APPENDIX B-	AERIAL PHOTOS
APPENDIX C-	INCLUSION PROPERTIES CONCEPTUAL SITE PLAN
APPENDIX D-	ESA SCORING

INFORMATION IN SUPPORT:

BACKGROUND:

This area identified as a portion of MD-6, located north of South Stage Road along Starlight Lane and Reed Lane, is abutting the existing Medford Urban Growth Boundary towards the east. MD-6 also includes the Harry & David facilities towards the north which is a portion of property identified as T38S-R.1W-SEC.05, TAX LOT 2400. This proposal for inclusion represents the portion of Tax Lot 2400 that is located outside of the Medford UGB, approximately 27 acres, that is occupied by Harry and David Operations, Inc. In addition, the proposed area for inclusion represents the area south of Tax Lot 2400 towards South Stage Road consisting of approximately 44 acres.

The current uses within this southern portion of MD-6 are the Harry and David packing operation and parking areas for employees , with pastures and rural residential developments south of Tax Lot 2400. There are also numerous dwellings present that were lawfully established within Jackson County's jurisdiction. Tax Lot 2400 is zoned Light Industrial within Jackson County and the properties towards the south are currently zoned Exclusive Farm Use and Rural Residential -5, Jackson County zoning (Appendix A)

INCLUSION RATIONAL:

The proposed area for inclusion represents approximately 71 acres for future commercial and industrial opportunities. This proposal is to establish the Industrial classification (HI)for Tax Lot 2400 and the Commercial classification (CM) on the area south of Tax Lot 2400. This inclusion will also rectify the current Medford UGB that is dissecting Tax Lot 2400 and the structures present on site.

The inclusion of this 71 acres will enhance public health and safety for the vicinity of employment lands. Additional public street connectivity can be provided with these lands. As seen on the conceptual site plan, a new commercial street can connect to Anton Drive toward the north and an east/west commercial street to connect with the lands to the east. This will provide for greater potential of a master plan for streets, public facilities and potential uses.

Access to potential rail freight is also in close proximity for an alternative mode of transportation for the receipt and/or delivery of goods.

This proposed area is in close proximity to the Bear Creek Greenway, where employees could use and enjoy the multi-use path for walking or bicycling to work from nearby neighborhoods. Also in close proximity is the Rogue Valley Transit bus routes and bus stops that could be used for commuting to work from further distances.

As part of the UGB Amendment proposal, the City of Medford established an analysis of candidate lands for evaluation, "ESA Scoring". The applicable ESA identifications are ESA 6101 and ESA 6302. The public facilities and utilities are either already existing within the proposed inclusion area or are in close proximity to be extended to the area to serve the future development of this employment area. The various departments for the City of Medford have analyzed the public facilities for this area. (Appendix D)

The Public Works Department scored the subject area as very feasible for future development and not having a significant impact on the local transportation system. In fact, the potential for greater street connectivity can be accomplished with the identified inclusion properties, enhancing public safety for alternative routes to and from the Harry and David facilities and the properties to the east. The Public Works Department scored this area with the highest rating.

The Public Works Department also analyzed the public sanitary sewer for the subject area and determined that providing sewer service is very feasible. There is currently sanitary sewer service provided to a majority of the existing dwellings in the inclusion area and to the Harry and David Operations. The Public Works Department scored this area for inclusion with the highest rating.

The Medford Water Commission also analyzed this inclusion area for the existing potable water system. The analysis concluded that the system was good for future development. The water system is planned and proposed to be extended along South Stage Road from Highway 99 to the western side of the Railroad Right of Way with a 12 inch main line. With the inclusion of the identified area of MD-6, it is very feasible to provide a looped water system from South Stage Road to Anton Drive to ensure adequate water pressure and delivery for this future employment area.

Other utilities such as natural gas, electrical power, telephone/cable are also present onsite or fronting the properties along South Stage Road. It is very achievable to extend and supply these utilities to the inclusion area for the future employment businesses.

The location of this 71 acre area planned for future employment opportunities is situated adjacent to other industrial and commercial operations. The potential for future development as a master plan with neighboring lands or a joint venture are endless and could be well served with the inclusion into the Medford UGB. The conceptual site plan demonstrates that this portion of MD-6 is very feasible and an orderly Medford UGB expansion request.

This identified 71 acre inclusion area may provide for relief in the development area, such as traffic congestion by providing an alternative route, and the retention of our aesthetic and environmental qualities by providing multi-modal transportation opportunities for workforce employees, close to shopping opportunities and the close proximity of the Bear Creek Greenway. The favorable consideration of these public facilities and utilities may enhance the public safety of the existing businesses, the future commercial and industrial opportunities and surrounding area.

SUMMARY:

The City of Medford can determine that the proposed inclusion of the identified 71 acre area within MD-6 into the Medford Urban Growth Boundary is very doable for future commercial and industrial opportunities, considering the "ESA Scoring" evaluations and analysis conducted by the City of Medford for the public facilities. There are no significant impacts with the future development for commercial and industrial uses on the proposed inclusion area and surrounding lands.

Based on the information prepared by the City of Medford for the evaluation of public facilities, the subject inclusion area received the highest ratings; therefore, this area should remain as a high candidate for inclusion into the Medford Urban Growth Boundary. This proposed inclusion area is an excellent area that should be included within the Medford UGB for future commercial and industrial development opportunities, for the next 20-year planning horizon.

Respectfully Submitted,

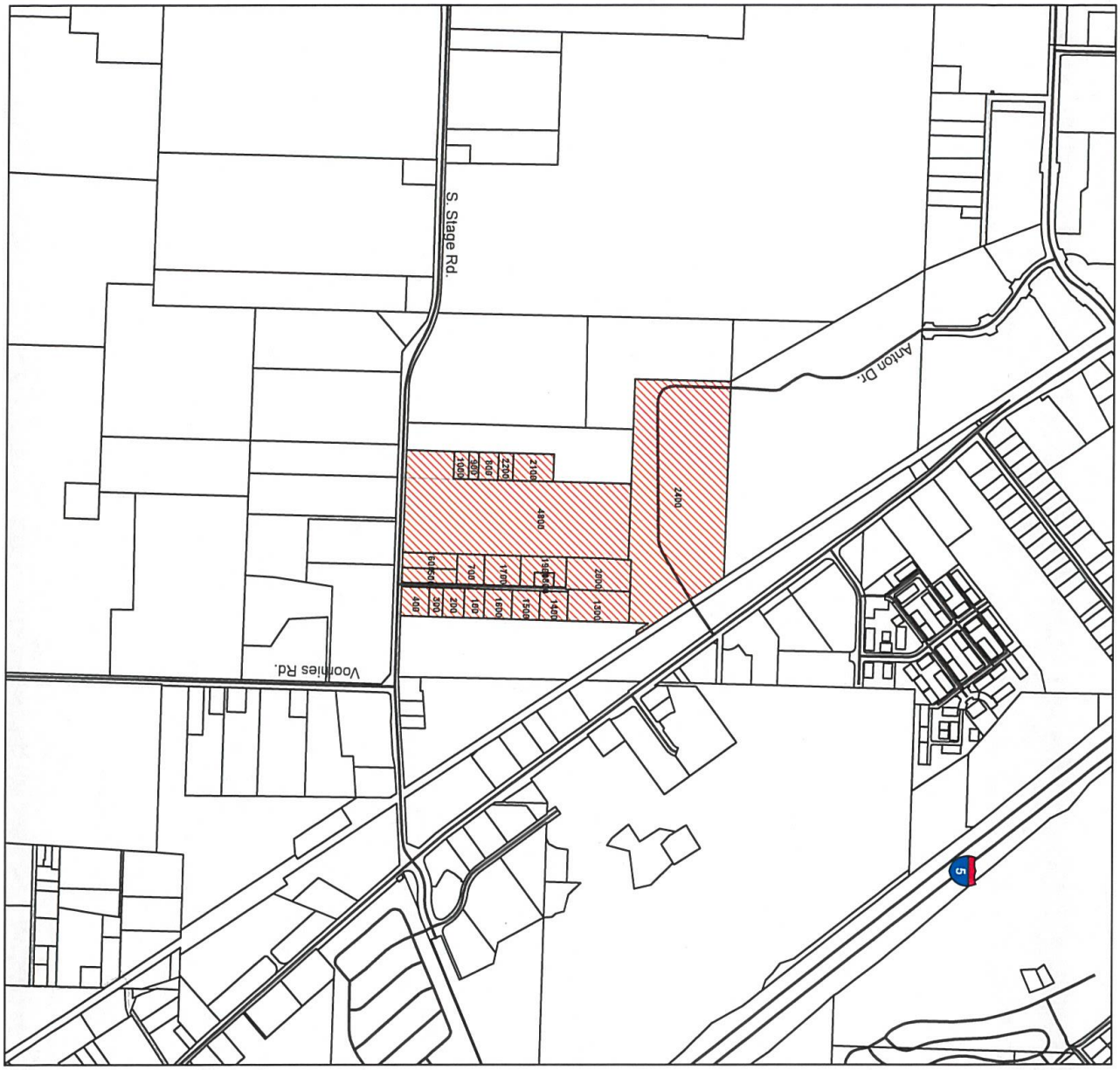
Richard Stevens & Associates, Inc.
Clark Stevens

APPENDIX A

VICINITY MAP

ZONING MAP

ASSESSOR'S MAP



Vicinity Map

N

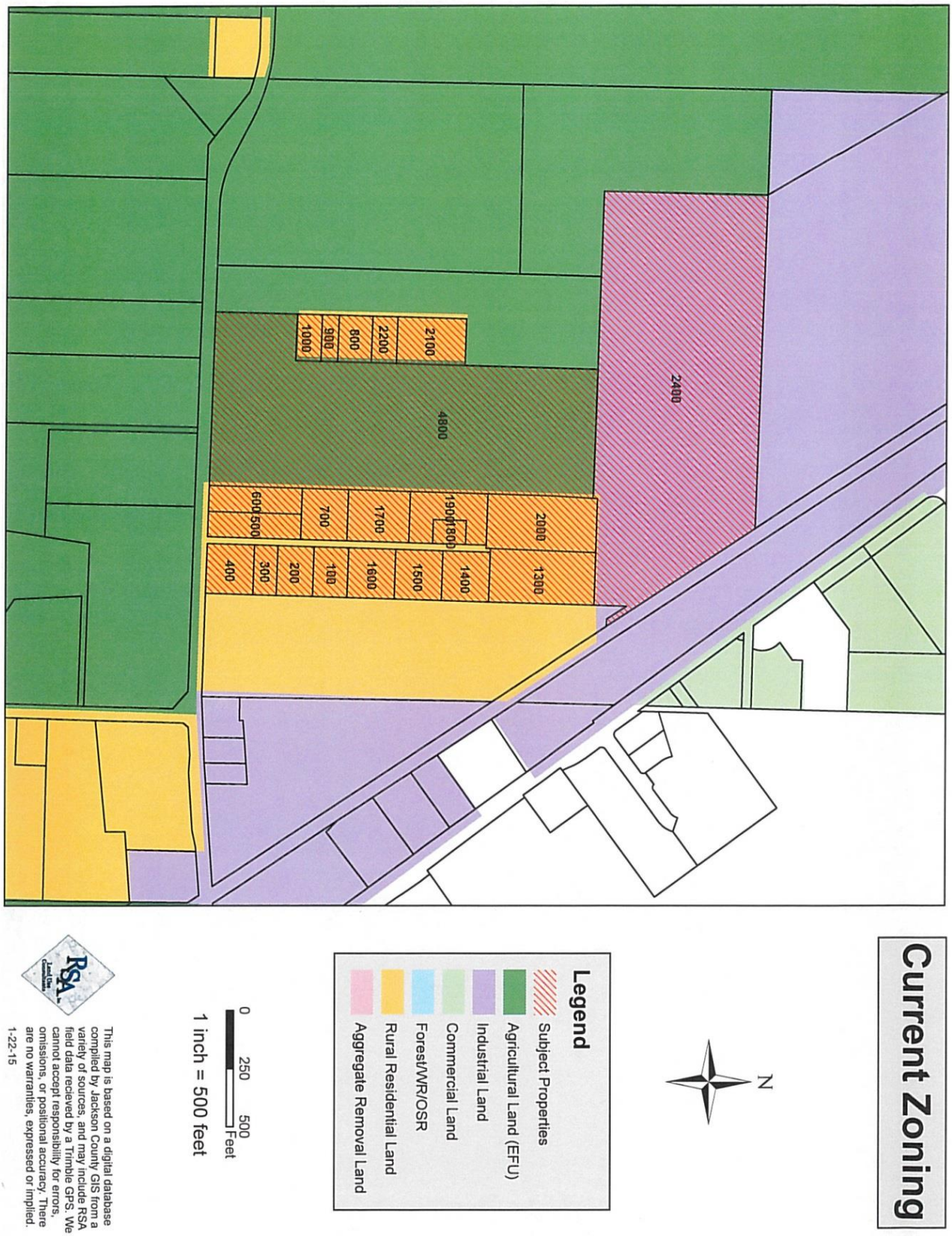
Legend

- Subject Properties
- Paved
- Gravel
- Dirt
- Primitive

0 500 1,000 Feet

1 inch = 1000 feet

This map is based on a digital database compiled by Jackson County GIS from a variety of sources, and may include RSA field data recieved by a Trimble GPS. We cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.
1-22-15


Current Zoning
N
Legend
Subject Properties
Agricultural Land (EFU)
Industrial Land
Commercial Land
Forest/WRI/OSR
Rural Residential Land
Aggregate Removal Land
0 250 500 Feet
1 inch = 500 feet
This map is based on a digital database compiled by Jackson County GIS from a variety of sources, and may include RSA field data recieved by a Trimble GPS. We cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.
1-22-15
2400
4800
2100
2200
800
900
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2000
1300
1900
1800
1400
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1700
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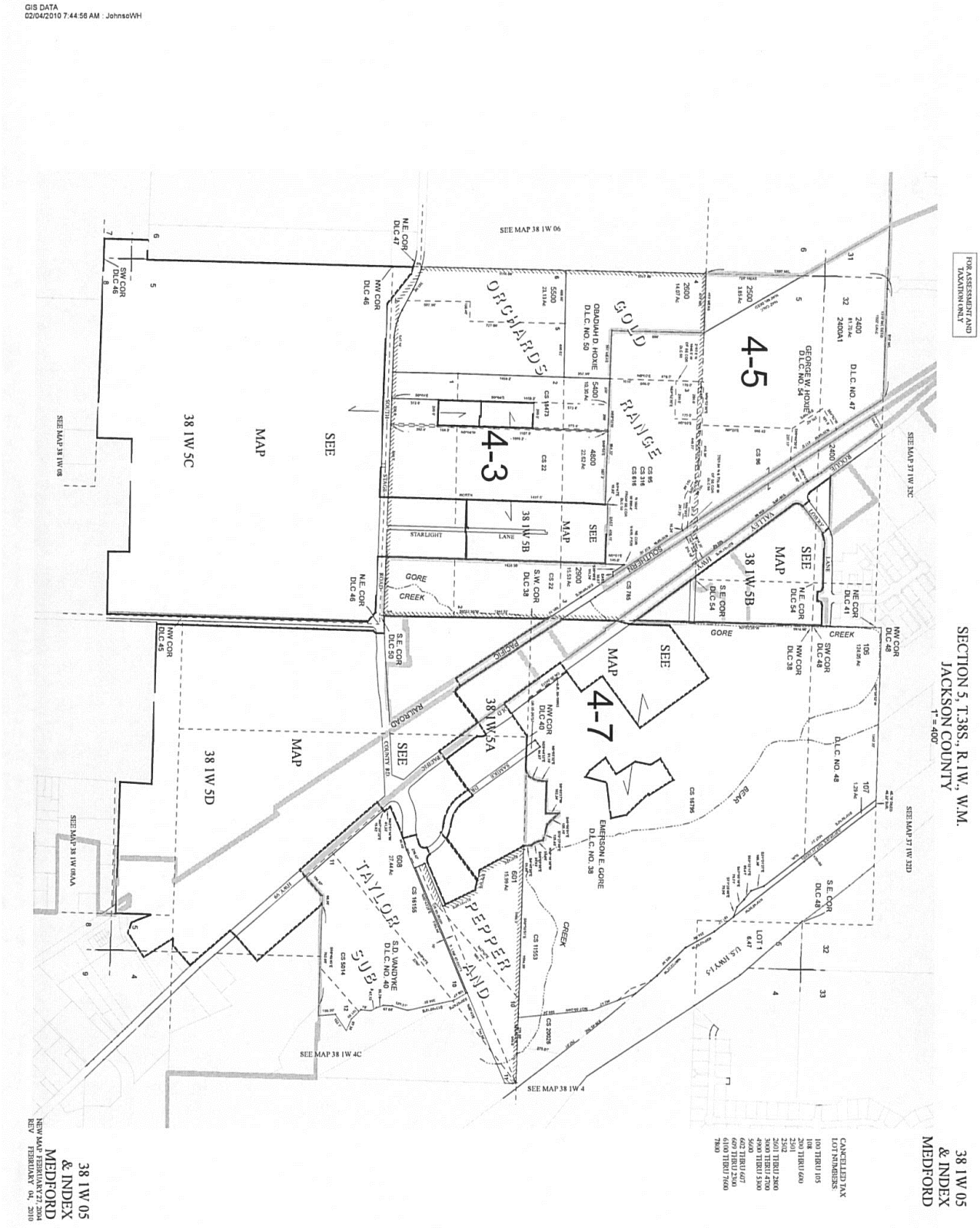
300
200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FOR ASSESSMENT AND TAXATION ONLY
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JACKSON COUNTY
1" = 400'
38 1W 05
& INDEX
MEDFORD
CANCELLED TAX LOT NUMBERS:
100 THRU 105
108
200 THRU 600
2501
2601 THRU 2800
3000 THRU 4700
4900 THRU 5300
5500
602 THRU 607
609 THRU 2500
6100 THRU 7600
7800
SEE MAP 38 1W 06
SEE MAP 37 1W 32C
SEE MAP 37 1W 32D
SEE MAP 38 1W 08
SEE MAP 38 1W 08A
SEE MAP 38 1W 4C
SEE MAP 38 1W 4
4-5
4-3
4-7
38 1W 5C
38 1W 5D
38 1W 5A
38 1W 5B
SEE MAP
ORCHARDS
GOLD RANGE
TAYLOR SUB
PEPPER LAND
STARLIGHT LANE
GORE CREEK
RAILROAD
COUNTY RD
SOUTHERN PACIFIC
VALLEY VIEW LANE
EMERSONE GORE D.L.C. NO. 38
GEORGE W. HOWE D.L.C. NO. 54
OBADIAH D. HOWE D.L.C. NO. 50
D.L.C. NO. 47
D.L.C. NO. 48
S.D. VANDYKE D.L.C. NO. 40
LOT 1
6.47
U.S. INWYS
NEW MAP FEBRUARY 27, 2004
REV FEBRUARY 04, 2010

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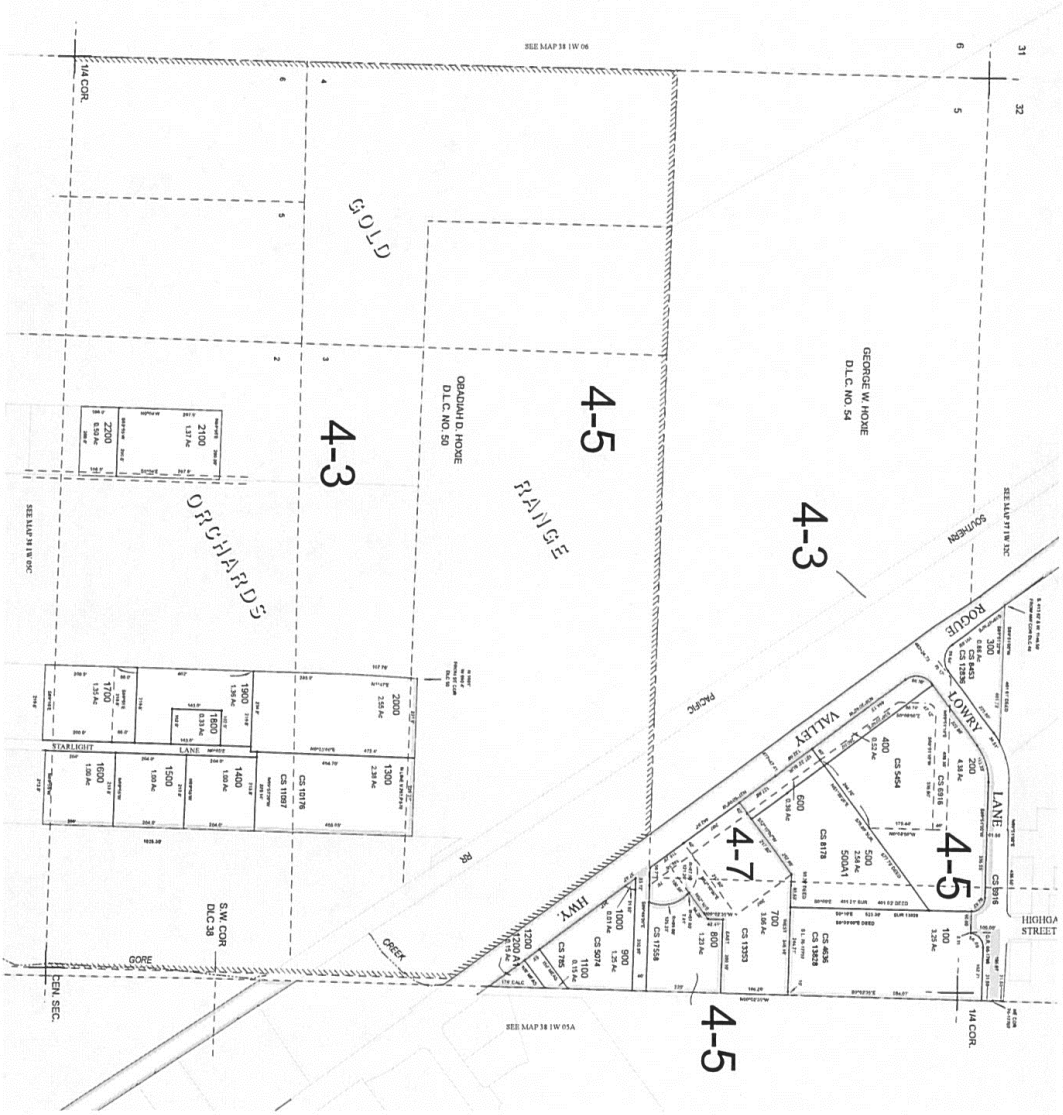

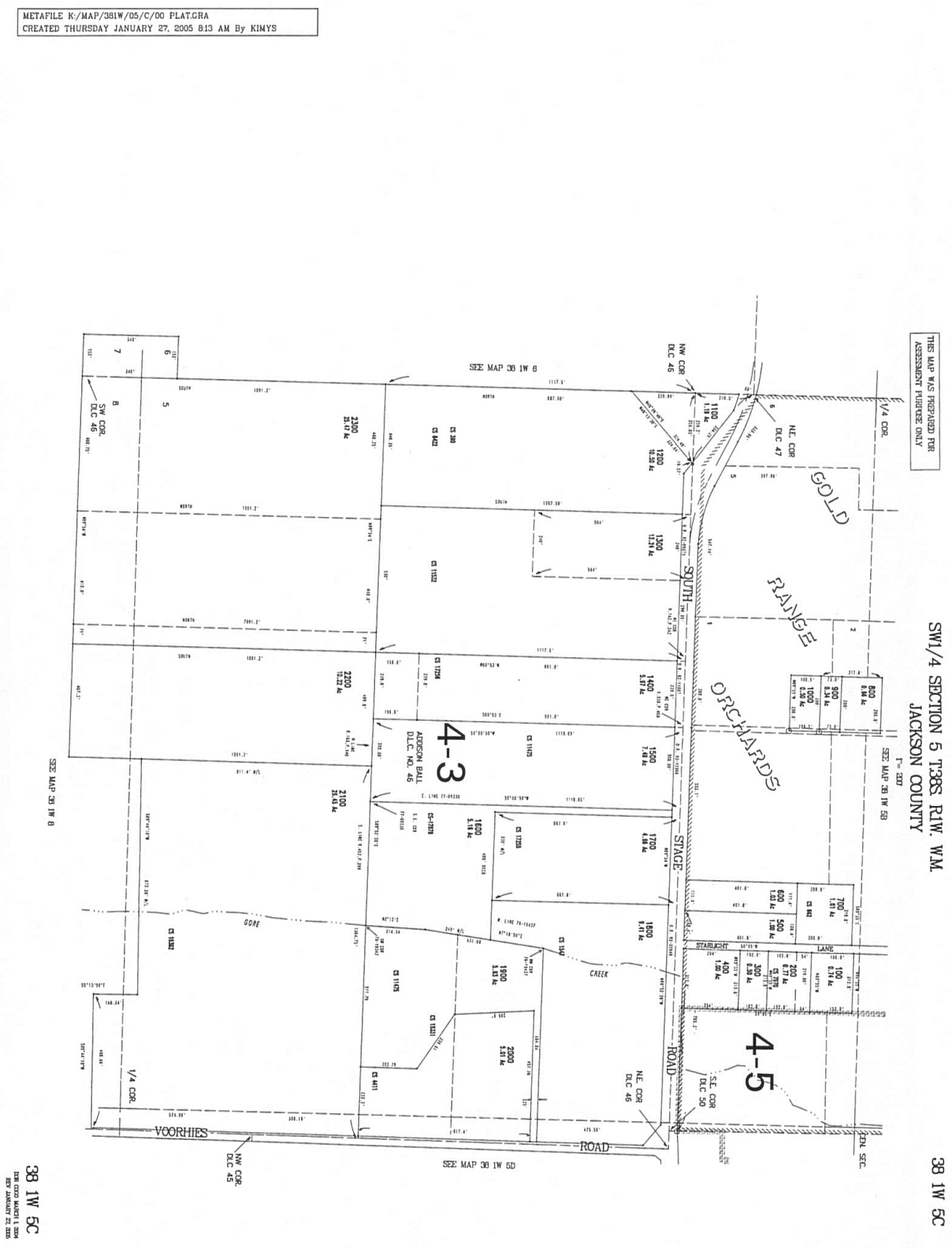
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THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY
SW1/4 SECTION 5 T38S R1W. W.M.
JACKSON COUNTY
38 1W 5C
SEE MAP 38 1W 6
SEE MAP 38 1W 5B
SEE MAP 38 1W 5D
SEE MAP 38 1W 8
NW COR DLC 46
NE COR DLC 47
SW COR DLC 46
NE COR DLC 46
SE COR DLC 50
NW COR DLC 45
1/4 COR.
GOLD RANGE ORCHARDS
SOUTH STAGE ROAD
VOORHIES ROAD
STARLIGHT LANE
GORE CREEK
ADDISON BALL D.L.C. NO. 46
4-3
4-5
2300 21.07 Ac
2200 15.22 Ac
2100 21.43 Ac
1200 10.59 Ac
1300 11.24 Ac
1400 5.17 Ac
1500 7.60 Ac
1600 5.19 Ac
1700 4.88 Ac
1800 8.61 Ac
1900 5.83 Ac
2000 5.81 Ac
1100 1.19 Ac
800 0.80 Ac
900 0.34 Ac
1000 0.35 Ac
600 1.00 Ac
500 1.00 Ac
700 1.00 Ac
400 1.00 Ac
300 0.30 Ac
200 1.00 Ac
100 0.37 Ac
38 1W 5C

APPENDIX B

AERIAL PHOTOS

Imagery ©2015 DigitalGlobe, Jackson County GIS, State of Oregon, Map data ©2015 Google 500 ft

Proposed Inclusion

N

Legend

Subject Properties

0 200 400 Feet

1 inch = 400 feet

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10-3-14

APPENDIX C

INCLUSION PROPERTIES

CONCEPTUAL SITE PLAN

Subject Properties

N

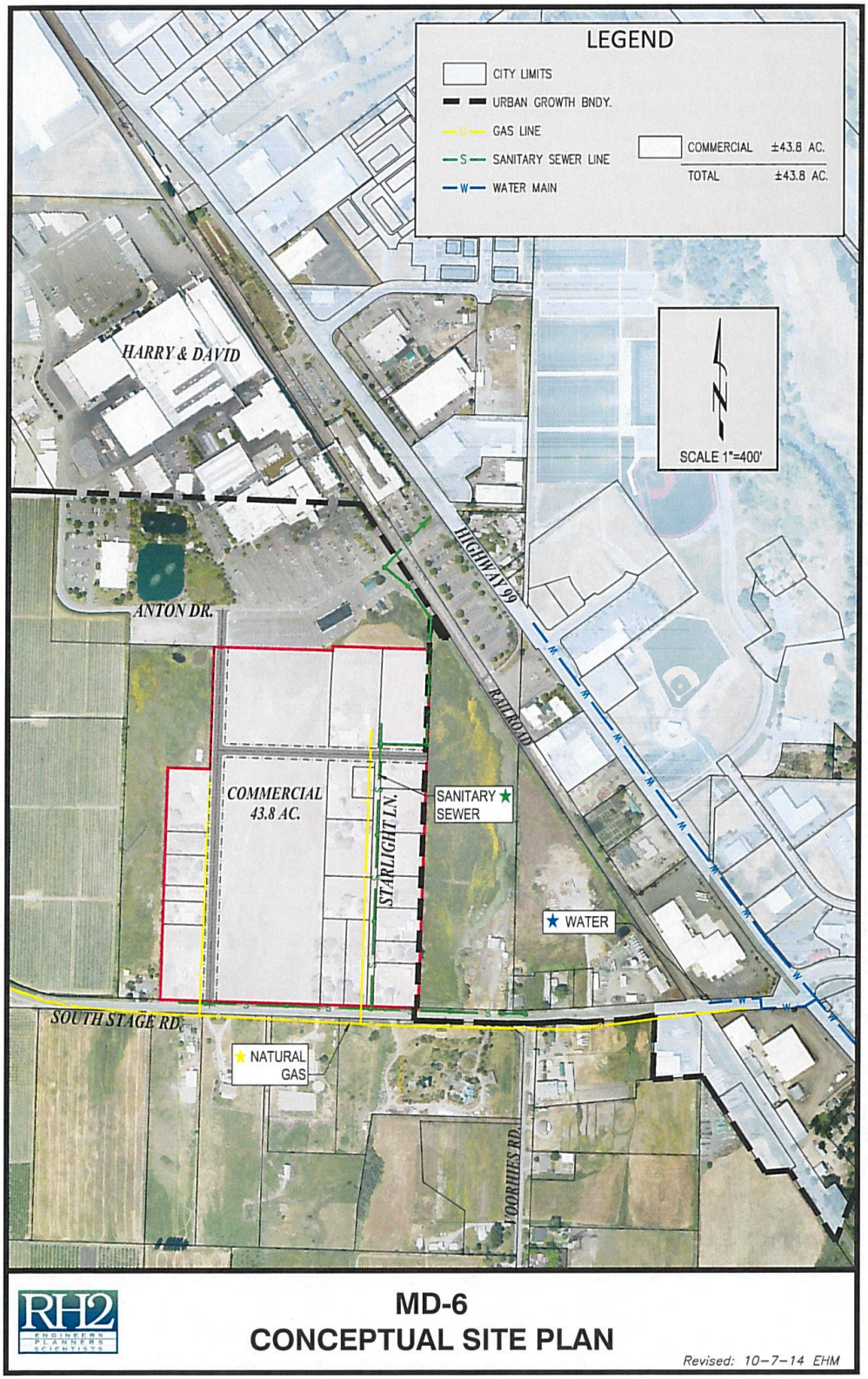
Legend

Subject Properties

0 200 400 Feet

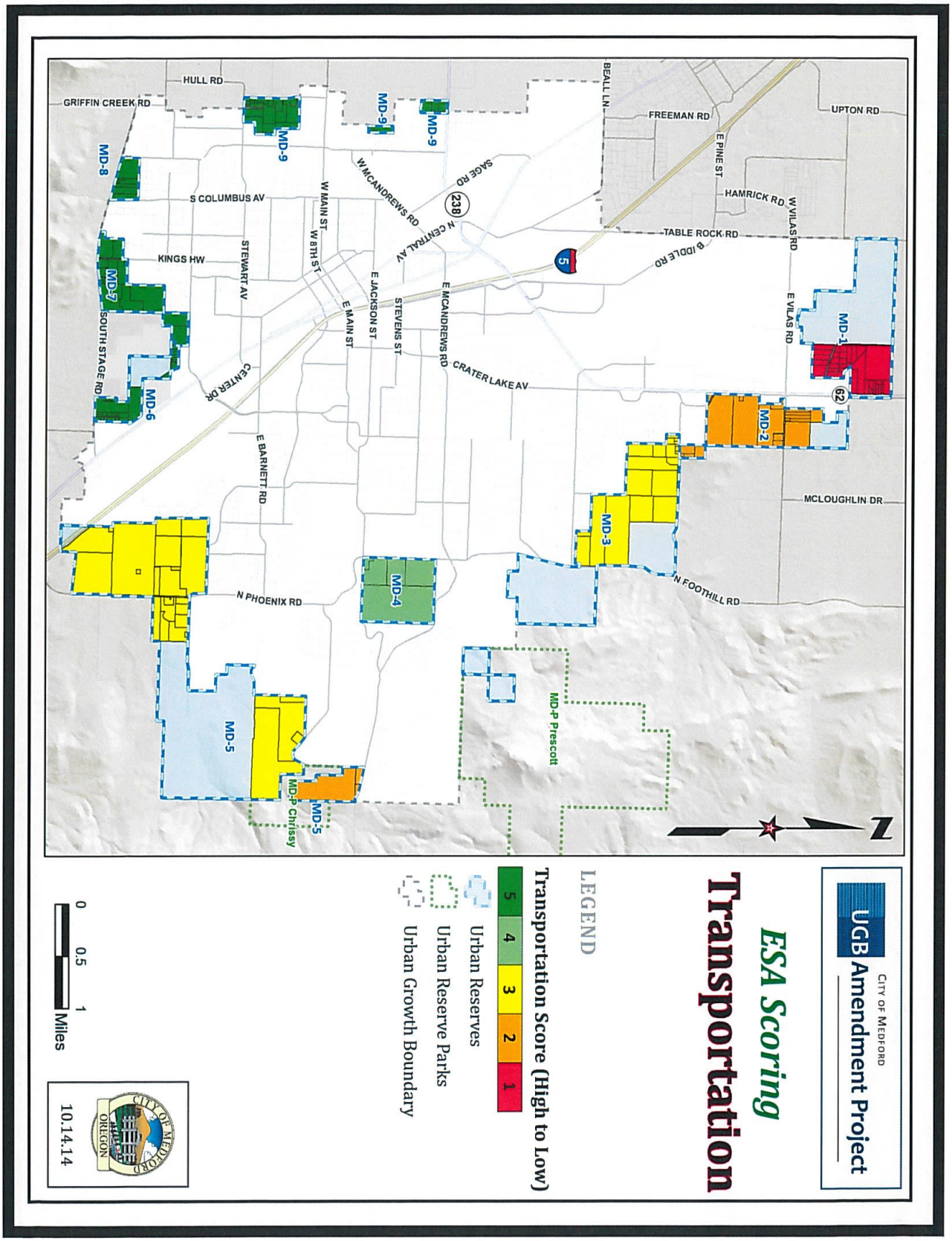
1 inch = 400 feet

This map is based on a digital database compiled by Jackson County GIS from a variety of sources, and may include RSA field data recieved by a Trimble GPS. We cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.
10-3-14


LEGEND
CITY LIMITS
URBAN GROWTH BNDY.
GAS LINE
SANITARY SEWER LINE
WATER MAIN
COMMERCIAL ±43.8 AC.
TOTAL ±43.8 AC.
SCALE 1"=400'
HARRY & DAVID
ANTON DR.
HIGHWAY 99
RAILROAD
COMMERCIAL
43.8 AC.
STARLIGHT LN.
SANITARY SEWER
WATER
SOUTH STAGE RD.
NATURAL GAS
VOORHIES RD.
RH2 ENGINEERS PLANNERS SCIENTISTS
MD-6
CONCEPTUAL SITE PLAN
Revised: 10-7-14 EHM

APPENDIX D

ESA SCORING


UGB Amendment Project
CITY OF MEDFORD
ESA Scoring
Transportation
LEGEND
Transportation Score (High to Low)
5
4
3
2
1
Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
0
0.5
1
Miles
10.14.14
CITY OF MEDFORD
OREGON
N
MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
MD-8
MD-9
MD-P Prescott
MD-P Chrissy
UPTON RD
MCLOUGHLIN DR
N FOOTHILL RD
CRATER LAKE AV
E MCANDREWS RD
W MCANDREWS RD
N PHOENIX RD
E BARNETT RD
CENTER DR
SOUTH STAGE RD
KINGS HW
S COLUMBUS AV
STEWART AV
W MAIN ST
W 8TH ST
E MAIN ST
E JACKSON ST
STEVENS ST
N CENTRAL AV
SAGE RD
B IDDLE RD
TABLE ROCK RD
HAMRICK RD
W VILAS RD
E VILAS RD
E PINE ST
FREEMAN RD
BEALL LN
GRIFFIN CREEK RD
HULL RD
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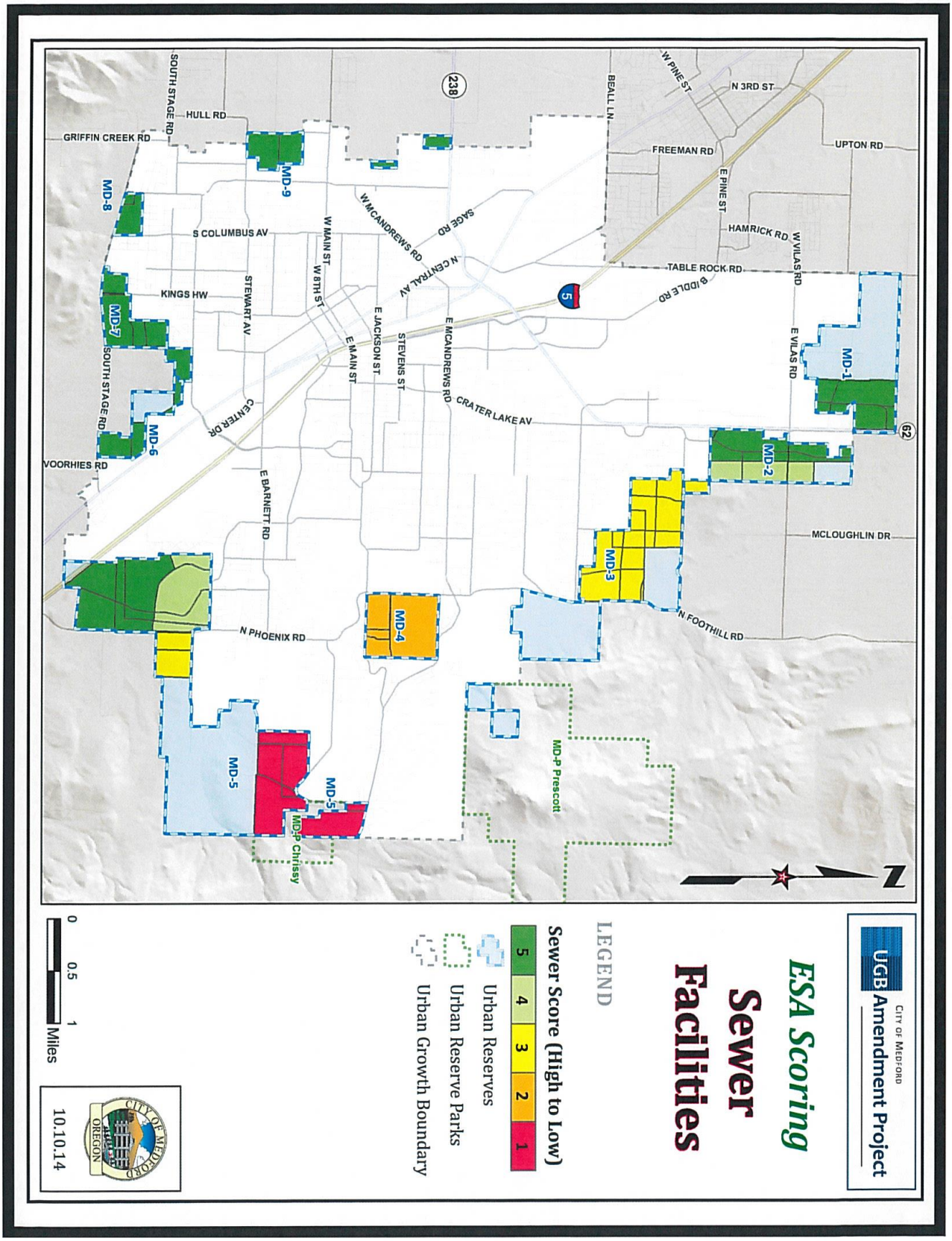
62
238


CITY OF MEDFORD
UGB Amendment Project
ESA Scoring
Sewer
Facilities
LEGEND
Sewer Score (High to Low)
5
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1
Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
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Miles
10.10.14
CITY OF MEDFORD
OREGON
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MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
MD-8
MD-9
MD-P Prescott
MD-P Chrissy
UPTON RD
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W PINE ST
BEALL LN
FREEMAN RD
E PINE ST
HAMRICK RD
W VILAS RD
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TABLE ROCK RD
BIDDLE RD
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CRATER LAKE AV
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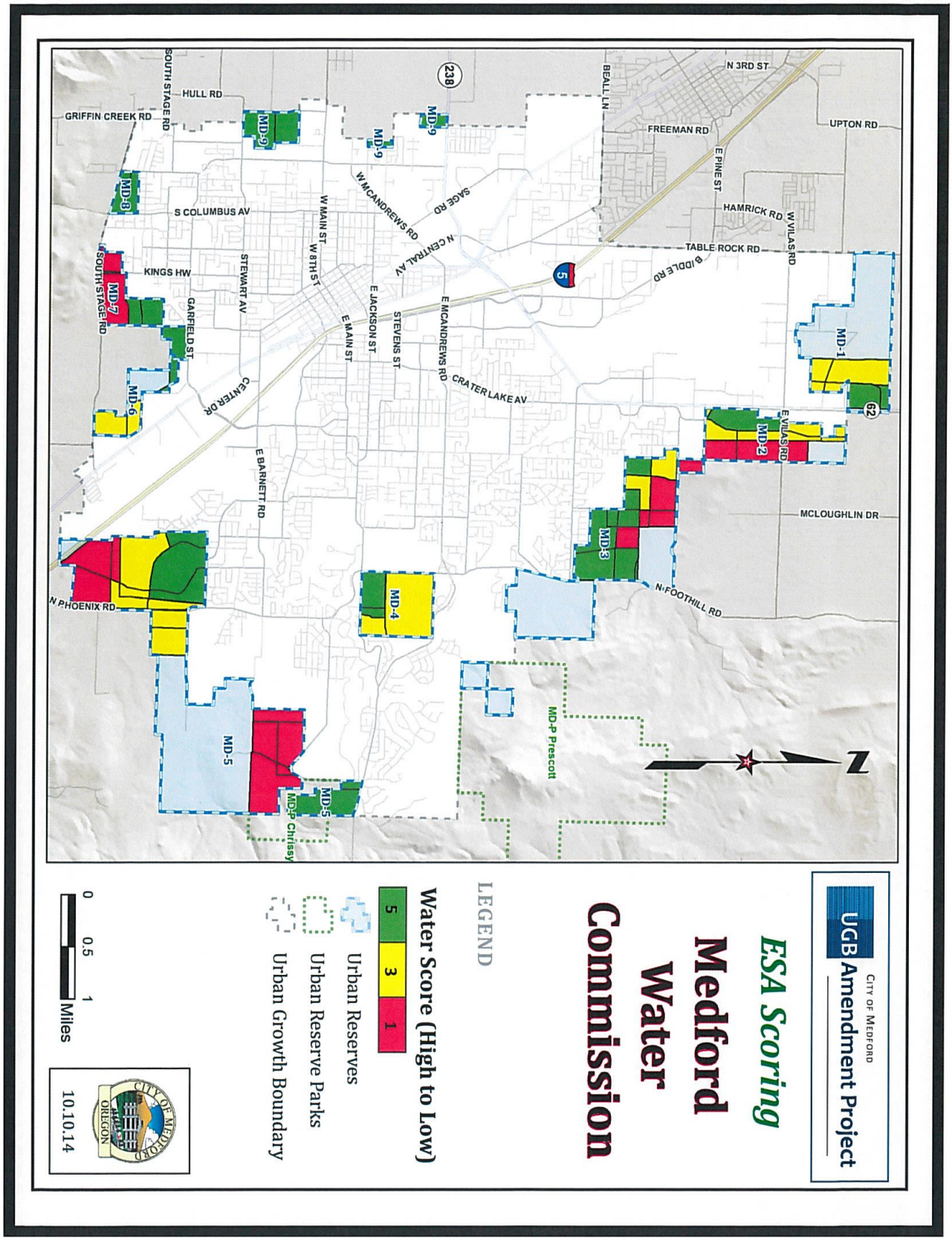
SAGE RD
N CENTRAL AV
STEVENS ST
E JACKSON ST
E MAIN ST
W MAIN ST
W 8TH ST
STEWART AV
E BARNETT RD
N PHOENIX RD
CENTER DR
S COLUMBUS AV
KINGS HW
SOUTH STAGE RD
HULL RD
GRIFFIN CREEK RD
VOORHIES RD
62
5
238


UGB Amendment Project
CITY OF MEDFORD
ESA Scoring
Medford Water Commission
LEGEND
Water Score (High to Low)
5
3
1
Urban Reserves
Urban Reserve Parks
Urban Growth Boundary
0
0.5
1
Miles
10.10.14
CITY OF MEDFORD
OREGON
N
MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
MD-8
MD-9
MD-P Prescott
MD-P Chrissy
N 3RD ST
UPTON RD
BEALL LN
FREEMAN RD
E PINE ST
HAMRICK RD
W VILAS RD
TABLE ROCK RD
B IDDLE RD
E VILAS RD
MCLOUGHLIN DR
N FOOTHILL RD
CRATER LAKE AV
E MCANDREWS RD
STEVENS ST
E JACKSON ST
E MAIN ST
E BARNETT RD
W MCANDREWS RD
SAGE RD
N CENTRAL AV
W MAIN ST
W 8TH ST
STEWART AV
CENTER DR
GARFIELD ST
KINGS HW
SOUTH STAGE RD
S COLUMBUS AV
HULL RD
GRIFFIN CREEK RD
N PHOENIX RD
238
62
5

NAUMES PARK
CONCEPTUAL MASTER PLAN

A Collaborative Neighborhood Planning Effort

CITY OF MEDFORD, URBAN RESERVE AREAS MD-7mid & MD-7s
OCTOBER 2014

RECEIVED
OCT 15 2014
PLANNING DEPT.

CONSULTANTS:
CONSTRUCTION ENGINEERING CONSULTANTS, LLC
MADARA DESIGN INC.

URBAN DEVELOPMENT SERVICES, LLC

URBAN DEVELOPMENT SERVICES, LLC
LAND USE PLANNING AND DEVELOPMENT SERVICES

October 15th, 2014

City of Medford
Attn: Jim Huber, Planning Director
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

Subject: Naumes Park Conceptual Master Plan – Urban Reserve Areas MD-7mid & MD-7s

The purpose of this document is to assist the City of Medford with future growth decisions, specifically as they relate to Urban Reserve Areas MD-7mid and MD-7s. The document describes the subject area's attributes and land use potential as a comprehensive neighborhood which integrates easily into the City and explains how it could be viewed by the objective observer as a palpable and obvious growth area.

Included with the document is a "conceptual" master plan outlining the basics of a neo-traditional neighborhood pattern, including land use designations, connected streets, central parks and commercial areas – all of which are based on the City's adopted Regional Plan Element (RPS) as well as numerous Comprehensive Plan goals and policies. This plan has been dubbed "Naumes Park Conceptual Master Plan" for its connection to the Naumes Family and their prominent history in the Rogue Valley.

The conceptual plan as a whole is comprehensive, but its parcels could easily be developed independently with some property owners deferring inclusion and development without impacting the overall integrity of the plan due to the area's abutment with numerous City streets and available infrastructure connections. However, as with most master plan developments that are developed over time and have to contend with market and economic realities, each property owner desiring to develop their property would need to illustrate to the City their plans are consistent with the adopted master plan.

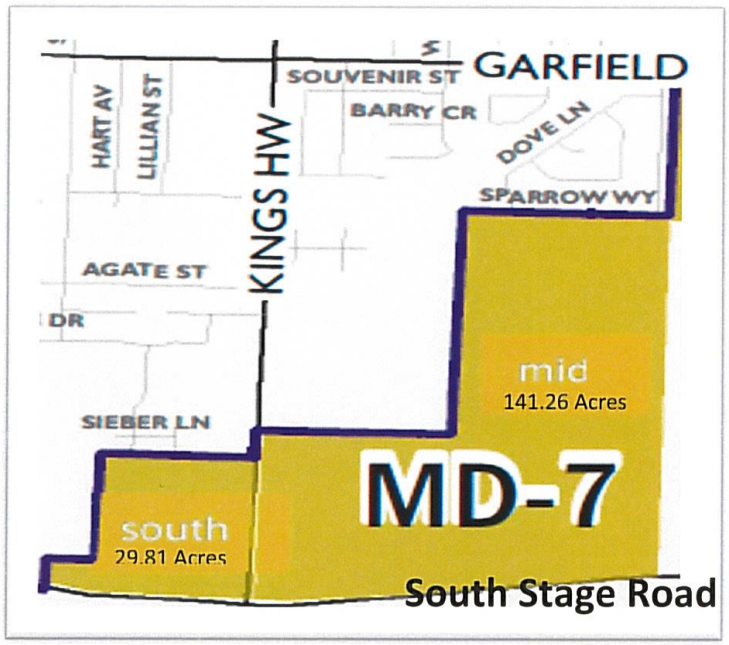
Finally, the design of the conceptual master plan was done in concert with the property owners of MD-8 (1/3 of mile to the west along South Stage Road and Kings Highway) in order to evaluate the integration of land uses, street connectivity, recreational benefits and civic opportunities for this area of the City. As such, a conceptual master plan was also completed for this area dubbed the "South Stage Park Conceptual Master Plan" based on its location along South Stage Road and its focus and centralized location of useable park land. The two plans are independent from each other, but show a resemblance of forethought, philosophy and justification.

Sincerely,

Mark Knox, Principal Planner

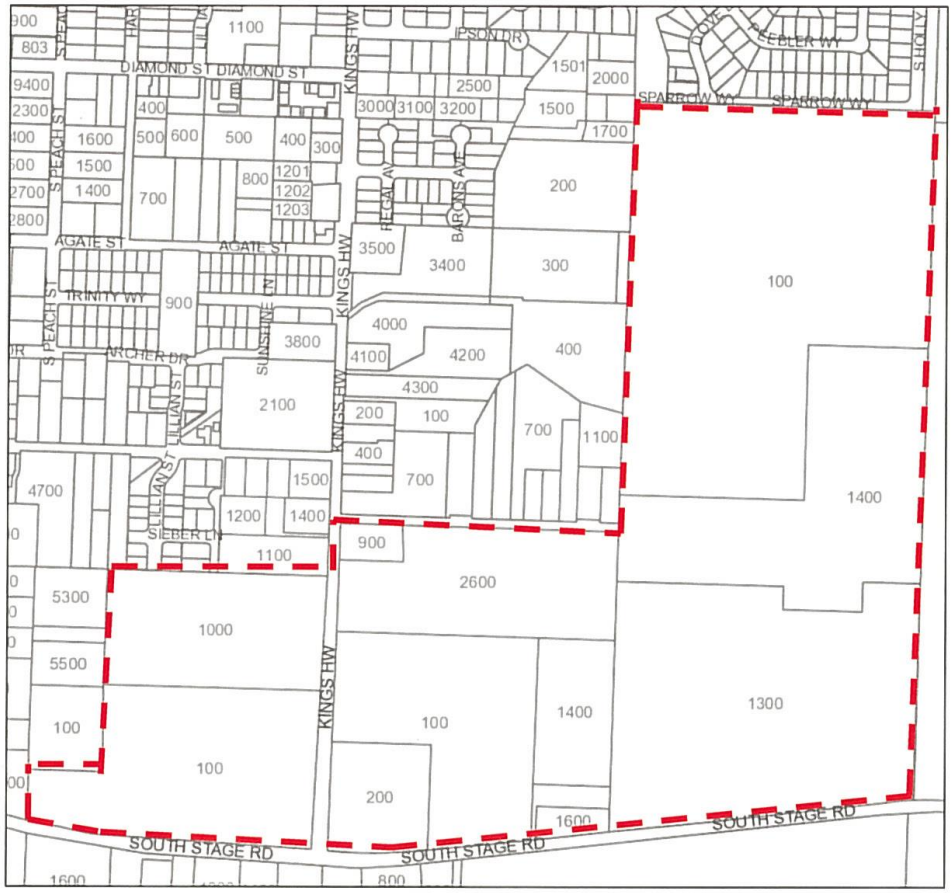
INTRODUCTION

This project is a conceptual land use and transportation plan for two different, but adjacent, adopted Urban Reserve Areas referenced as MD-7mid and MD-7s. The two areas comprise roughly 171 acres consisting of 12 parcels. MD-7mid is generally bound by Kings Highway, South Stage Road, Experiment Station Road and Sparrow Way. MD-7s is bound by Kings Highway and South Stage Road (See map below).



A number of property owners of this Urban Reserve Area have joined together and consulted with various land use planning professionals within the Rogue Valley in an attempt to generate a Conceptual Master Plan that not only addresses the intended outcome of the City of Medford's Regional Plan Element for *efficient land use*, *appropriately sized neighborhood services* and *reduced vehicular trips*, but also addresses each property owner's concerns relating to pending changes and livability.

Property Owners:	Tax Lots	Acres	%
NAUMES FAMILY	100, 1000, 2600	56.57	33
SUE NAUMES	200	5.00	3
MOORE FAMILY	1400, 1500, 1600	7.14	4
RIO ROSA	900	0.97	.05
AYALA & DeCARLOW MARSH LN PROPERTY, LLC	100	47.53	28
OREGON STATE UNIVERSITY	1400	21.89	13
SAWABINI, LITTON & BEERS	1300	31.97	18.5
Total:		**171.07**	**100%**



Source: Jackson County Assessor Records

With this understanding, the majority of the property owners are collaborating in order to generate a land use and transportation pattern that has long term benefits for their properties, neighbors and the City of Medford. At this preliminary juncture the master plan has been named the ***"Naumes Park Conceptual Master Plan"*** for the family's prominent history in the Rogue Valley and the centralized location and focus of land dedicated for park land and open space.

PROJECT OBJECTIVES AND OUTCOMES

OBJECTIVES

The Naumes Park Conceptual Master Plan is founded on the following ten land use objectives:

- is efficient with the City of Medford's limited land and energy resources;
- is not heavily reliant upon "public investment" to accommodate infrastructure limitations;

- creates a range of housing opportunities and choices for all of Medford's citizens;
- ensures a mix of uses appropriate for not only the neighborhood, but also outlying areas;
- provides for safe and comfortable transportation options with limited public investment;
- is a "walkable" and bicycle friendly neo-traditional neighborhood;
- can accommodate critical workforce and affordable housing;
- will be a distinctive, attractive and vibrant neighborhood with a strong sense of place;
- strengthens the relationship with the existing neighborhood;
- and provides a "road map" for predictable, fair and cost effective planning.

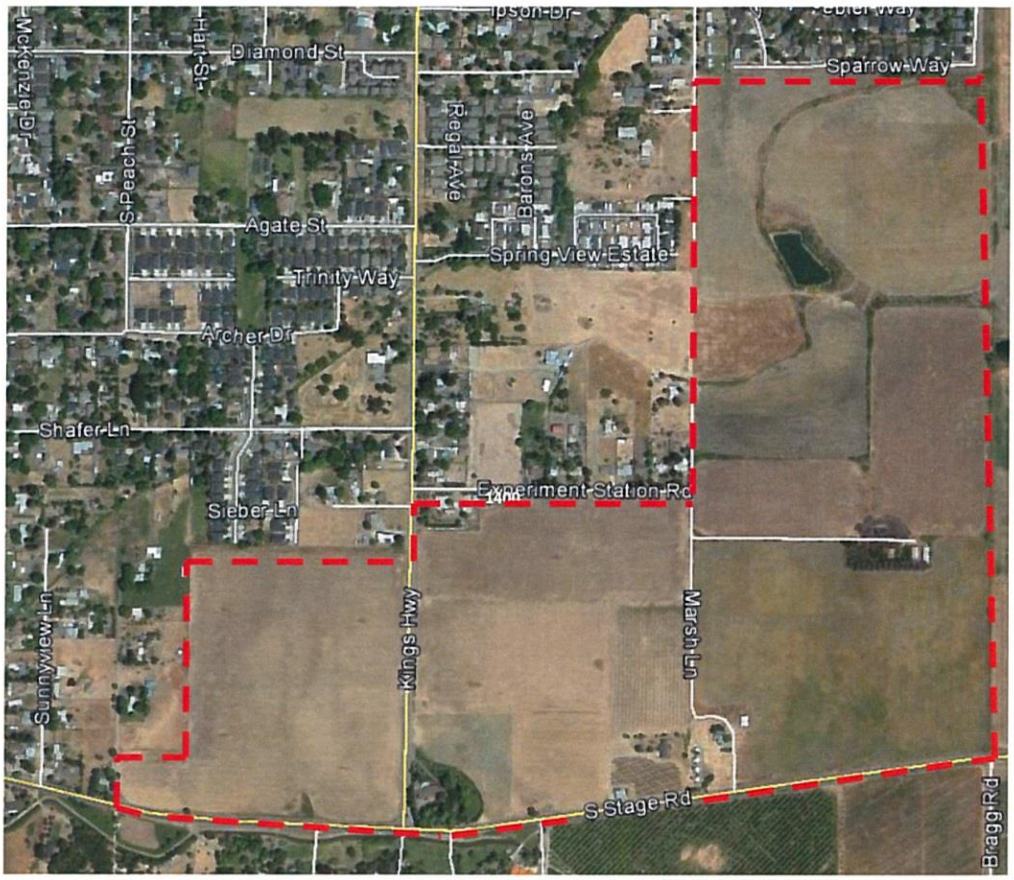
OUTCOMES

The primary outcomes for the Naumes Park Conceptual Master Plan are:

- The plan provides for a range of housing opportunities and choices which include single-family detached, single-family attached, multi-family and mixed-use housing.
- The plan designates locations for residential, commercial and open space in close proximity to one another.
- The plan will comfortably yield the minimum densities established under the adopted Urban Reserve Management Agreement (URMA).
- The extensive network of streets, alleys, walking paths and bike paths throughout the plan allows many choices for traveling from one location to another; also for connecting to and from surrounding areas and common destinations. In particular, the proposed street connections with the neighboring streets to the north and west will allow safe and convenient access to and from a new elementary school planned within the center of the site (Kids Unlimited), as well as future commercial services.
- The strategic placement of employment lands along both South Stage Road and Kings Highway provide essential services to this area and surrounding neighborhoods.
- The street and pedestrian connectivity with the adjoining neighborhoods provide for shared use of facilities, alternative transportation choice and seamless mobility.
- The inclusion of alleys provide for human scale design opportunities along the public rights-of-way creating a more "walkable" and bicycle friendly neighborhood.
- The eventual inclusion of design standards will call out specific elements requiring tree canopied streets, widened sidewalks and architectural details such as building setbacks, directional expression and porch standards.
- The conceptual plan easily integrates with the existing neighborhood for relatively straightforward infrastructure connections and prudent use of existing public investment.
- The dedication and strategic location of land for a future Medford Fire Station provides for emergency response times to not only this area, but also existing parts of southwest Medford.
- Because the majority of the subject area is flat, it accommodates urban development and a mixture of uses efficiently without excessive earth movement or infrastructure upgrades.

- The plans evident grid presence and central green spaces can promote distinctive and attractive street facades for neighborhood sense of place.
- The plan provides for uncomplicated phasing based on owner or City preference.
- The plan creates a definitive and uniform City edge along South Stage Road.

THE SITE



CURRENT USE

Much of the areas 171 acres are flat, but there are areas of rolling knolls, particularly along South Stage Road, east of Kings Highway. According to Jackson County Assessor and various on-site visits, the area is comprised of 11 tax lots, two of which have single family residences, one a duplex and one with a residence and four 250 sq. ft. former migrant worker cabins. The majority of the structures sit along the edge of South Stage Road and have an average age of 74 years and size of 1,220 sq. ft. A large man-made irrigation pond, roughly ½ acre in size, lined with shotcrete, sits on Tax Lot 100 and is intended to be removed due to its hazardous steep slopes,

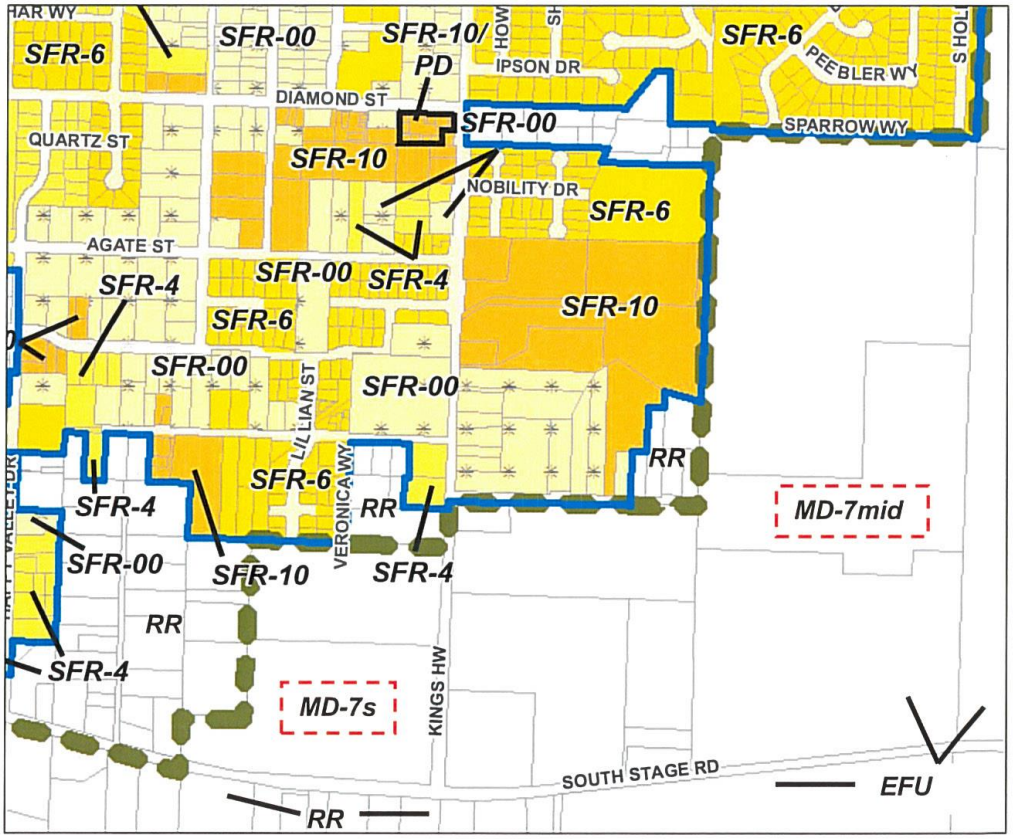
outlived use and deferred maintenance concerns. Other than two of the smaller parcels, the historical use of the land area has been for farming. However, as noted in the adopted Regional Plan Element the soils have lime-induced chlorosis and other than one parcel (7.14 acres), nearly all of the commercial farming of the land has ceased.

CURRENT ZONING

These two subject Urban Reserve Areas are under Jackson County's jurisdiction and zoned Exclusive Farm Use (EFU).

ADJACENT ZONING

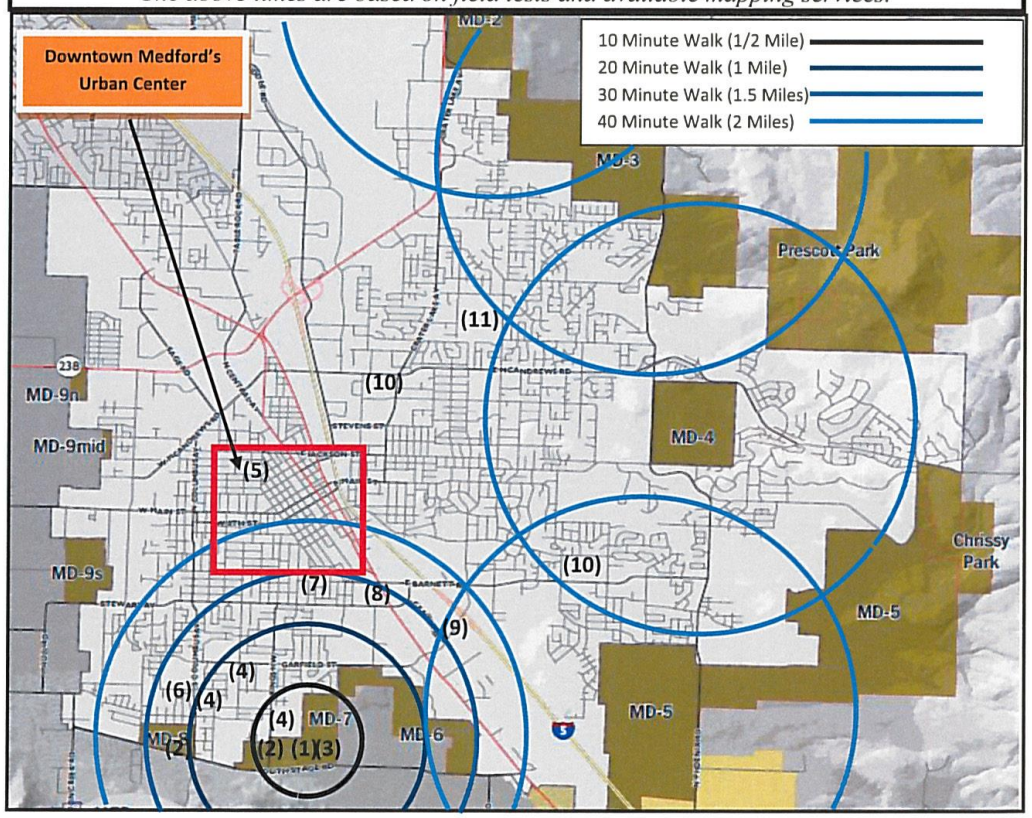
In general, to the south and east the subject area is predominately vacant EFU land with small pockets of rural residential housing (County Zone RR) on lots from ½ acre to 2½ acres in size. The City of Medford's Urban Growth Boundary (UGB) and/or the City Limit Boundary are to the west and north with lots generally ranging from 7,000 sq. ft. to 5 acres (see City of Medford Zoning Map below).



TRANSPORTATION

Location	*Walking*	*Biking Time*	*Driving*
(1) Future School Site	2 minutes	1 minute	1 minute
(2) Future Shopping/Employment Area	2 minutes	1 minute	1 minute
(3) Medford Fire Station (pending)	2 minutes	1 minute	1 minute
(4) Places of Worship (three < 1 mile)	8 minutes	3 minutes	2 minutes
(5) Downtown Medford	35 minutes	12 minutes	8 minutes
(6) South Medford High School	25 minutes	6 minutes	4 minutes
(7) Central Medford High School	27 minutes	7 minutes	5 minutes
(8) South Gate Shopping Center	27 minutes	7 minutes	5 minutes
(9) Interstate 5	-	9 minutes	7 minutes
(10) Hospitals	-	42 minutes	15 minutes
Future Parks and Public Open Space	*planned within project area*		

The above times are based on field tests and available mapping services.



"For transportation planning purposes, MD-7mid is planned to contribute to an enhanced circulation pattern that improves the connection between, and functionality of, the major transportation infrastructure in the area... These routes provide intercity connections, and will ease traffic loads on Hwy 99 and I-5." ***Adopted Medford Regional Plan Element***

Further, during the City's recent review of the Transportation System Plan, a qualitative evaluation comparing various Urban Growth Boundary scenarios and their impact of the City's transportation system was completed, *Technical Memorandum #8, June 26th, 2013.* The Technical Memorandum analyzed four growth scenarios:

Baseline Scenario: Assuming growth for "all" of the identified Urban Reserve Areas around Medford with no internal up-zoning;

Scenario 1: Included internal up-zoning *and* expansion of the City's Urban Growth Boundary to the northeast (MD-1, MD-2 & MD-3);

Scenario 2: Included internal up-zoning and expansion of the City's Urban Growth Boundary to the southeast and in limited portions of the southwest (MD-4, MD-5 & MD-6);

Scenario 3: Included internal up-zoning and expansion of the City's Urban Growth Boundary to the east and limited portions in the southwest (MD-5/MD-6 *portions*, **MD-7**, MD-8 and MD-9).

SUMMARY OF SCENARIOS

Comparison of the scenarios noted several improvement needs that would be required regardless of the UGB scenario pursued. These are outlined below:

- Need to improve the Phoenix – Foothill connection as high levels of congestion are anticipated. This would likely require a five-lane cross-section from the *((left blank))*
- Congestion noted along all northern crossings of I-5: Vilas Road, Crater Lake Highway, and McAndrews Road.
- Moderate to high levels of congestion at and surrounding the I-5 interchanges.
- Columbus Avenue congestion between Stewart and Main Street

Differentiating characteristics between scenarios are summarized below.

- The Baseline Scenario (all growth external to the existing UGB without upzoning internal lands) would be the most costly scenario to support. *The additional lands required on the City's periphery place a high reliance on the arterial network both in the southeastern and northern portions of the City*.
- Scenarios 2 and 3 provide the lowest costs relative to the other scenarios as improvements are limited to the southeast portion of the City. The improvements in this area would benefit all of the scenarios assessed, and would be implementable given the largely unbuilt areas surrounding these corridors.
- Scenarios 2 and 3 reduce congestion on I-5 and OR 62, where improvements will be very costly or infeasible.
- *Southwestern growth in Scenario 3 presents no additional roadway infrastructure needs as the network in this portion of the City is well established and operating with reserve capacity.* (underlined for emphasis)

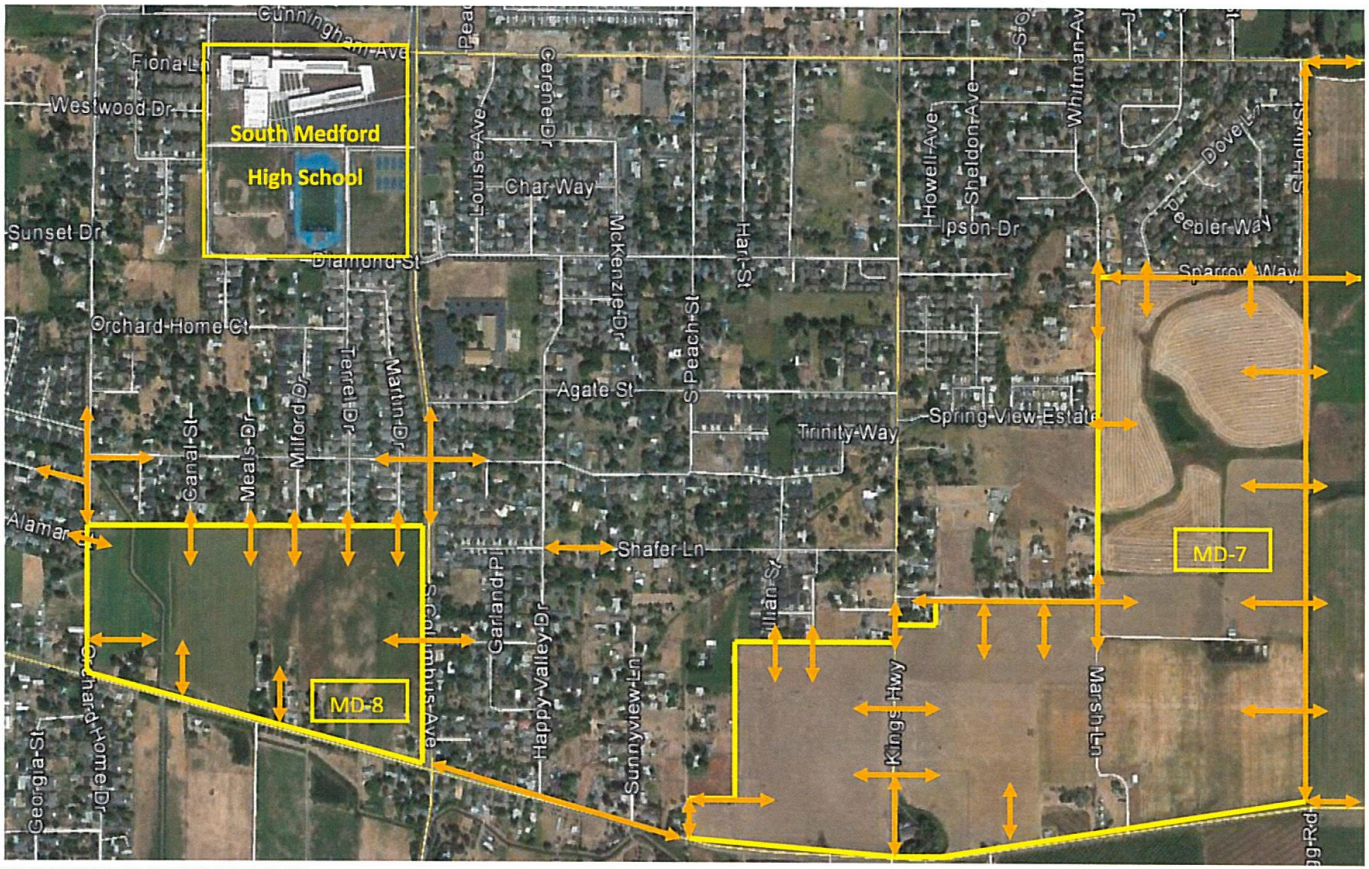
Copied from Technical Memorandum #8, June 26th, 2013

URBAN RESERVE AREA COMPARISON

DESCRIPTION	MD-1	MD-2	MD-3	MD-4	MD-5	MD-6
TRANSPORTATION	moderate	moderate	moderate	moderate	poor	excellent
AFFORDABILITY	excellent	excellent	good	poor	poor	excellent
ENVIRONMENTAL	excellent	excellent	moderate	poor	moderate	excellent
AVAILABLE INFRASTRUCTURE	poor	excellent	moderate	excellent	moderate	poor
REQUIRED DENSITY 6.6 - 7.6	excellent	excellent	excellent	moderate	excellent	moderate
NEIGHBORHOOD INTEGRATION	poor	excellent	moderate	moderate	poor	moderate
HOUSING DIVERSITY	poor	moderate	excellent	moderate	excellent	poor

DESCRIPTION	MD-7n	**MD-7mid**	**MD-7s**	MD-8	MD-9
TRANSPORTATION	excellent	**excellent**	**excellent**	excellent	excellent
AFFORDABILITY	excellent	**excellent**	**excellent**	excellent	excellent
ENVIRONMENTAL	excellent	**excellent**	**excellent**	excellent	excellent
AVAILABLE INFRASTRUCTURE	excellent	**excellent**	**excellent**	excellent	moderate
REQUIRED DENSITY 6.6 - 7.6	excellent	**excellent**	**excellent**	excellent	poor
NEIGHBORHOOD INTEGRATION	excellent	**excellent**	**excellent**	excellent	moderate
HOUSING DIVERSITY	excellent	**excellent**	**excellent**	excellent	poor

Transportation: Based on distance to employment centers, impacts and costs to existing transportation systems and the dependency on the automobile.
Affordability: Based on Medium Household Income, Census Data, and City of Medford.
Environmental: Based on sloping, riparian, forested, agricultural or other sensitive lands requiring some form of disturbance.
Infrastructure: Based on communication with service providers, adopted City facilities maps and integration into existing neighborhoods.
Required Density: Based on URA's general ability to "independently" accommodate required minimum densities and Comprehensive Plan - Regional Element, 4.1.5.a.
Neighborhood Integration: Based on a "reasonable" ability to integrate into an existing neighborhood and assemble lands or acquire private properties for rights-of-way;
Housing Diversity: Based on the land constraints, infrastructure and transportation abilities to accommodate a variety of housing types and housing incomes.
Note: It should be understood all of the comparisons are based on a compilation of general factors, including industry standards and/or Comprehensive Plan policies.



NETWORK OF STREETS

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 of traveled and improve existing air quality problems*" (Adopted Medford Transportation System Plan, Chapter 13).

A "MODAL EQUITY" PLAN

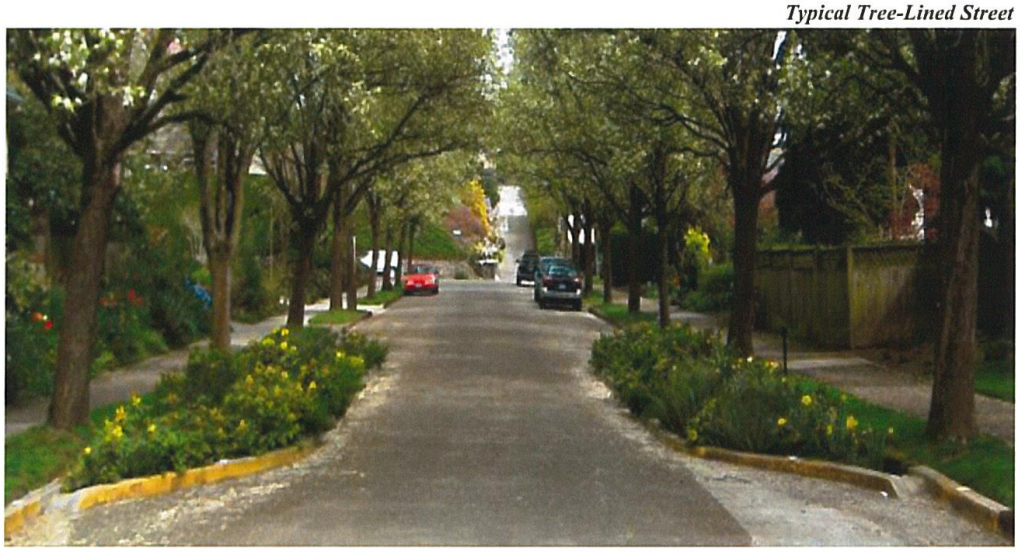
The underlying theme of the Naumes Park Conceptual Master Plan is "modal equity" or the premise there is equal consideration of all travel modes (vehicular, emergency services, bicycle and pedestrian). Through this concept, in addition to the tree lined streets, strategic placement of open spaces and the incorporation of neighborhood commercial uses, a well designed and integrated network of streets and pathways can reduce dependency on the automobile and limit pressure on adjoining collector and arterial streets.

ENVIRONMENTAL OPPORTUNITIES

The general consensus among the MD-7 property owners is the Naumes Park Conceptual Master Plan should incorporate effortless environmental considerations that are affordable and require limited to no maintenance. In this vein, the Master Plan will consider incorporating "green streets" and strive to be a "Limited Impact Development" (LID) to create opportunities for capturing and infiltrating storm water runoff utilizing standard street designs that incorporate street-side bio-swales (planting strips) and large street trees with wide-spreading canopies for shading. The objective is to sustain a site's pre-development hydrological regime by using techniques that infiltrate, filter, store, and evaporate storm water runoff close to its source. Solar radiant heat is also thereby limited and storm water runoff is cooler and naturally treated within

the bio-swale prior to entering local streams and other areas of wildlife habitat. Streets of this design often provide a visual indication the street right-of-way serves multiple public purposes, not simply the movement of motor vehicles. The resulting street character is one that is comfortable and inviting.

Typical Tree-Lined Street



Bio-Swale Treatment Designs

In addition, based on information from the National Wetlands Inventory, there is the possibility of a very small wetland, less than 600 sq. ft, straddling the shared parcel line to the east (381W06 TL400). This area has been incorporated into the plan in the area of the "half circular arc" where Holly Street's right-of-way is extended. The plan's intent is to not only preserve this area and create a small open space buffer around it to enhance the scenery of the street, but to also provide an opportunity for traffic calming on a linear street. However, prior to any development, delineation will be necessary and State and/or local buffering standards will be necessary.

AGRICULTURAL USE & BUFFERING

The State of Oregon's Statewide Planning Goals, specifically Goal 14 (Urbanization), played a significant role in the evaluation of the City's adopted Urban Reserve Areas. The purpose of Goal 14 is "*To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities*". The proposed Naumes Park Conceptual Master Plan strongly contends it's in compliance with the goal, but it should also be clear to the decision makers, this area was analyzed for its viability for valued farm land by the Resource Lands Review Committee (RLRC) and various State of Oregon agencies, but due urbanization on its two sides, South Stage Road on a third side and the obvious housing and transportation benefits, this area was deemed suitable for development.

The land area directly to the east of MD-7mid was *not* adopted as an Urban Reserve Area *and* deemed by the RLRC as being a viable agricultural area. However, at the time of this writing the area appears to be in a passive state with little evidence of active farming. Nevertheless, the Naumes Park Conceptual Master Plan includes a 100' buffer as required by the adopted Regional Plan Element. The 100' buffer is illustrated in the form of an extended public right-of-way (Holly Street) which extends from Sparrow Way to South Stage Road. The street's extension and its placement is deemed unavoidable due to the fact the Holley Street extension is specifically noted within the Regional Plan Element as being necessary to accommodate long term transportation solutions for this area.

That said, the 100' buffer area could easily include the various mitigation measures noted within the buffering standards, including fencing or shrubs along the shared property line and 40' of conifer trees, planted 30' on-center, as illustrated in Figure 10.802.3 (Two-Row Tree Buffer), Regional Plan Element. The remaining 60' of right-of-way will meet or exceed the City's street standards for a Minor Collector street, including two 11' travel lanes, two 6' bike paths, a 7' parking bay, a 6' sidewalk and a 10' tree–lined storm receptor / planter strip.

PARKS & RECREATIONAL OPPORTUNITIES

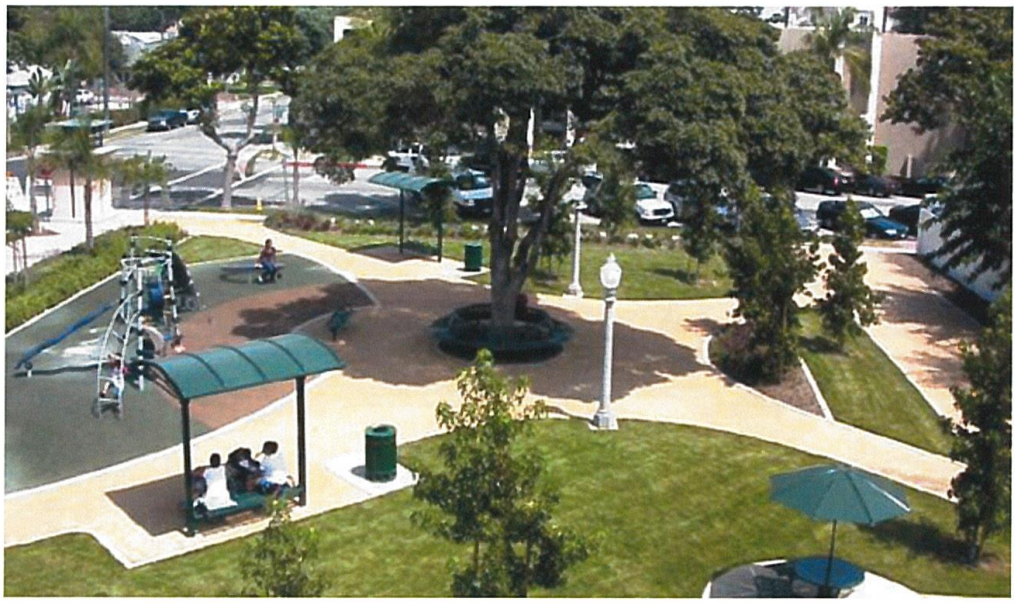
> "People need green and open places to go to; when they are close they use them. But if the open spaces are more than three minutes away or greater than a five minute walk, the distance overwhelms the need".
> *A Pattern Language, Christopher Alexander*

The Naumes Park Conceptual Master Plan is designed with multiple parks and open spaces to benefit the project's residents and nearby neighboring property owners who currently have limited access to a local park. In fact, the nearest public park is Fichtner Mainwaring Park along Stewart Avenue located approximately one mile from this area. The absence of a park or open space was clearly on the minds of the Medford Planning Staff, Planning Commission and City

Council when the Urban Reserve Area's were incorporated into the City's Comprehensive Plan which identified 22% of its land area as "open space" for MD-7mid and 13% of its land area as "open space" for MD-7s.

As illustrated within the Naumes Park Conceptual Master Plan, the ability to accommodate the open space can be easily achieved and designed so that its location is central to the neighborhood allowing a majority of the residents a close relationship with the park and thereby increase livability, sense of pride, natural surveillance and property values.

The Plan also identifies various open-space "pocket parks", pedestrian connections and pathways integrated into the neighborhood. The smaller open spaces are intended to provide easy and direct movement *to and through* the area to encourage walking and biking and thereby mitigate reliance on the automobile. Further, the smaller open spaces are located in strategic areas for buffering and visual relief.



PLANNED DENSITIES

The City's adoption of the Regional Plan Element into its Comprehensive Plan included a percentage of land use types for each Urban Reserve Area with the intent to provide a mixture of uses the City deemed necessary to support existing and future demands for that area of the City. In this particular case, the MD-7mid Urban Reserve Area is to be *49% Residential*, *22% Open Space* and *29% Employment*. MD-7s Urban Reserve Area is to be *31% Residential*, *13% Open Space* and *56% Employment*. The attached Naumes Park Conceptual Master Plan graphically

illustrates the required land use percentages and includes a street system of how the land could be developed consistent with the Regional Plan Element and other policies of the City's Comprehensive Plan.

Of the combined 170+/- acres within the MD-7mid and MD-7s areas, less the land area set aside for new or widened rights-of-way, the resulting acreage, based on the three land use types for each area would be:

MD-7mid 141 acres	Residential = 49% 69 gross acres 45.6 net acres	Open Space = 22% 31 gross acres 19 net acres	Employment = 29% 41 gross acres 30 net acres
MD-7s 29 acres	Residential = 31% 9 gross acres 7.5 net acres	Open Space = 13% 3.8 gross acres 3.5 net acres	Employment = 56% 16 gross acres 14 net acres

The adopted Regional Plan Element also included a "minimum dwelling units per acre" requirement in Section 4.1.5. requiring Urban Reserve Areas, as well as Urban Growth Boundary Areas when annexed into the City to accomplish a minimum number of dwelling units per gross acre (unless off-set by increased densities within existing City limits), of *6.6 dwelling units from 2010 to 2035 and 7.6 dwelling units from 2036 to 2060.*

Combined MD-7 Residential
78 gross acres
53.1 net acres
2010 – 2035 (6.6) = 350 net
2036 – 2060 (7.6) = 403 net

Based on the planned densities noted above, the MD-7mid and MD-7s Urban Reserve Areas would need to achieve an eventual density of 350 units by 2035 or 403 by 2060 depending on various factors in order to comply with the City's adopted expectations. In reality, the above minimum thresholds are very achievable due to a variety of factors which include:

- The MD-7 Urban Reserve Area is relatively level, has numerous existing street connection options and is void of any significant physical constraints;
- Employment Lands within the City of Medford provide for "mixed-use" neighborhoods (live-work developments) which provide for increased density, and a mixture of housing types such as apartments, condominiums, attached and detached single family housing;

As such, because the Naumes Park Conceptual Master Plan is based on a "mixed-use neo-traditional" development pattern and includes multiple pedestrian friendly elements consistent with the 2013 – 2038 Rogue Valley Transportation Plan, it's very likely the densities will range between 8.5 and 12 dwelling units and can easily increase to 11.5 to 13 dwelling units when

factoring in a "*low to moderate*" residential mixed-use pattern within the "Employment – Mixed-Use Development" areas. The calculations are as follows:

MD-7mid

Residential Land Area = 49% 45.6 net acres "Minimum" 2010 – 2035 (6.6) = 301 "Minimum" 2036 – 2060 (7.6) = 346	*Employment - Mixed-Use Development* 30 net acres *Low: 3 d/u acre = 90 **Moderate Low: 6 d/u are = 180
Total Possible Dwellings within MD-7mid Conceptual Plan Area = 391 – 526 (*8.5 / **11.5 per acre)	

MD-7s

Residential Land Area = 31% 7.5 net acres "Minimum" 2010 – 2035 (6.6) = 49 "Minimum" 2036 – 2060 (7.6) = 57	*Employment - Mixed-Use Development* 14 net acres *Low: 3 d/u acre = 42
Total Possible Dwellings within MD-7s Conceptual Plan Area = 91 – 99 (*12 / **13 per acre)	

Notes: 1) The residential densities within the *Employment - Mixed-Use* areas are only attributed to the residential net acres. 2) MD-7s only includes a low residential d/u acre factor due to projected manufacturing use and site location.

Based on a range of housing types, multiple transportation connections and available public facilities, this Urban Reserve Area can comfortably accommodate additional densities beyond the required minimums without compromising livability or neighborhood context if needed and thereby retain the City's ability to reduce density in more sensitive areas such as those identified in the recent Urban Growth Boundary Amendment project (Internal Study Area) or other adopted Urban Reserve Areas.

PUBLIC FACILITIES

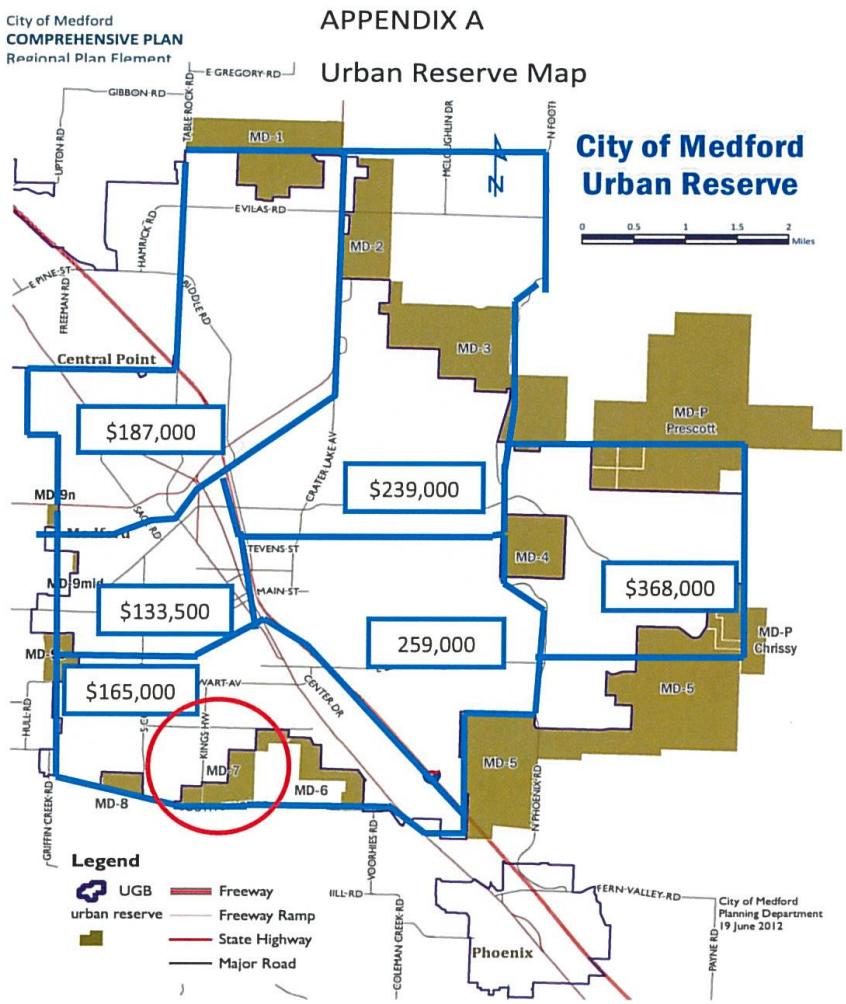
Based on discussions with City staff, review of various reports and communications with local Civil Engineers, all of the necessary public facilities appear to be available to service the MD-7mid and MD-7s areas. Obviously, various utility lines will need to be upsized, sidewalks and curbs installed and streets extended. In addition, the Naumes Park property owners have met with the Medford Fire Department, Medford School District and Kids Unlimited staff to address their future needs if these Urban Reserves were urbanized.

In this regard, the Medford Fire Department assessed the area and conceptual plan and concluded the most appropriate area to best accommodate emergency response times and coverage to the area would be on the corner of South Stage Road and the eventual Holly Street intersection. As such, a 1½ acre parcel, roughly 260' x 260' similar in size to Fire Station #6, has been designated for this area for a future fire station with the land being dedicated at no cost to the City of Medford.

Further, due to the eventual urbanization and the number of new housing units, the Naumes Park Conceptual Master Plan has identified a centralized site for a future school. Initial discussions

have occurred with the ***Kids Unlimited Academy***, a youth enrichment agency that is wildly popular for its very successful afterschool programs serving many of the community's at risk youths. Because of their success, the Kids Unlimited Board has actively been discussing annex options to relieve some of their space constraints at their current facility along North Riverside, but to also expand their Charter School. Based on these discussions, the conceptual plan has identified a 13 acre school site and adjacent public park for both school and neighborhood recreation opportunities. The general area where the school will be sited has yet to be determined, but the land will be dedicated to the Kids Unlimited Academy at no cost.

AFFORDABILITY

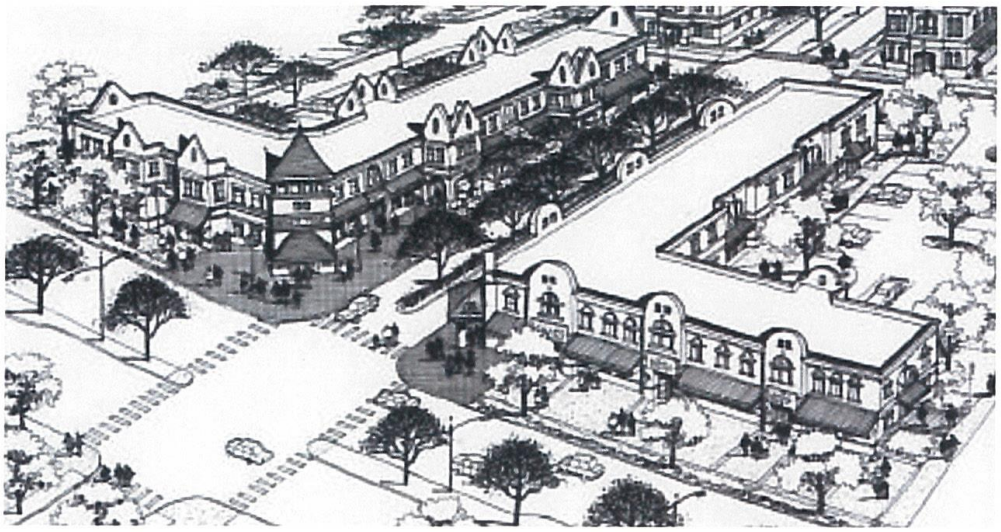


The illustration above shows the Median Sale Prices in the City of Medford based on proximity to adopted Urban Reserve Areas. The study was conducted in September 2014 by a local real estate firm who evaluated home sales in six general areas around the City in an attempt to give an indication which Urban Reserve Areas are more apt to address the City's numerous Housing Element policies and Consolidated Plan goals for obtaining necessary affordable housing.

COMMERCIAL MIXED-USE NEIGHBORHOOD

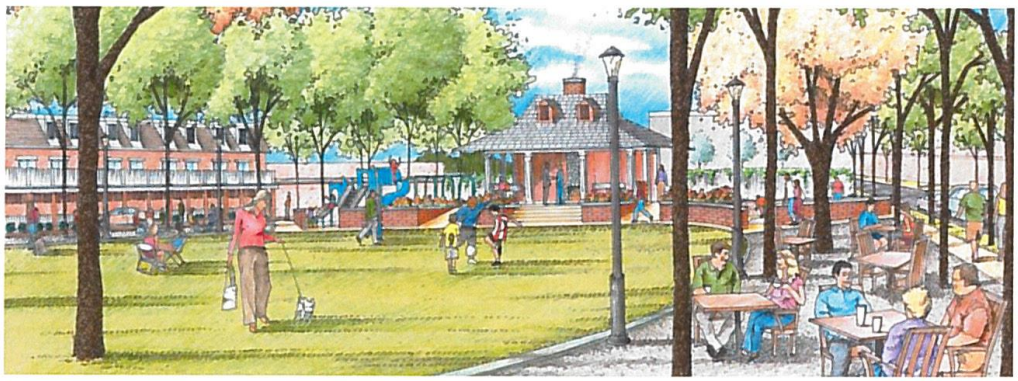
One of the primary purposes of the Conceptual Master Plan is to graphically convey to the decision makers, staff and neighbors how this particular Urban Reserve Area could easily be incorporated into the existing neighborhood pattern and also address the various requirements established by the Regional Plan Element. As with the "minimum" residential density requirements explained previously, this would also include the area's obligation to set aside 29% of "employment" land in MD-7mid and 56% of "employment" land in MD-7s. In this regard, the Naumes Park Conceptual Master Plan generally places a majority of the employment lands along the South Stage Road frontage for the purpose of diversifying vehicular trip generation, limiting external vehicular trips to major street corridors, encouraging local pedestrian and bicycle trips, reducing vehicular miles traveled and maintaining livability for surrounding residents and the residents within the mixed-use neighborhood center.

A critical component of the design scheme is the distinction of the various employment areas as generally having two distinct employment types – one with a more manufacturing and business professional use environment in the areas along South Stage Road and the other a mixed-use environment with retail and/or business professional use on the ground floor and residential apartments or condominiums on the upper floors in the areas adjacent to the plan's three central pocket parks (i.e. Naumes Court). With this understanding, the design addresses many important RPS and City objectives and policies as they relate to maintaining density, livability, land-use efficiency and transportation connectivity. In doing so, the more intense employment uses abut the more active arterial streets while the less intense residential uses abut the area's existing housing.



Overall the design and scale of the Conceptual Plan's Neighborhood Commercial Center is intended to be compatible with its new surroundings. Nevertheless, it should be understood by the City's decision makers, the actual demand and development of the employment areas will likely take many years as the area has some physical constraints, but mainly two of the smaller properties (five and seven acres) are currently occupied by single family residences whose owners have participated in the Conceptual Plan's output and desire to maintain their development flexibility, but have no intention to develop their property anytime in the near future.

Lastly, at the time of Annexation, the application should include zoning regulations, an economic development report and design standards relating to appropriate building heights, use of materials, parking standards, etc. in order to insure compatibility and produce economic development as intended with the adopted Regional Plan Element.



SEGMENT PLANNING

The majority of the Naumes Park Conceptual Master Plan acreage is owned by four property owners controlling roughly 93% of the area. The remaining 7% is comprised of smaller tax lots along South Stage Road presently shown on the plan as being employment. In this regard, the property configurations are such the plan is *not* dependent on any specific parcel to develop or owner to agree. In general, as long as the City of Medford ensures coordination and consistency with the Conceptual Master Plan or any "adopted" modified version thereof, the development of these areas will most likely depend upon an owner's preference, market demand, City land inventories or infrastructure availability.

CONCLUSSION

The adoption of the Greater Bear Creek Regional Problem Solving Plan (RPS) in 2013 was multifaceted involving many complexities relating to growth management for not only the City of Medford, but the Rogue Valley in general. This effort involved many public agencies, 100's of participants resulting in 1,000's of communications by participants and decision makers that were asked to look beyond self interest, but instead the valley as a whole. In simple terms, the decision makers were asked "How do we intend to accommodate the expected *doubling* of the valley's population and what will it look like?"

The effort put forth herein illustrates how this particular Urban Reserve Area could accommodate a portion of that growth in a compact form resulting in a dynamic neighborhood that addresses the State of Oregon's Land Use Planning Goals, the City of Medford's Comprehensive Plan Policies and the underlying intent of RPS. Nevertheless, the plan is conceptual and would require additional data to be compiled, ownership issues to be resolved and local legislative action to be adopted which the current property ownership has no control over.

That said, it's not too difficult to imagine this concept plan or a similar concept plan that results in the same objectives described herein.

- is efficient with the City of Medford's limited land and energy resources;
- is not heavily reliant upon "public investment" to accommodate infrastructure limitations;
- creates a range of housing opportunities and choices for all of Medford's citizens;
- ensures a mix of uses appropriate for not only the neighborhood, but also outlying areas;
- provides for safe and comfortable transportation options with limited public investment;
- is a "walkable" and bicycle friendly neo-traditional neighborhood;
- can accommodate critical workforce and affordable housing;
- will be a distinctive, attractive and vibrant neighborhood with a strong sense of place;
- strengthens the relationship with the existing neighborhood;
- and provides a "road map" for predictable, fair and cost effective planning.

Our Kids — Our Community

KIDS UNLIMITED of Oregon

October 10, 2014

Dear Laz Ayala,

For nearly seventeen years, Kids Unlimited has been building and sustaining programs that get to the heart of the obstacles faced by children in the Rogue Valley. We have been fortunate to learn and grow from our experiences, bringing forward programs with proven success rates. Our recent expansion of the Kids Unlimited Academy is evidence of what we have learned and of our continued commitment to providing the best possible outcomes for our children and youth. The school is using research backed methodologies to create a safe and enriching learning environment that enables our children with the academic and social tools needed to break the destructive cycles that hold our communities back.

On behalf of Kids Unlimited of Oregon, we accept the generous donation of 13 acres of land. This gift will prove to be an extremely valuable resource as we continue to grow and look to leverage new opportunities to empower youth. We intend to use this land for the purpose of developing new facilities for Kids Unlimited and Kids Unlimited Academy as well as a community center and outdoor recreational space that can be utilized by families and youth in the neighborhood. Your donation not only means a great deal to us as an organization, it is a testament to our shared values and the promise that lies ahead when we work together.

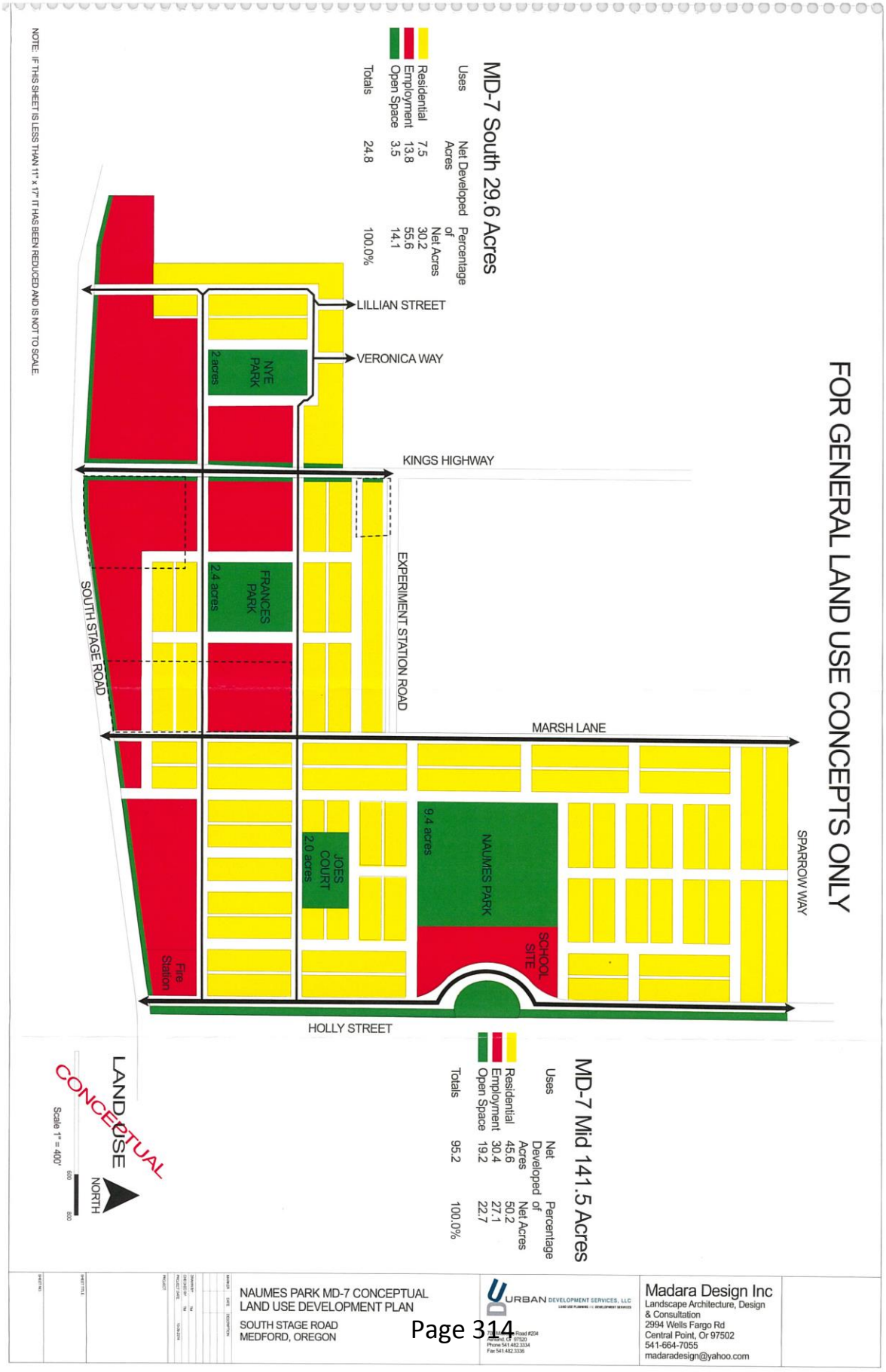
We understand that this donation is subject to the inclusion of urban reserve area MD7 into Medford's Urban Growth Boundary.

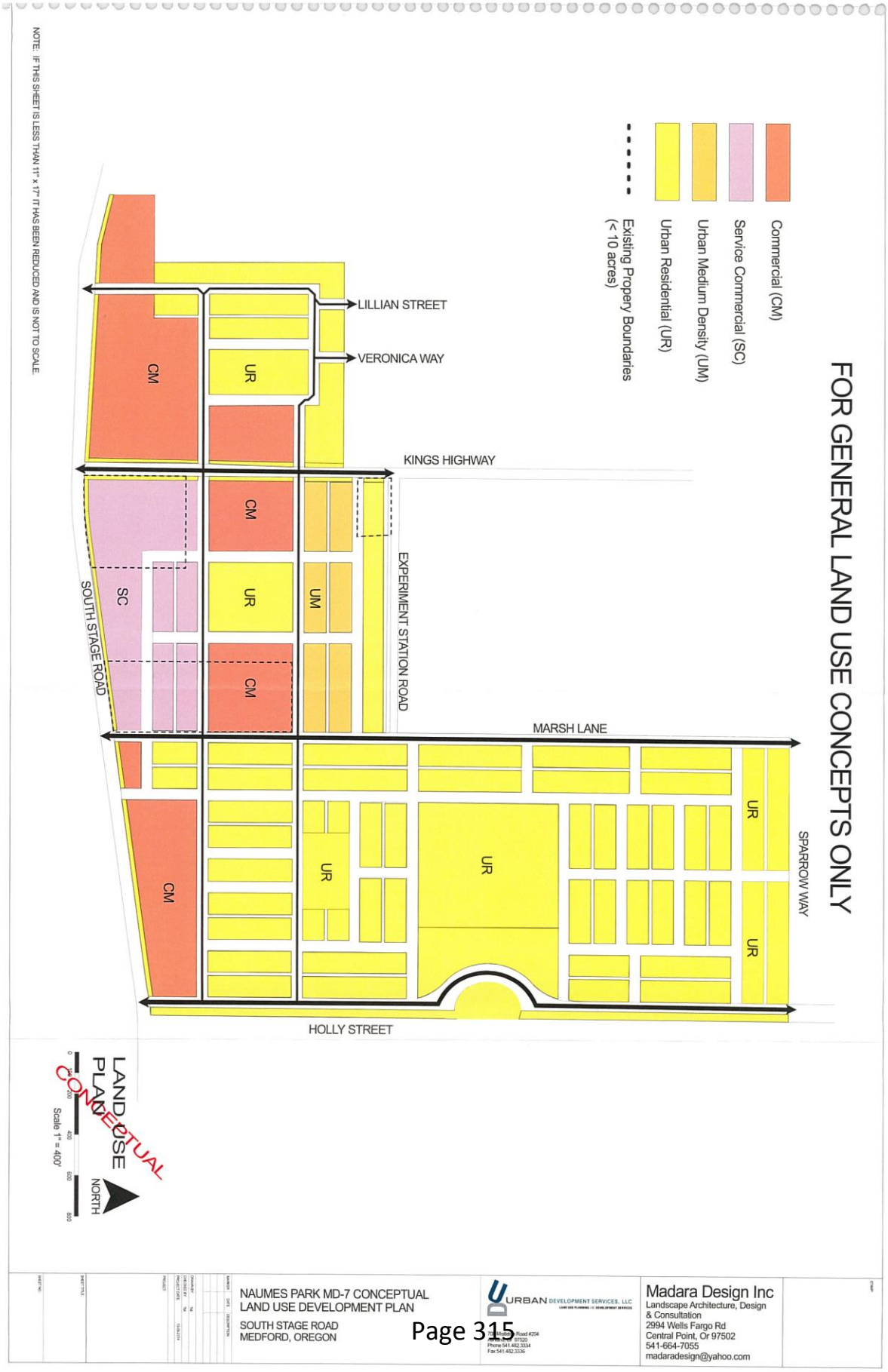
Once again, we thank you for your support and look forward to sharing our successes with you in the future.

Kind Regards,

Tom Cole
Executive Director
Kids Unlimited

Kids Unlimited of Oregon • 821 North Riverside Avenue, Medford, OR 97501 • 541-7743900 • www.kidsunlimitedoforegon.org


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%
LILLIAN STREET
VERONICA WAY
NYE PARK
2 acres
KINGS HIGHWAY
EXPERIMENT STATION ROAD
FRANCES PARK
2.4 acres
SOUTH STAGE ROAD
MARSH LANE
JOES COURT
2.0 acres
NAUMES PARK
9.4 acres
SCHOOL SITE
SPARROW WAY
Fire Station
HOLLY STREET
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%
LAND USE
CONCEPTUAL
NORTH
Scale 1" = 400'
NOTE: IF THIS SHEET IS LESS THAN 11" x 17" IT HAS BEEN REDUCED AND IS NOT TO SCALE.
NAUMES PARK MD-7 CONCEPTUAL
LAND USE DEVELOPMENT PLAN
SOUTH STAGE ROAD
MEDFORD, OREGON
URBAN DEVELOPMENT SERVICES, LLC
Madara Design Inc
Landscape Architecture, Design & Consultation
2994 Wells Fargo Rd
Central Point, Or 97502
541-664-7055
madaradesign@yahoo.com


FOR GENERAL LAND USE CONCEPTS ONLY
Commercial (CM)
Service Commercial (SC)
Urban Medium Density (UM)
Urban Residential (UR)
Existing Propery Boundaries (< 10 acres)
LILLIAN STREET
VERONICA WAY
KINGS HIGHWAY
EXPERIMENT STATION ROAD
SOUTH STAGE ROAD
MARSH LANE
SPARROW WAY
HOLLY STREET
CM
UR
SC
UM
NOTE: IF THIS SHEET IS LESS THAN 11" x 17" IT HAS BEEN REDUCED AND IS NOT TO SCALE.
LAND USE PLAN
CONCEPTUAL
NORTH
Scale 1" = 400'
NAUMES PARK MD-7 CONCEPTUAL LAND USE DEVELOPMENT PLAN
SOUTH STAGE ROAD
MEDFORD, OREGON
URBAN DEVELOPMENT SERVICES, LLC
Madara Design Inc
Landscape Architecture, Design & Consultation
2994 Wells Fargo Rd
Central Point, Or 97502
541-664-7055
madaradesign@yahoo.com

FOR GENERAL LAND USE CONCEPTS ONLY
LILLIAN STREET
VERONICA WAY
KINGS HIGHWAY
EXPERIMENT STATION RD
SOUTH STAGE ROAD
MARSH LANE
SPARROW WAY
HOLLY STREET
LAND USE PLAN
CONCEPTUAL
NORTH
Scale 1" = 400'
NOTE: IF THIS SHEET IS LESS THAN 11" x 17" IT HAS BEEN REDUCED AND IS NOT TO SCALE.
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SOUTH STAGE PARK CONCEPTUAL MASTER PLAN

A Collaborative Neighborhood Planning Effort

CITY OF MEDFORD, URBAN RESERVE AREA (MD-8)
OCTOBER 2014

RECEIVED
OCT 10 2014
PLANNING DEPT.

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LAND USE PLANNING AND DEVELOPMENT SERVICES

October 9th, 2014

City of Medford
Attn: Jim Huber, Planning Director
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

Subject: South Stage Park Conceptual Master Plan – Urban Reserve Area MD-8

The purpose of this document is to assist the City of Medford with future growth decisions, specifically as they relate to Urban Reserve Area MD-8. The document describes the subject area's attributes and land use potential as a comprehensive neighborhood which integrates easily into the City and explains how it could be viewed by the objective observer as a palpable and obvious growth area.

Included with the document is a "conceptual" master plan outlining the basics of a neo-traditional neighborhood pattern, including land use designations, connected streets, central parks and commercial areas – all of which are based on the City's adopted Regional Plan Element (RPS) as well as numerous Comprehensive Plan goals and policies. This plan has been dubbed the "South Stage Park Conceptual Master Plan" for its location along South Stage Road and its focus and centralized location of useable park land.

The conceptual plan as a whole is comprehensive, but its parcels could easily be developed independently with some property owners deferring inclusion and development without impacting the overall integrity of the plan due to the area's abutment with numerous City streets and available infrastructure connections. However, as with most master plan developments that are developed over time and have to contend with market and economic realities, each property owner desiring to develop their property would need to illustrate to the City their plans are consistent with the adopted master plan.

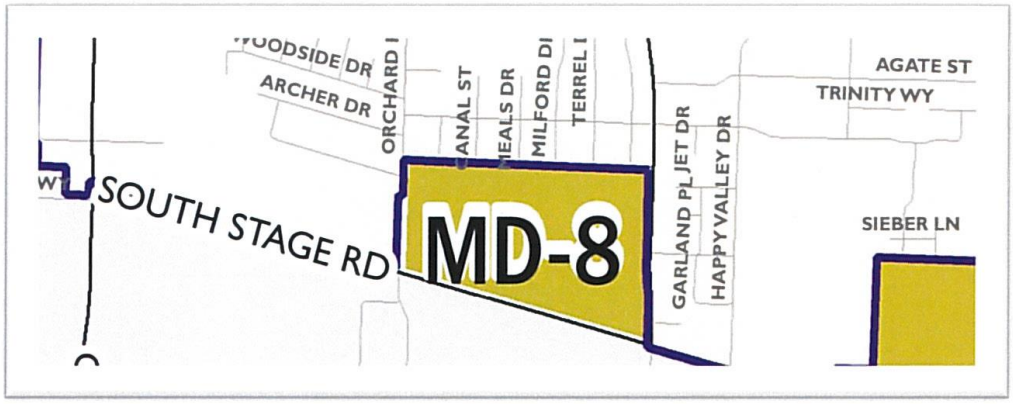
Finally, the design of the conceptual master plan was done in concert with the property owners of MD-7mid and MD-7south (1/3 of mile to the east along South Stage Road and Kings Highway) in order to evaluate the integration of land uses, street connectivity, recreational benefits and civic opportunities for this area of the City. As such, a conceptual master plan was also completed for this area dubbed "Naumes Park" based on the Naumes family's ownership and history in the Rogue Valley. The two plans are independent from each other, but show a resemblance of forethought, philosophy and justification.

Sincerely,

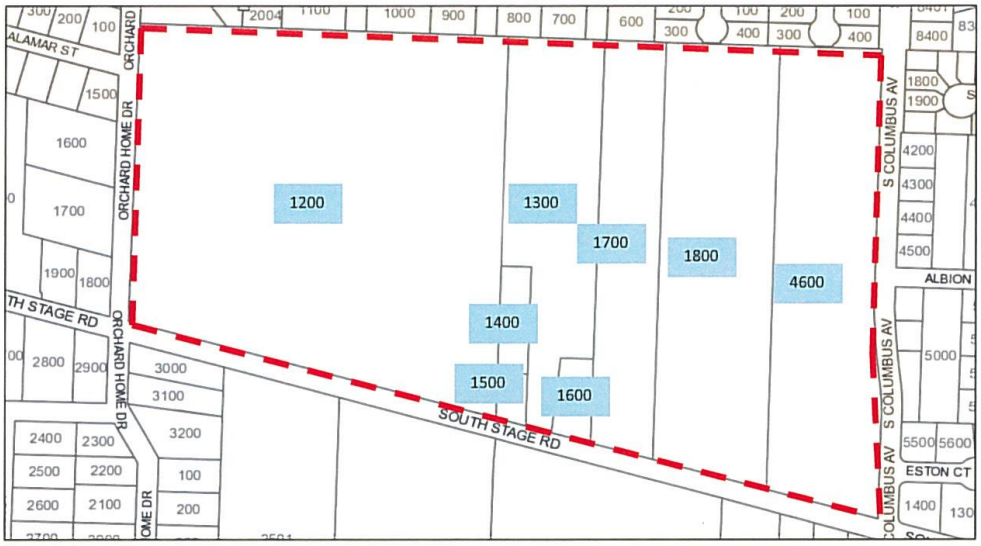
Mark Knox, Principal Planner

INTRODUCTION

This project is a conceptual land use and transportation plan for a 55 acre area consisting of eight parcels within the City of Medford's recently adopted Urban Reserves, referred to as MD-8. The property is generally bound by Orchard Home Drive, South Columbus Avenue and South Stage Road.



A number of property owners of this Urban Reserve Area have joined together and consulted with various land use planning professionals within the Rogue Valley in an attempt to generate a Conceptual Master Plan that not only addresses the intended outcome of the City of Medford's Regional Plan Element for *efficient land use*, *appropriately sized neighborhood services* and *reduced vehicular trips*, but also addresses each property owner's concerns relating to pending changes and livability.



Property Owners:	TL	Acres	%
THOMAS & JACQUELINE MITCHELL	4600	8.72	15.7
FREEL & ASSOCIATES LLC	1800	9.63	17.4
ROBERT & JUDITH FELLOWS	1700	4.96	8.98
DIANA BAUMAN	1300/1600	6.43	11.6
PETE TOOGOOD	1500	.29	.052
ERICA FLYNN	1400	.65	1.17
AYALA FAMILY LLC	1200	24.51	44.4
Total:	**8**	**55.19**	**100%**

Source: Jackson County Assessor Records

With this understanding, the majority of the property owners are collaborating in order to generate a land use and transportation pattern that has long term benefits for their properties, neighbors and the City of Medford. At this preliminary juncture the master plan has been named the ***"South Stage Park Conceptual Master Plan"*** for its location and focus on the large acreage of land dedicated for park land and open space.

PROJECT OBJECTIVES AND OUTCOMES

OBJECTIVES

The South Stage Park Conceptual Master Plan is founded on the following ten land use objectives:

- is efficient with the City of Medford's limited land and energy resources;
- is not heavily reliant upon "public investment" to accommodate infrastructure limitations;

- creates a range of housing opportunities and choices for all of Medford's citizens;
- ensures a mix of uses appropriate for not only the neighborhood, but also outlying areas;
- provides for safe and comfortable transportation options with limited public investment;
- is a "walkable" and bicycle friendly neo-traditional neighborhood;
- can accommodate critical workforce and affordable housing;
- will be a distinctive, attractive and vibrant neighborhood with a strong sense of place;
- strengthens the relationship with the existing neighborhood;
- and provides a "road map" for predictable, fair and cost effective planning.

OUTCOMES

The primary outcomes for the South Stage Park Conceptual Master Plan are:

- The plan provides for a range of housing opportunities and choices which include single-family detached, single-family attached, multi-family and mixed-use housing.
- The plan designates locations for residential, commercial and open space in close proximity to one another.
- The plan will comfortably yield the minimum densities established under the adopted Urban Reserve Management Agreement (URMA).
- The extensive network of streets, alleys, walking paths and bike paths throughout the plan allows many choices for traveling from one location to another; also for connecting to and from surrounding areas and common destinations. In particular, the proposed street connections with the neighboring streets to the north and east will allow safe and convenient access to and from South Medford High School, the new elementary school planned within another Urban Reserve Area MD-7, as well as future commercial services.
- The strategic placement of employment lands along both Orchard Home Drive and South Columbus Avenue provide essential services to this area and surrounding neighborhoods.
- The street and pedestrian connectivity with the adjoining neighborhoods provide for shared use of facilities, alternative transportation choice and seamless mobility.
- The inclusion of alleys provide for human scale design opportunities along the public rights-of-way creating a more walkable and bicycle friendly neighborhood.
- The eventual inclusion of design standards will call out specific elements requiring tree canopied streets, widened sidewalks and architectural details such as building setbacks, directional expression and porch standards.
- The conceptual plan easily integrates with the existing neighborhood for relatively straightforward infrastructure connections and prudent use of existing public investment.
- Because the subject area is flat, it accommodates urban development and a mixture of uses efficiently without excessive earth movement or infrastructure upgrades.
- The plans evident grid presence and central green spaces can promote distinctive and attractive street facades for neighborhood sense of place.
- The plan provides for uncomplicated phasing based on owner or City preference.
- The plan creates a definitive and uniform City edge along South Stage Road.

THE SITE

CURRENT USE

Much of the area's 55 acres is vacant and flat. According to Jackson County Assessor and various on-site visits, the area is comprised of eight tax lots with six single family and three mobile homes. The majority of the homes sit along the edge of South Stage Road and have an average age of 76 years and average size of 1,230 sq. ft. Five of the eight tax lots extend from South Stage Road to the Medford City Boundary line, approximately 1,100 feet. Five of the eight tax lots average 10.73 acres and three .5 acres. The property is generally bound by Orchard Home Drive, South Columbus Avenue and north of South Stage Road. Directly to the north, there are five public City streets abutting the subject properties.

CURRENT ZONING

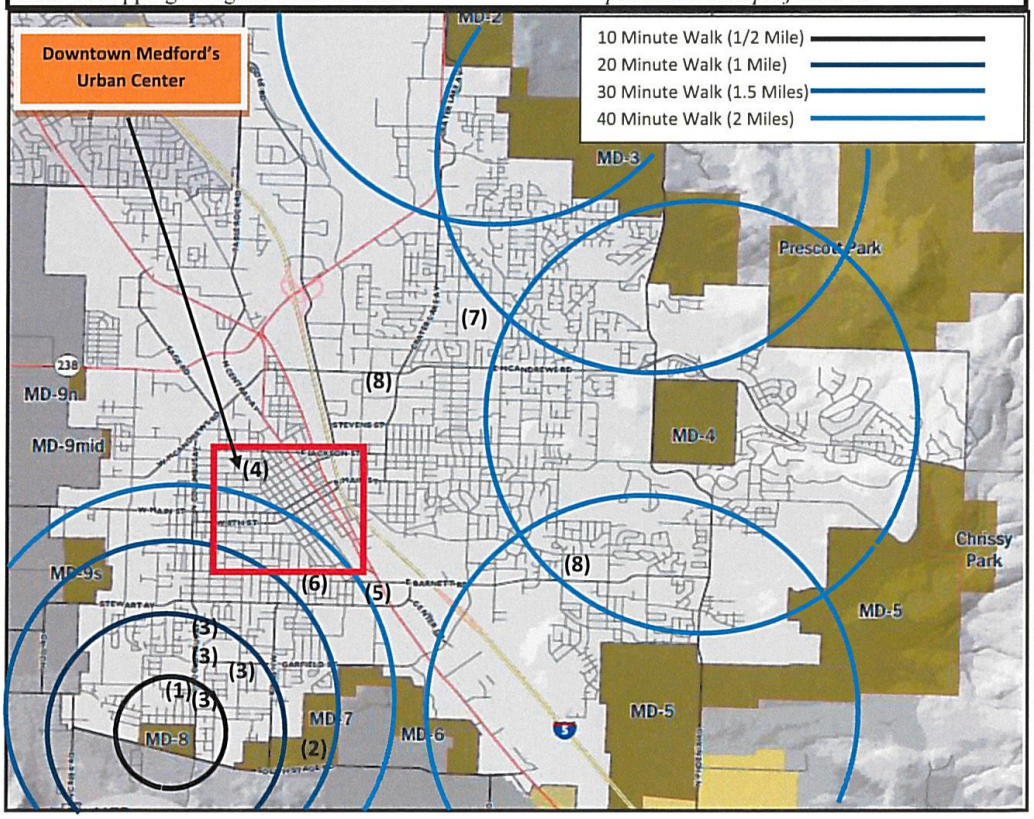
The area is under Jackson County's jurisdiction and zoned RR-00 and EFU.

PHYSICAL ATTRIBUTES

The area is generally flat with a slight 1.5% northeastern slope. The area has limited physical constraints other than a few trees that predominately surround the areas older farmstead houses. Besides the area fronting on South Stage Road, Orchard Home Drive and South Columbus Avenue, there are five residential streets that directly abut into the property: Martin Drive, Terrel Drive, Milford Drive, Meals Drive and Canal Street.

TRANSPORTATION *(based on field tests and mapping services)*

Location	*Walking*	*Biking Time*	*Driving*
(1) South Medford High School	8 minutes	3 minutes	2 minutes
(2) Future School Site	25 minutes	5 minutes	3 minutes
(3) Places of Worship (four < 1 mile)	10 minutes	3 minutes	2 minutes
(4) Downtown Medford	35 minutes	12 minutes	7 minutes
(5) South Gate Shopping Center	40 minutes	15 minutes	10 minutes
(6) Central Medford High School	30 minutes	11 minutes	6 minutes
(7) North Medford High School	-	40 minutes	14 minutes
(8) Hospitals	-	30 minutes	10 minutes
Future Parks and Public Open Space	*planned within project area*		
Future shopping / neighborhood services	*planned within project area*		



URBAN RESERVE AREA COMPARISON

DESCRIPTION	MD-1	MD-2	MD-3	MD-4	MD-5	MD-6
TRANSPORTATION	moderate	moderate	moderate	moderate	poor	excellent
AFFORDABILITY	excellent	excellent	good	poor	poor	excellent
ENVIRONMENTAL	excellent	excellent	moderate	poor	moderate	excellent
AVAILABLE INFRASTRUCTURE	poor	excellent	moderate	excellent	moderate	poor
REQUIRED DENSITY 6.6 - 7.6	excellent	excellent	excellent	moderate	excellent	moderate
NEIGHBORHOOD INTEGRATION	poor	excellent	moderate	moderate	poor	moderate
HOUSING DIVERSITY	poor	moderate	excellent	moderate	excellent	poor

DESCRIPTION	MD-7n	MD-7mid	MD-7s	**MD-8**	MD-9
TRANSPORTATION	excellent	excellent	excellent	**excellent**	excellent
AFFORDABILITY	excellent	excellent	excellent	**excellent**	excellent
ENVIRONMENTAL	excellent	excellent	excellent	**excellent**	excellent
AVAILABLE INFRASTRUCTURE	excellent	excellent	excellent	**excellent**	moderate
REQUIRED DENSITY 6.6 - 7.6	excellent	excellent	excellent	**excellent**	poor
NEIGHBORHOOD INTEGRATION	excellent	excellent	excellent	**excellent**	moderate
HOUSING DIVERSITY	excellent	excellent	excellent	**excellent**	poor

Transportation: Based on distance to employment centers, impacts and costs to existing transportation systems and the dependency on the automobile.
Affordability: Based on Medium Household Income, Census Data, and City of Medford.
Environmental: Based on sloping, riparian, forested, agricultural or other sensitive lands requiring some form of disturbance.
Infrastructure: Based on communication with service providers, adopted City facilities maps and integration into existing neighborhoods.
Required Density: Based on URA's general ability to "independently" accommodate required minimum densities and Comprehensive Plan - Regional Element, 4.1.5.a.
Neighborhood Integration: Based on a "reasonable" ability to integrate into an existing neighborhood and assemble lands or acquire private properties for rights-of-way;
Housing Diversity: Based on the land constraints, infrastructure and transportation abilities to accommodate a variety of housing types and housing incomes.
Note: It should be understood all of the comparisons are based on a compilation of general factors, including industry standards and/or Comprehensive Plan policies.

During the City's recent review of the Transportation System Plan, a qualitative evaluation comparing various Urban Growth Boundary scenarios and their impact of the City's transportation system was completed, *Technical Memorandum #8, June 26th, 2013.* The Technical Memorandum analyzed four growth scenarios:

Baseline Scenario: Assuming growth for "all" of the identified Urban Reserve Areas around Medford with no internal up-zoning;

Scenario 1: Included internal up-zoning *and* expansion of the City's Urban Growth Boundary to the northeast (MD-1, MD-2 & MD-3);

Scenario 2: Included internal up-zoning and expansion of the City's Urban Growth Boundary to the southeast and in limited portions of the southwest (MD-4, MD-5 & MD-6);

Scenario 3: Included internal up-zoning and expansion of the City's Urban Growth Boundary to the east and limited portions in the southwest (MD-5/MD-6 *portions*, MD-7, **MD-8** and MD-9).

SUMMARY OF SCENARIOS

Comparison of the scenarios noted several improvement needs that would be required regardless of the UGB scenario pursued. These are outlined below:

- Need to improve the Phoenix – Foothill connection as high levels of congestion are anticipated. This would likely require a five-lane cross-section from the
- Congestion noted along all northern crossings of I-5: Vilas Road, Crater Lake Highway, and McAndrews Road.
- Moderate to high levels of congestion at and surrounding the I-5 interchanges.
- Columbus Avenue congestion between Stewart and Main Street

Differentiating characteristics between scenarios are summarized below.

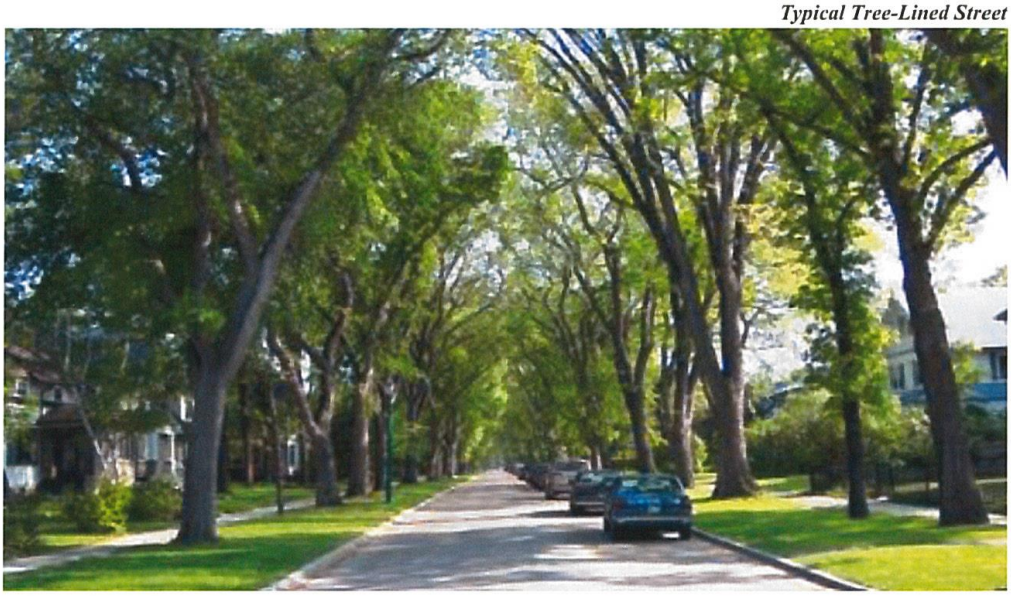
- The Baseline Scenario (all growth external to the existing UGB without upzoning internal lands) would be the most costly scenario to support. *The additional lands required on the City's periphery place a high reliance on the arterial network both in the southeastern and northern portions of the City*.
- Scenarios 2 and 3 provide the lowest costs relative to the other scenarios as improvements are limited to the southeast portion of the City. The improvements in this area would benefit all of the scenarios assessed, and would be implementable given the largely unbuilt areas surrounding these corridors.
- Scenarios 2 and 3 reduce congestion on I-5 and OR 62, where improvements will be very costly or infeasible.
- *Southwestern growth in Scenario 3 presents no additional roadway infrastructure needs as the network in this portion of the City is well established and operating with reserve capacity.* (underlined for emphasis)

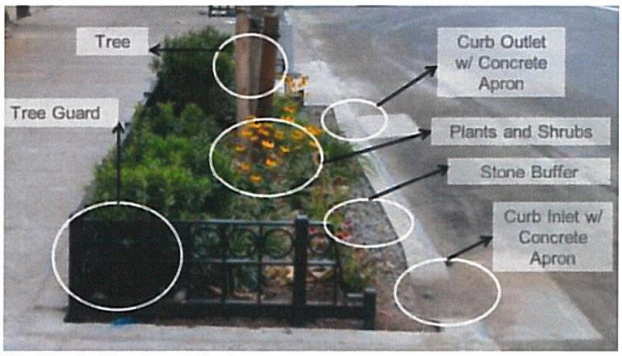
Copied from Technical Memorandum #8, June 26th, 2013

ENVIRONMENTAL OPPORTUNITIES

The general consensus among the MD-8 property owners is the South Stage Park Conceptual Master Plan should incorporate effortless environmental considerations that are affordable and require limited to no maintenance. In this vein, the Master Plan will consider incorporating "green streets" to create opportunities for capturing and infiltrating storm water runoff utilizing standard street designs that incorporate street-side bio-swales (planting strips) and large street trees with wide-spreading canopies for shading. Solar radiant heat is thereby limited and storm water runoff is cooler and naturally treated within the bio-swale prior to entering local streams and other areas of wildlife habitat. Streets of this design often provide a visual indication the street right-of-way serves multiple public purposes, not simply the movement of motor vehicles. The resulting street character is one that is comfortable and inviting.

Typical Tree-Lined Street





Bio-Swale Treatment Designs

PARKS & RECREATIONAL OPPORTUNITIES

> "People need green and open places to go to; when they are close they use them. But if the open spaces are more than three minutes away or greater than a five minute walk, the distance overwhelms the need".
> *A Pattern Language, Christopher Alexander*

The South Stage Park Conceptual Master Plan is designed with multiple parks and open spaces to benefit the project's residents and nearby neighboring property owners who currently have limited access to a local park. In fact, the nearest public park is Fichtner Mainwaring Park along Stewart Avenue located over two miles from this area. The absence of a park or open space was clearly on the minds of the Medford Planning Staff, Planning Commission and City Council when the Urban Reserve Area's were incorporated into the City's Comprehensive Plan which identified 29% of its 53 acres as "open space" (15.37 gross acres).

As illustrated within the South Stage Park Conceptual Master Plan, the ability to accommodate the open space can be easily achieved and designed so that its location is central to the neighborhood allowing a majority of the residents a close relationship with the park and thereby increase livability, sense of pride, natural surveillance and property values.

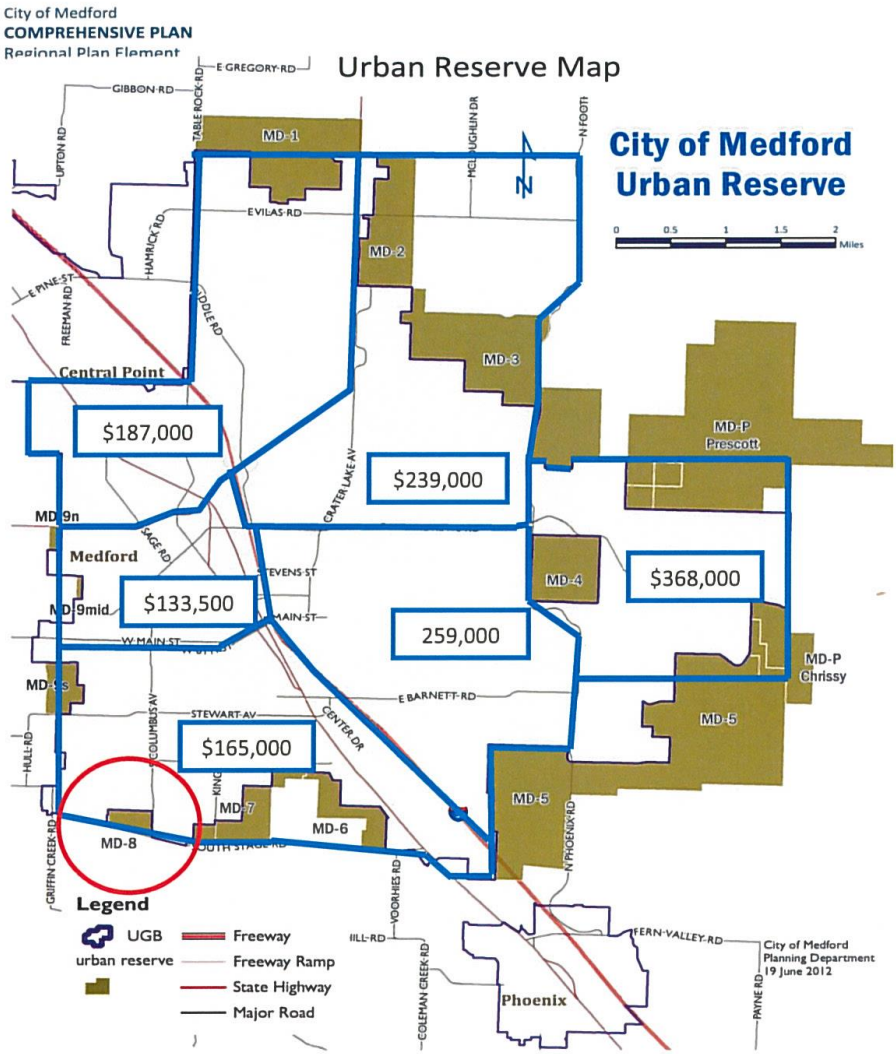
The Plan also identifies various open-space pocket parks, pedestrian connections and pathways integrated into the neighborhood. The smaller open spaces are intended to provide easy and direct movement *to and through* the area to encourage walking and biking and thereby mitigate reliance on the automobile. Further, the smaller open spaces are located in strategic areas, such as those abutting existing street rights-of-way to the north (Martin Drive, Terrel Drive and Meals Drive), as not all of those streets are necessary for vehicular connectivity, but essential for pedestrian and bike connectivity (for current and proposed neighborhood).

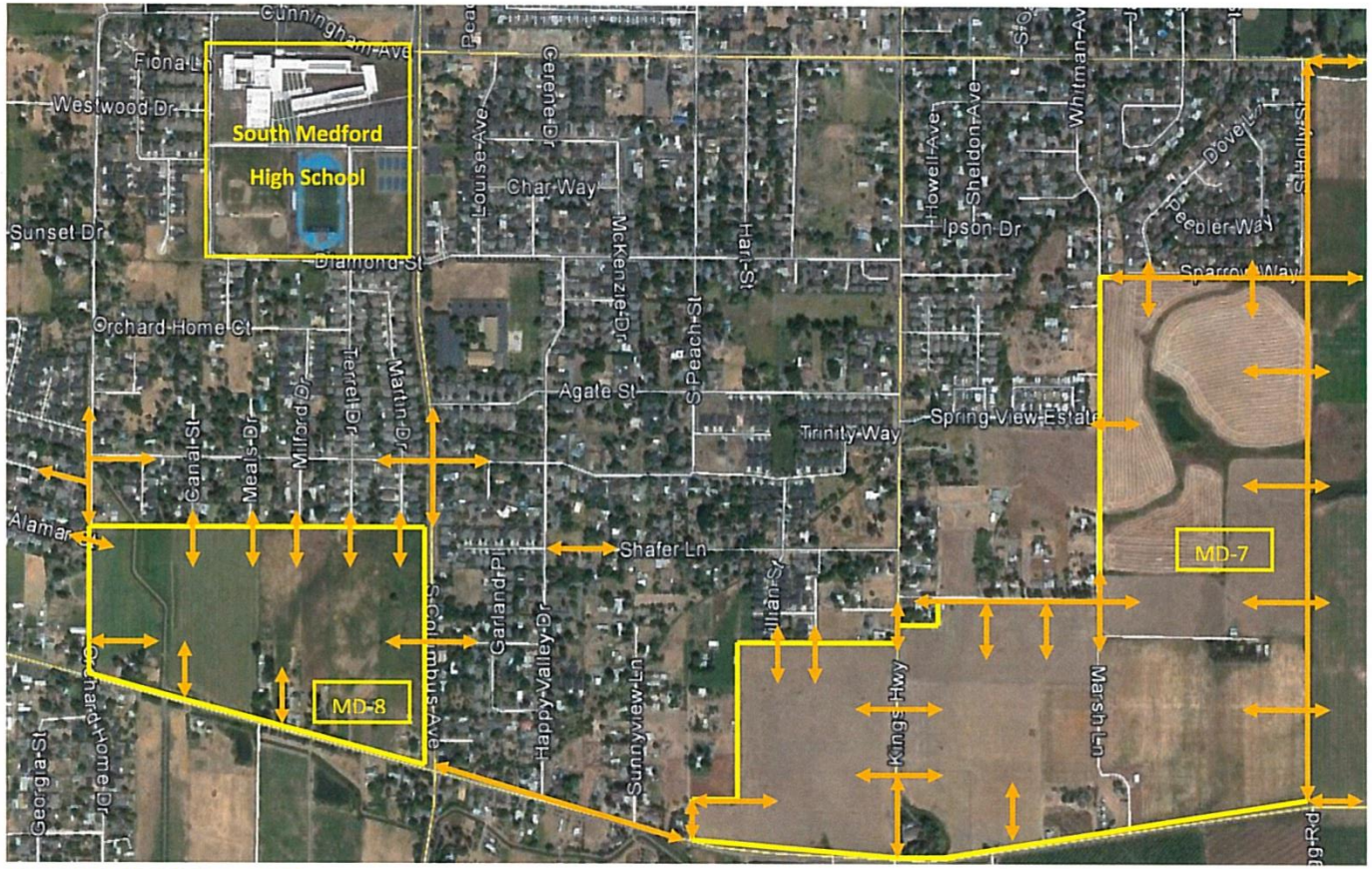
A "MODAL EQUITY" PLAN

The underlying theme of the South Stage Park Conceptual Master Plan is "modal equity" or the premise there is equal consideration of all travel modes (vehicular, emergency services, bicycle and pedestrian). Through this concept, in addition to the tree lined streets, strategic placement of open spaces and the incorporation of neighborhood commercial uses, a well designed and integrated network of streets and pathways can reduce dependency on the automobile and limit pressure on adjoining collector and arterial streets.

AFFORDABILITY

The illustration below shows the Median Sale Prices in the City of Medford based on proximity to adopted Urban Reserve Areas. The study was conducted in September 2014 by a local real estate firm who evaluated home sales in six general areas around the City in an attempt to give an indication which Urban Reserve Areas are more apt to address the City's numerous Housing Element policies and Consolidated Plan goals for obtaining necessary affordable housing.





NETWORK OF STREETS

The above photo illustrates the multitude of "possible" street and pedestrian connections for not only the South Stage Conceptual Master Plan area (MD-8), but also MD-7 to the east. 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 of travel and improve existing air quality problems*" (Adopted Medford Transportation System Plan, Chapter 13).

AGRICULTURAL USE

The State of Oregon's Statewide Planning Goals, specifically Goal 14 (Urbanization), played a significant role in the evaluation of the City's adopted Urban Reserve Areas. The purpose of Goal 14 is "*To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities*". The proposed South Stage Conceptual Master Plan strongly contends it's in compliance with the goal, but it should also be clear to the decision makers, this area was analyzed for its viability for valued farm land by the Resource Lands Review Committee (RLRC) which contended since this area was surrounded by intense urbanization on three sides with South Stage Road on its fourth side, it was predominately an exception area and concluded this area suitable for development.

PLANNED DENSITIES

The City's adoption of the Regional Plan Element into its Comprehensive Plan included a percentage of land use types for each Urban Reserve Area with the intent to provide a mixture of uses the City deemed necessary to support existing and future demands for that area of the City. In this particular case, the MD-8 Urban Reserve Area is to be *49% Residential*, *29% Open Space* and *22% Employment*. The attached Conceptual Master Plan graphically illustrates the required land use percentages and includes a street system of how the land could be developed consistent with the Regional Plan Element and other policies of the City's Comprehensive Plan.

Of the approximate 55 acres within the MD-8 Urban Reserve Area, less an approximate 22% – 25% of the land area set aside for new or widened rights-of-way, the resulting acreage, based on the three land use types would be:

Residential = 49%	Open Space = 29%	Employment = 22%
26.95 gross acres	15.95 gross acres	12.1 gross acres
20 net acres	11.5 net acres	9 net acres

The adopted Regional Plan Element also included a "minimum dwelling units per acre" requirement in Section 4.1.5. requiring Urban Reserve Areas, as well as Urban Growth Boundary Areas when annexed into the City to accomplish a minimum number of dwelling units per gross acre (unless off-set by increased densities within existing City limits), of *6.6 dwelling units from 2010 to 2035 and 7.6 dwelling units from 2036 to 2060*.

Residential = 49%
26.95 gross acres
20 net acres
2010 – 2035 (6.6) = 132
2036 – 2060 (7.6) = 152

Based on the planned densities noted above, the MD-8 Urban Reserve Area would need to achieve an eventual density of 152 units by the end of 2060 in order to comply with the City's adopted expectations. In reality, the above minimum thresholds are very achievable due to a variety of factors which include:

- The MD-8 Urban Reserve Area is virtually level, has numerous existing street connection options and is void of any significant physical constraints;
- Employment Lands within the City of Medford provide for "mixed-use" neighborhoods (live-work developments) which provide for increased density, and a mixture of housing types such as apartments, condominiums, attached and detached single family housing;

As such, because the Conceptual Master Plan is based on a "mixed-use" development pattern and includes multiple pedestrian friendly elements consistent with the 2013 – 2038 Rogue Valley Transportation Plan, it's very likely the densities will range between 9.3 and 10 dwelling units within the "residential" area alone and can easily increase to 12 to 14 dwelling units even when considering a "*low to moderate*" residential mixed-use pattern within the "commercial" areas.

Residential Land Area = 49% 20 net acres "Minimum" 2010 – 2035 (6.6) = 132 "Minimum" 2036 – 2060 (7.6) = 152	Conceptual Plan "residential area only" (9.3) = 186 (10) = 200	*Mixed-Use Development* 9 net acres *Low: 3 d/u acre = 27 **Moderate Low: 6 d/u are = 54
Total Possible Dwellings within MD-8 Conceptual Plan Area = 213 – 254 (*10.65 / **12.7 per acre)		

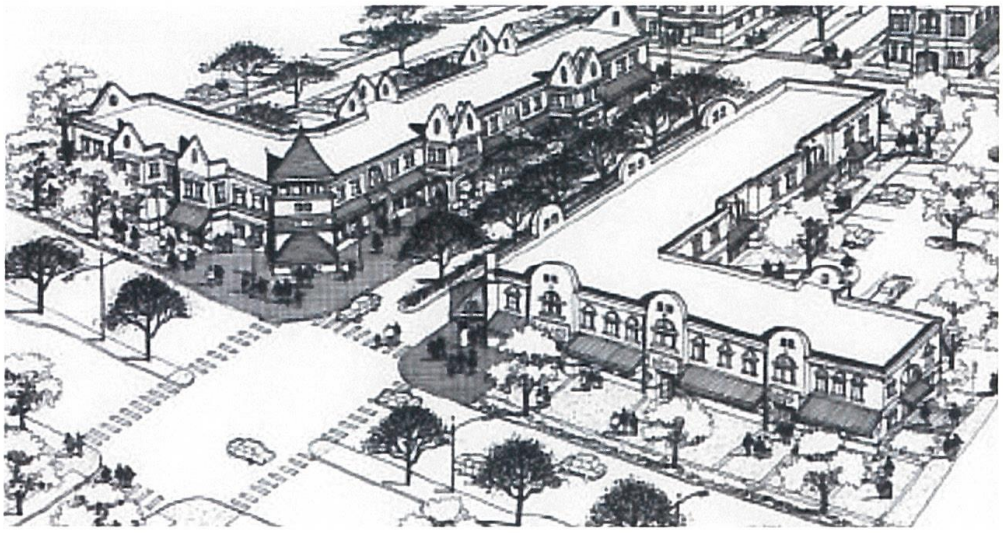
Based on a range of housing types, multiple transportation connections and available public facilities, this Urban Reserve Area can comfortably accommodate additional densities beyond the required minimums without compromising livability or neighborhood context if needed and thereby retain the City's ability to reduce density in more sensitive areas such as those identified in the recent Urban Growth Boundary Amendment project (Internal Study Area) or other adopted Urban Reserve Areas.

COMMERCIAL MIXED-USE NEIGHBORHOOD

One of the primary purposes of the Conceptual Master Plan is to graphically convey to the decision makers, staff and neighbors how this particular Urban Reserve Area could easily be incorporated into the existing neighborhood pattern and also address the various requirements established by the Regional Plan Element. As with the "minimum" residential density requirements explained previously, this would also include the area's obligation to meet its nine plus acres of "employment" land. In this regard, the Conceptual Master Plan divides the nine acres into two distinct areas along South Stage Road - one along South Columbus Avenue and the other Orchard Home Drive for the purpose of diversifying vehicular trip generation, limiting external vehicular trips to major street corridors, encouraging local pedestrian and bicycle trips,

reducing vehicular miles traveled and maintaining livability for surrounding residents and the residents within the mixed-use neighborhood center.

The overall design and scale of the South Stage Park Neighborhood Commercial Center is intended to be generally compatible with its surroundings with the understanding that commercial and employment uses within the area will be new to this area. With that said, the site's two commercial gateway locations lend itself to a mixture of uses that can blend into the context of the existing neighborhood and produce economic development through job growth as intended with the adopted Regional Plan Element. In this vein, at the time of Annexation, the application should include zoning regulations, an economic development report and design standards relating to appropriate building heights, use of materials, parking standards, etc.



SEGMENT PLANNING

The majority of the South Stage Park Conceptual Master Plan acreage is owned by five property owners controlling roughly 98% of the area. The remaining 2% is comprised of smaller tax lots along South Stage Road presently shown on the plan as being residential. In this regard, the property configurations are such the plan is *not* dependant on any specific parcel to develop or owner to agree. In general, as long as the City of Medford ensures coordination and consistency with the Conceptual Master Plan or any "adopted" modified version thereof, the development of these areas will most likely depend upon an owner's preference, market demand, City land inventories or infrastructure availability.

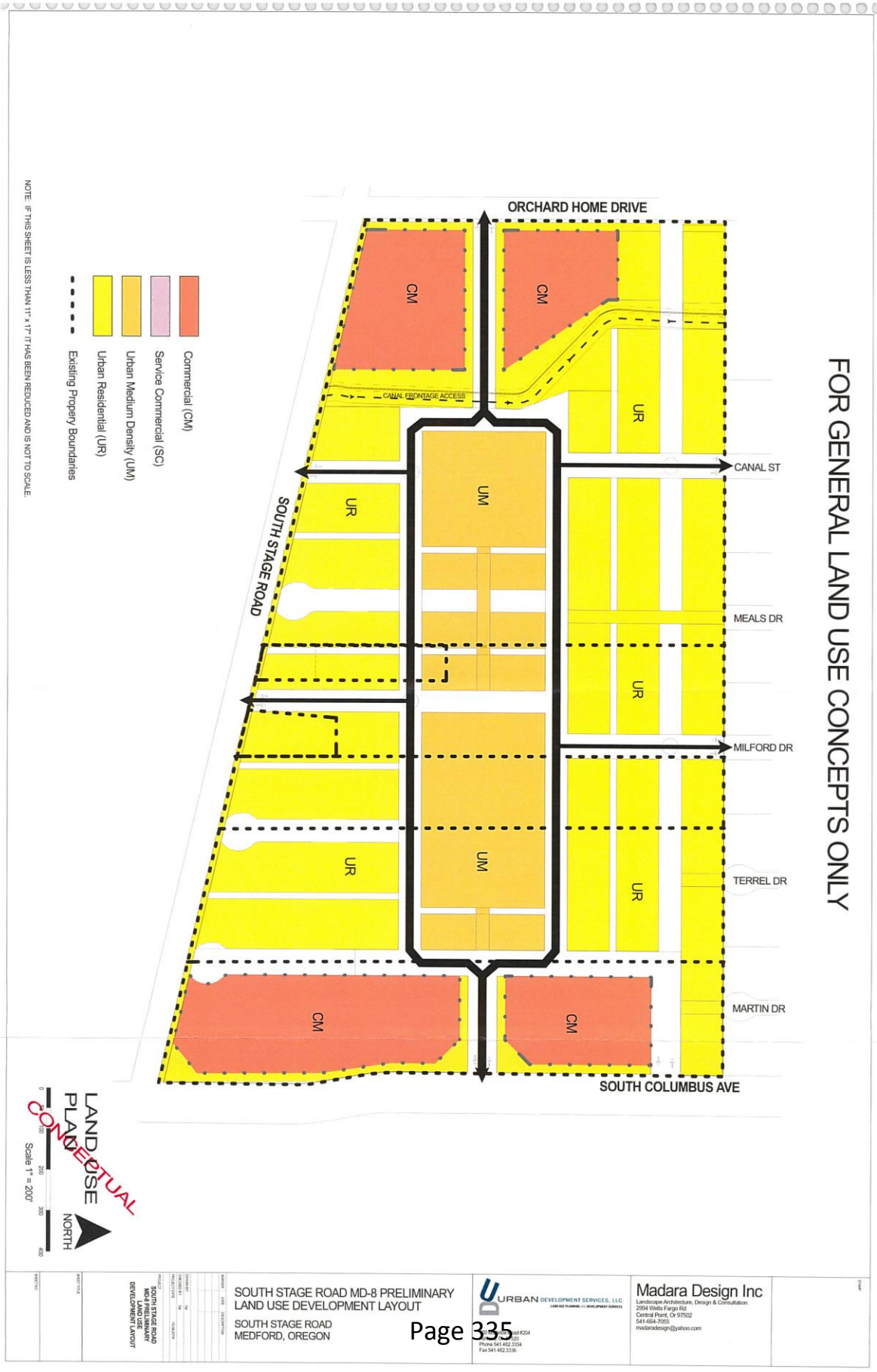
CONCLUSSION

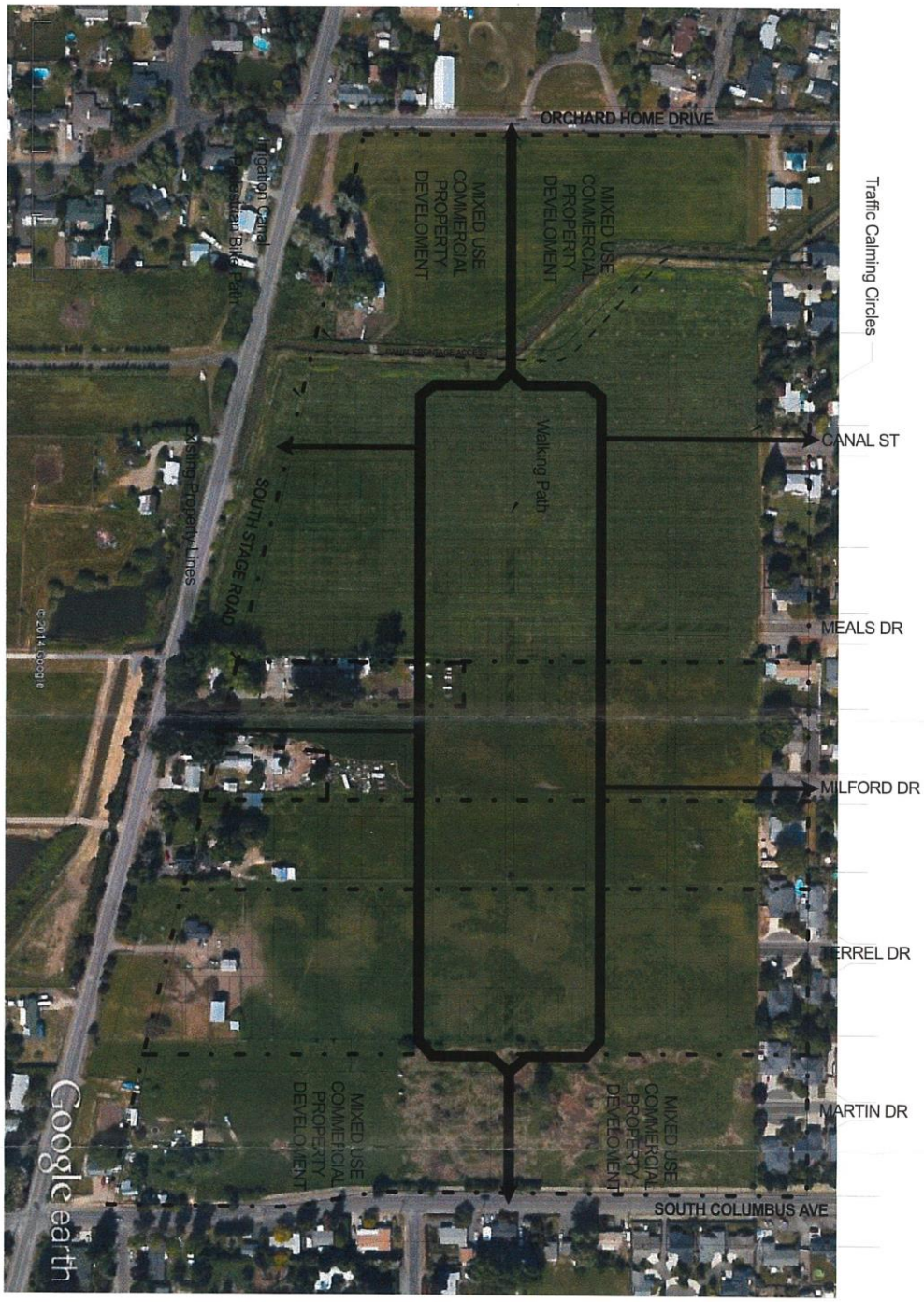
The adoption of the Greater Bear Creek Regional Problem Solving Plan (RPS) in 2013 was multifaceted involving many complexities relating to growth management for not only the City of Medford, but the Rogue Valley in general. This effort involved many public agencies, 100's of participants resulting in 1,000's of communications by participants and decision makers that were asked to look beyond self interest, but instead the valley as a whole. In simple terms, the decision makers were asked "How do we intend to accommodate the expected *doubling* of the valley's population and what will it look like?"

The effort put forth herein illustrates how this particular Urban Reserve Area could accommodate a portion of that growth in a compact form resulting in a dynamic neighborhood that addresses the State of Oregon's Land Use Planning Goals, the City of Medford's Comprehensive Plan Policies and the underlying intent of RPS. Nevertheless, the plan is conceptual and would require additional data to be compiled, ownership issues to be resolved and local legislative action to be adopted which the current property ownership has no control over.

That said, it's not too difficult to imagine this concept plan or a similar concept plan that results in the same objectives described herein.

- is efficient with the City of Medford's limited land and energy resources;
- is not heavily reliant upon "public investment" to accommodate infrastructure limitations;
- creates a range of housing opportunities and choices for all of Medford's citizens;
- ensures a mix of uses appropriate for not only the neighborhood, but also outlying areas;
- provides for safe and comfortable transportation options with limited public investment;
- is a "walkable" and bicycle friendly neo-traditional neighborhood;
- can accommodate critical workforce and affordable housing;
- will be a distinctive, attractive and vibrant neighborhood with a strong sense of place;
- strengthens the relationship with the existing neighborhood;
- and provides a "road map" for predictable, fair and cost effective planning.


FOR GENERAL LAND USE CONCEPTS ONLY
ORCHARD HOME DRIVE
CANAL ST
MEALS DR
MILFORD DR
TERREL DR
MARTIN DR
SOUTH COLUMBUS AVE
SOUTH STAGE ROAD
CANAL FRONTAGE ACCESS
CM
UR
UM
Commercial (CM)
Service Commercial (SC)
Urban Medium Density (UM)
Urban Residential (UR)
Existing Propery Boundaries
NOTE: IF THIS SHEET IS LESS THAN 11" x 17" IT HAS BEEN REDUCED AND IS NOT TO SCALE.
LAND USE PLAN
CONCEPTUAL
NORTH
Scale 1" = 200'
SOUTH STAGE ROAD MD-8 PRELIMINARY LAND USE DEVELOPMENT LAYOUT
SOUTH STAGE ROAD
MEDFORD, OREGON
URBAN DEVELOPMENT SERVICES, LLC
Madara Design Inc
Landscape Architecture, Design & Consultation
2994 Wells Fargo Rd
Central Point, Or 97502
541-664-7055
madaradesign@yahoo.com



FOR GENERAL LAND USE CONCEPTS ONLY

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

LAND USE PLAN

CONCEPTUAL

NORTH

0 100 200 300 400

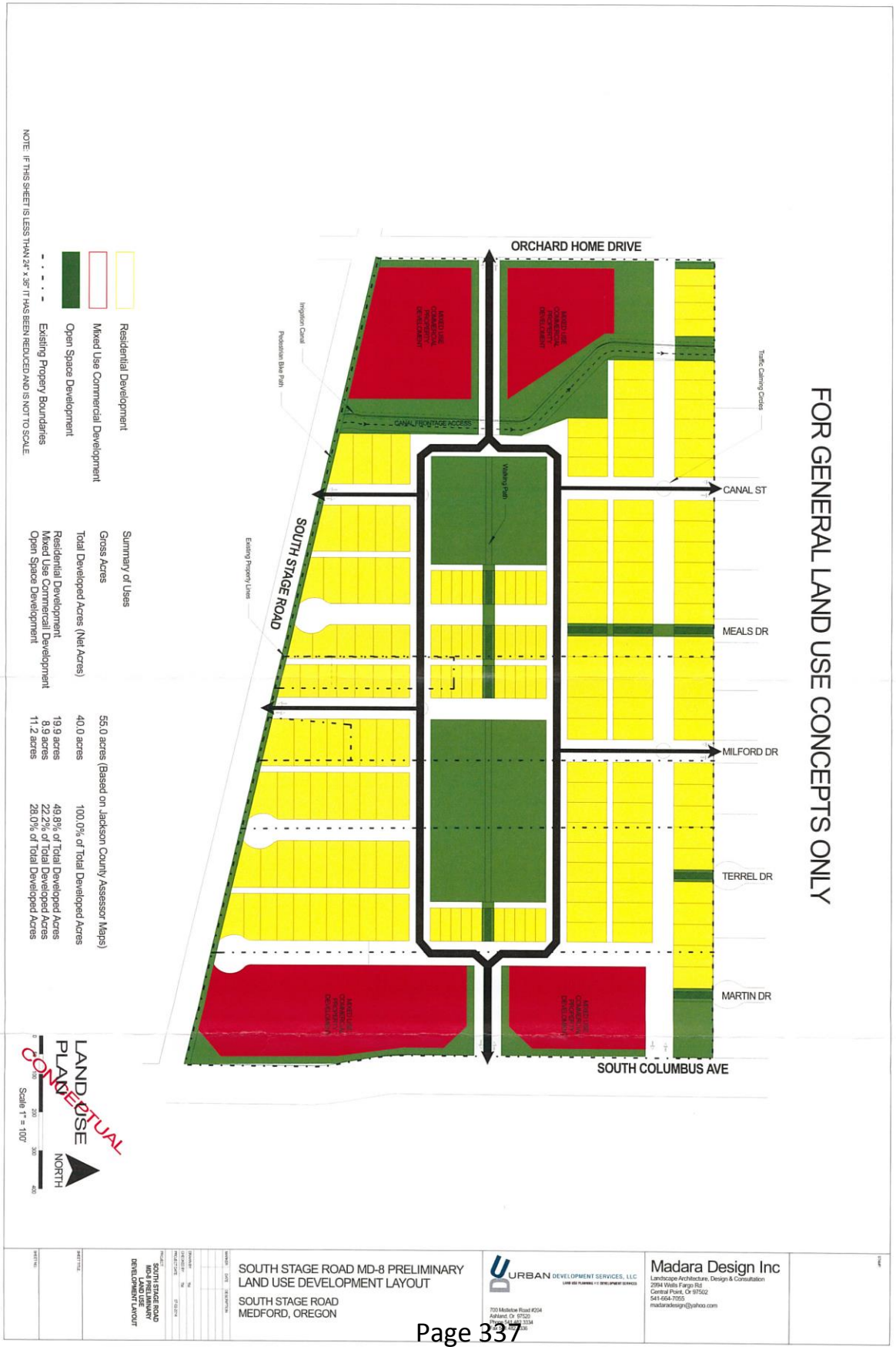
Scale 1" = 200'

SOUTH STAGE ROAD MD-8 PRELIMINARY LAND USE DEVELOPMENT LAYOUT

SOUTH STAGE ROAD
MEDFORD, OREGON

URBAN DEVELOPMENT SERVICES, LLC
LAND USE PLANNING AND DEVELOPMENT SERVICES
Phone 541.482.3334
Fax 541.482.3336

Madara Design Inc
Landscape Architecture, Design & Consultation
2994 Wells Fargo Rd
Central Point, Or 97502
541-664-7055
madaradesign@yahoo.com


FOR GENERAL LAND USE CONCEPTS ONLY
ORCHARD HOME DRIVE
CANAL ST
MEALS DR
MILFORD DR
TERREL DR
MARTIN DR
SOUTH COLUMBUS AVE
SOUTH STAGE ROAD
Traffic Calming Circles
Irrigation Canal
Pedestrian Bike Path
Walking Path
Existing Property Lines
CANAL FRONTAGE ACCESS
MIXED USE COMMERCIAL PROPERTY DEVELOPMENT
Residential Development
Mixed Use Commercial Development
Open Space Development
Existing Propery Boundaries
NOTE: IF THIS SHEET IS LESS THAN 24" x 36" IT HAS BEEN REDUCED AND IS NOT TO SCALE.
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
LAND USE PLAN
CONCEPTUAL
NORTH
Scale 1" = 100'
SOUTH STAGE ROAD MD-8 PRELIMINARY LAND USE DEVELOPMENT LAYOUT
SOUTH STAGE ROAD
MEDFORD, OREGON
URBAN DEVELOPMENT SERVICES, LLC
700 Medstone Road #204
Ashland, Or 97520
Phone 541-488-3334
Madara Design Inc
Landscape Architecture, Design & Consultation
2994 Wells Fargo Rd
Central Point, Or 97502
541-664-7055
madaradesign@yahoo.com

RECEIVED
MAR 02 2015
PLANNING DEPT.

Dunbar S. Carpenter
4365 SW Patrick Place
Portland, OR 97239

February 25, 2015

Medford Planning Commission
Attn: James E. Huber, AICP, Planning Director
Attn: Joe Slaughter
200 South Ivy Street, Room 240
Medford, OR 97501

Re: Medford Urban Growth Amendment
MD-3 Coker Butte Property
Tax Lots 300, 700, 800, 900

Dear Members of the Planning Commission:

I am the owner of a parcel of land that is part of MD-3 within the within the City of Medford's Urban Reserve. I respectfully request the land be included in Medford's 2015 Urban Growth Boundary amendment.

The parcel consists of 73 acres of land in rectangular form bordered on the north by Coker Butte Road and on the south by the planned extension of Owen Drive. The terrain slopes gently away to the south, and is roughly a half-mile in length (north-south) and a quarter-mile in width. It contains approximately five acres of wetland along its southern boundary which includes Garrett Creek and a holding pond historically used for irrigation and frost control in a pear orchard. An aerial view of the property is attached to this letter as Exhibit A. A concept plan with current and proposed GLUP designations is attached as Exhibit B.

I am interested in developing this property as soon as it is economically feasible to do so.

The property has the following attributes which make it desireable to include in the Urban Growth Boundary amendment:

1. The property has been recommended by Planning Staff for inclusion in the Urban Growth Boundary as part of the current amendment process.

2. The property touches Medford city limits on both its western and southern borders.

3. This land is a gateway property, in that it would need to be included within the UGB in order to bring properties further East in MD-3 into the UGB. The Planning Staff has recommended such properties be part of Medford's developable inventory. (See Exhibit B).

4. This land would be well suited for a mixture of urban residential (UR) and medium density (UM) housing. I accept the proposed GLUP (General Land Use Plan)

designations proposed by the Planning Staff which propose a combination of UR and UM housing development for the property.

5. A recent economic analysis of the Medford area indicates that close to 50 per cent of the population is eligible to purchase housing that does not exceed $300,000 per home. That is a significant housing need for the city. Development of this property would help meet that need.

6. There is a pond of some significance on the south-west corner of the property which is both fed by and discharges into Garrett Creek. There are wetlands adjacent to the pond and the creek. This area would make an attractive park and open-space recreational area for families living on the subject property.

7. Garrett Creek, which flows from east to west, drains a substantial portion of MD-3. I have opened discussions with several neighboring landowners, including Steve Skinner to the East, and Delta Waters Properties, Inc. to the south, about using the pond described above as a storm water retention facility for multiple properties, and there has been considerable interest in collaborating to do so.

8. I have had further discussions with representatives of Delta Waters Properties, Inc., whose property (to the south) is currently inside the UGB and under development, about the possibility of providing an easement along the south western border of my land for the release of storm water from its land into Garrett Creek. Should this easement of approximately 25 by 100 feet be granted and my property be brought into the UGB, we anticipate the easement would be conveyed to the city of Medford as part of the city's storm water infrastructure.

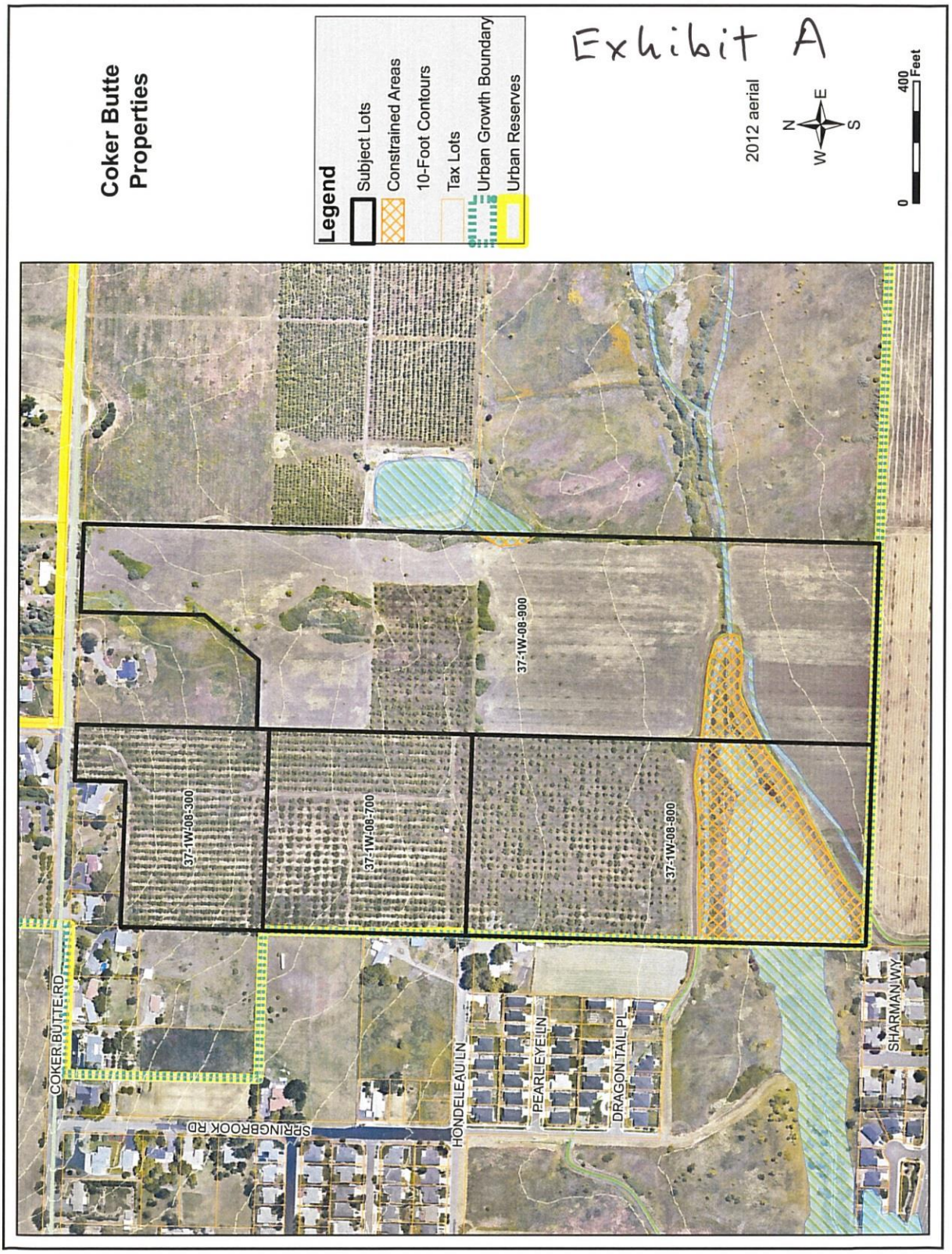
9. Medford's Transfortation Plan provides for the extensions of collector streets to serve the subject property by extension of the existing Hondeleau Lane from the west, providing east-west access, and from Cheltenham Way from the south, providing north-south access up to Coker Butte road. I understand Cheltenham Way is currently part of the planned or platted development of the property to the south owned by Delta Waters Properties, Inc. These two collector streets would each roughly bisect the subject property. Inclusion of the subject property would also facilitate the extension of Owens Drive, a planned major collector street which would touch the southern border of the property.

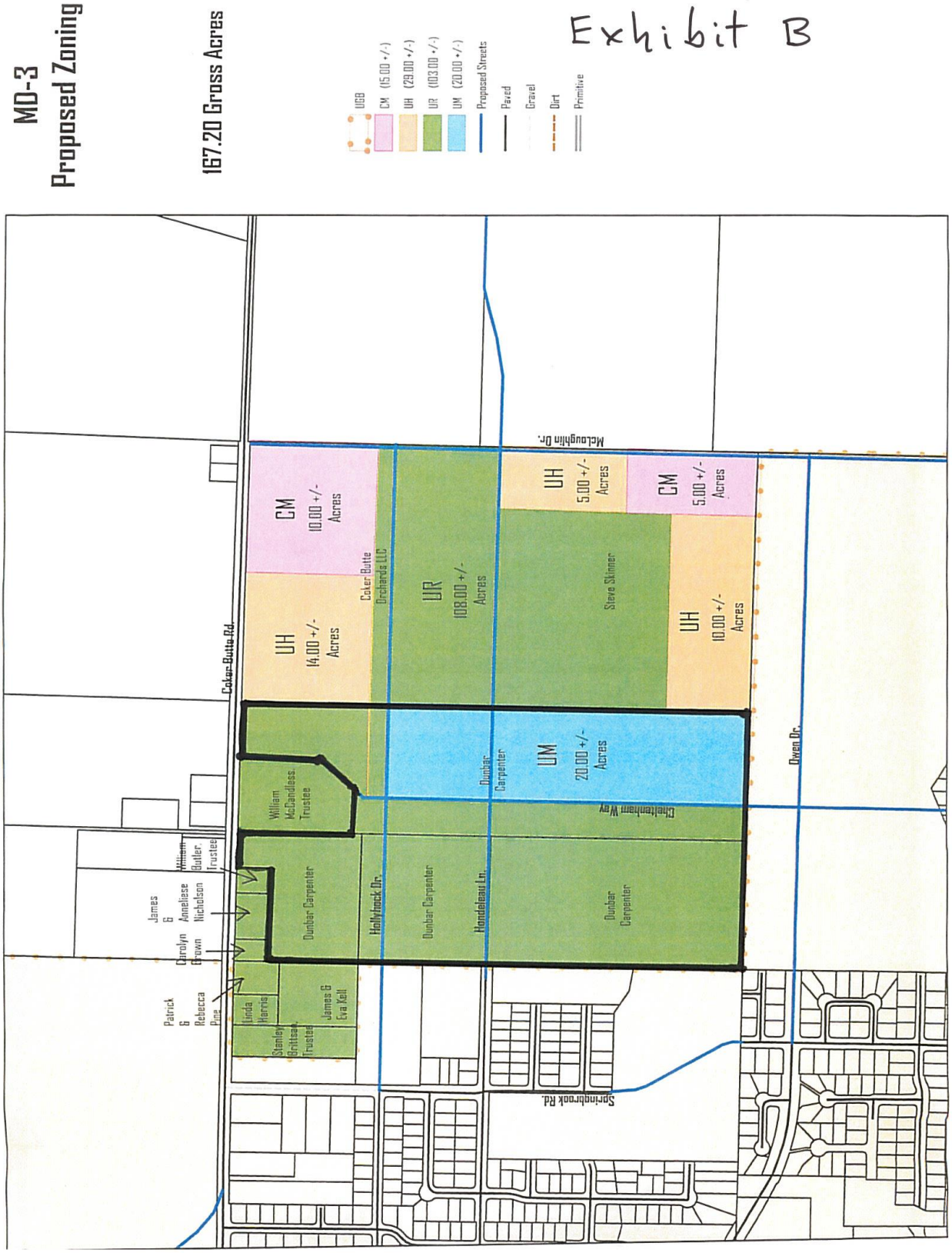
10. This parcel is near an existing elementary school, which along with the anticipated cost of the homes on the site, would make it attractive as a first home purchase opportunity for young families.

Thank you for your attention.

Respectfully submitted,

Dunbar S. Carpenter


Coker Butte Properties
Legend
Subject Lots
Constrained Areas
10-Foot Contours
Tax Lots
Urban Growth Boundary
Urban Reserves
Exhibit A
2012 aerial
N
E
S
W
0
400
Feet
37-1W-08-300
37-1W-08-700
37-1W-08-800
37-1W-08-900
COKER BUTTE RD
SPRINGBROOK RD
HONDELEAU LN
PEARL EYE LN
DRAGON TAIL PL
SHARMAN WY


MD-3
Proposed Zoning
167.20 Gross Acres
Exhibit B
UGB
CM (15.00 +/-)
UH (29.00 +/-)
UR (103.00 +/-)
UM (20.00 +/-)
Proposed Streets
Paved
Gravel
Dirt
Primitive
CM
10.00 +/-
Acres
UH
14.00 +/-
Acres
UR
108.00 +/-
Acres
UH
5.00 +/-
Acres
CM
5.00 +/-
Acres
UH
10.00 +/-
Acres
UM
20.00 +/-
Acres
Coker Butte Orchards LLC
Steve Skinner
Dunbar Carpenter
William McDaniless Trustee
Hollytrack Dr.
Handleaur Ln.
Cheltenham Way
Coker Butte Rd.
McLoughlin Dr.
Owen Dr.
Springbrook Rd.
James & Annelise Nicholson
Carolyn Brown
William Butler Trustee
Patrick & Rebecca Pine
Linda Harris
Stanley Gritsan Trustee
James & Eva Kell

OSU Oregon State University

Capital Planning and Development
100 Oak Creek Building
3015 SW Western Blvd., Corvallis, Oregon 97333
Main Line: 541-737-5412 | **Fax:** 541-737-4810

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MAR 03 2015
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March 3, 2015

Joe Slaughter
Medford Planning Department
200 South Ivy Street
Medford, OR 97501

Dear Mr. Slaughter:

Oregon State University owns a former 21.88 acre agricultural experiment station within the MD-7 area that is currently within the proposed UGB amendment area. The address is 415 Experiment Station Road, Assessors Map 38-1W-06B, Tax Lot 1400. The entire parcel is depicted as 'unbuildable" on the proposed UGB amendment map. We were informed that all public lands were given an "unbuildable" designation for the sake of determining the buildable land supply. OSU's property is primarily agricultural land with no known natural features or other development constraints. If OSU were to sell this property in the future, it would appear to be suitable for urban residential development within the city limits.

We respectfully request that the hatching currently shown on the proposed UGB amendment map for our property be removed as it is suitable for development and OSU may dispose of the property in the future.

If you are unable to make this change administratively, then please enter this letter into the record for the upcoming Planning Commission hearing on March 12, 2015 for their consideration.

Sincerely,

David Dodson, AICP
University Land Use Planning Manager

cc: Nicole Neuschwander, OSU Real Estate and Space Management
Jack Breen, OSU Agricultural Sciences Chief Business Officer
Philip VanBuskirk, Director of S. Oregon Research and Extension Center
Larry Curtis, Associate Dean, College of Agriculture
Bill Boggess, Associate Dean, College of Agriculture

REQUEST FOR THE CENTENNIAL TO BE INCLUDED WITHIN THE CITY'S URBAN GROWTH BOUNDARY

By

ROGUE VALLEY MANOR

RECEIVED
MAR 03 2015
PLANNING DEPT.

Consultants:
Gregory S. Hathaway
Hathaway Koback Connors LLP
Robert H. Foster Consultants

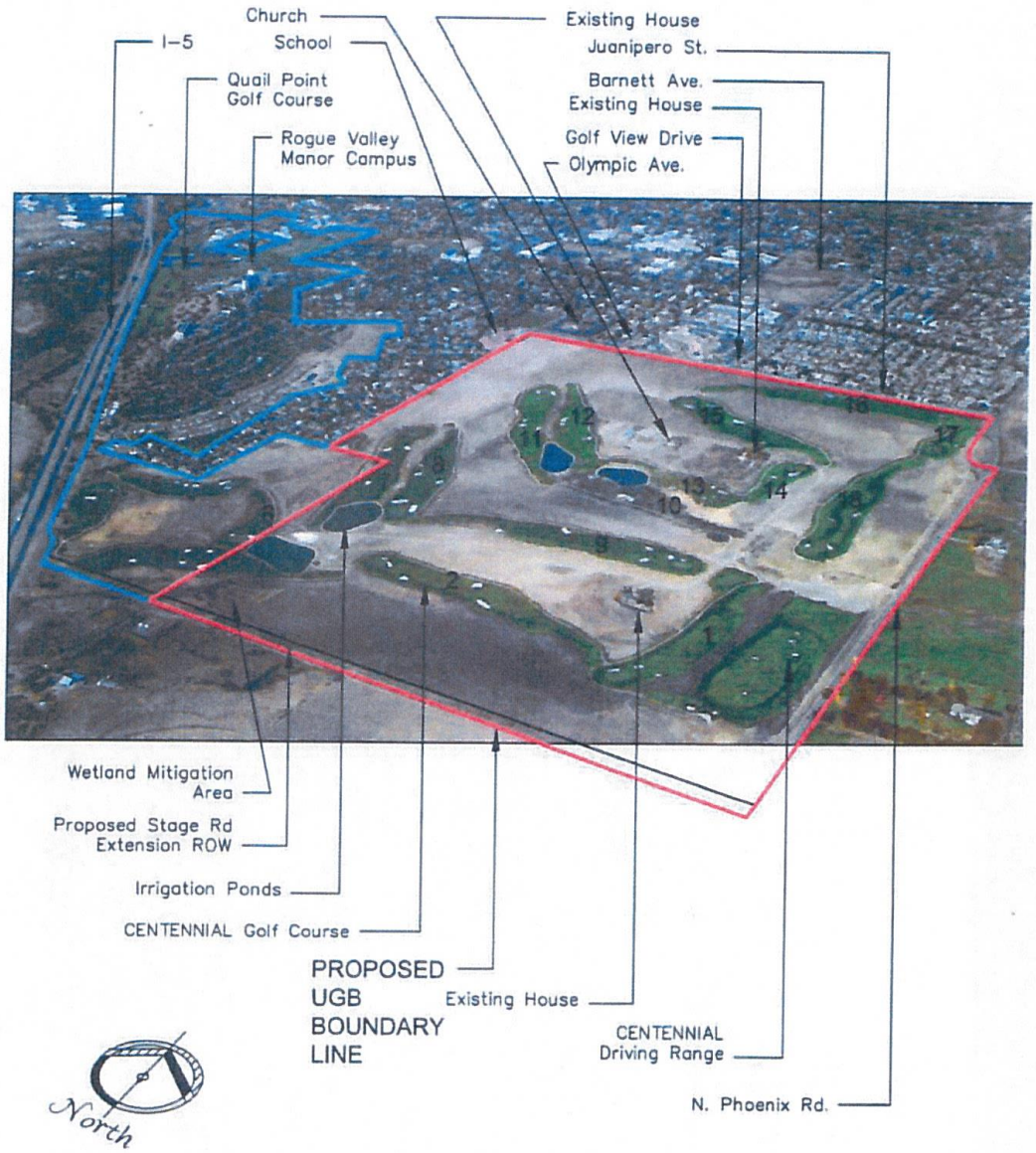
March 2, 2015

REQUEST FOR
THE CENTENNIAL TO BE INCLUDED WITHIN
THE CITY'S URBAN GROWTH BOUNDARY
By
ROGUE VALLEY MANOR

I. Introduction and Request.

Rogue Valley Manor respectfully requests the City to include The Centennial within the City's Urban Growth Boundary ("UGB") when it amends its UGB to meet the City's 20-year need for housing land. The Centennial Property consists of approximately 417 acres located outside and adjacent to the City's UGB in unincorporated Jackson County, and is also located adjacent to the Rogue Valley Manor Campus; Southern Oregon's largest continuing care retirement community. Approximately 41 acres of The Centennial is located within the City. The Centennial Golf Club, an 18-hole championship golf course, is located on the Property. *See* Figure 1, Air Photo of proposed UGB amendment line. The portion of the Property located outside of the UGB has been designated by the City as an Urban Reserve and is part of MD-5.

City staff has recommended that The Centennial Property be included within the City's UGB, but that 120 Acres consisting of golf course fairways be designated as "non-buildable" pursuant to ORS 197.186. *See* Figure 2. ORS 197.186 provides that a local jurisdiction can remove land from its buildable lands inventory subject to those lands being designated as Open Space Land pursuant to ORS 308A.300 to 308A.330. As a result, City staff did not count these 120 acres as "buildable" land allowing an additional 120 acres located elsewhere to be recommended for inclusion within the UGB.



Air Photo Oblique

Stiven Planning & Development
Robert H. Foster Consultants

RVM UGB Amendment

Figure 1

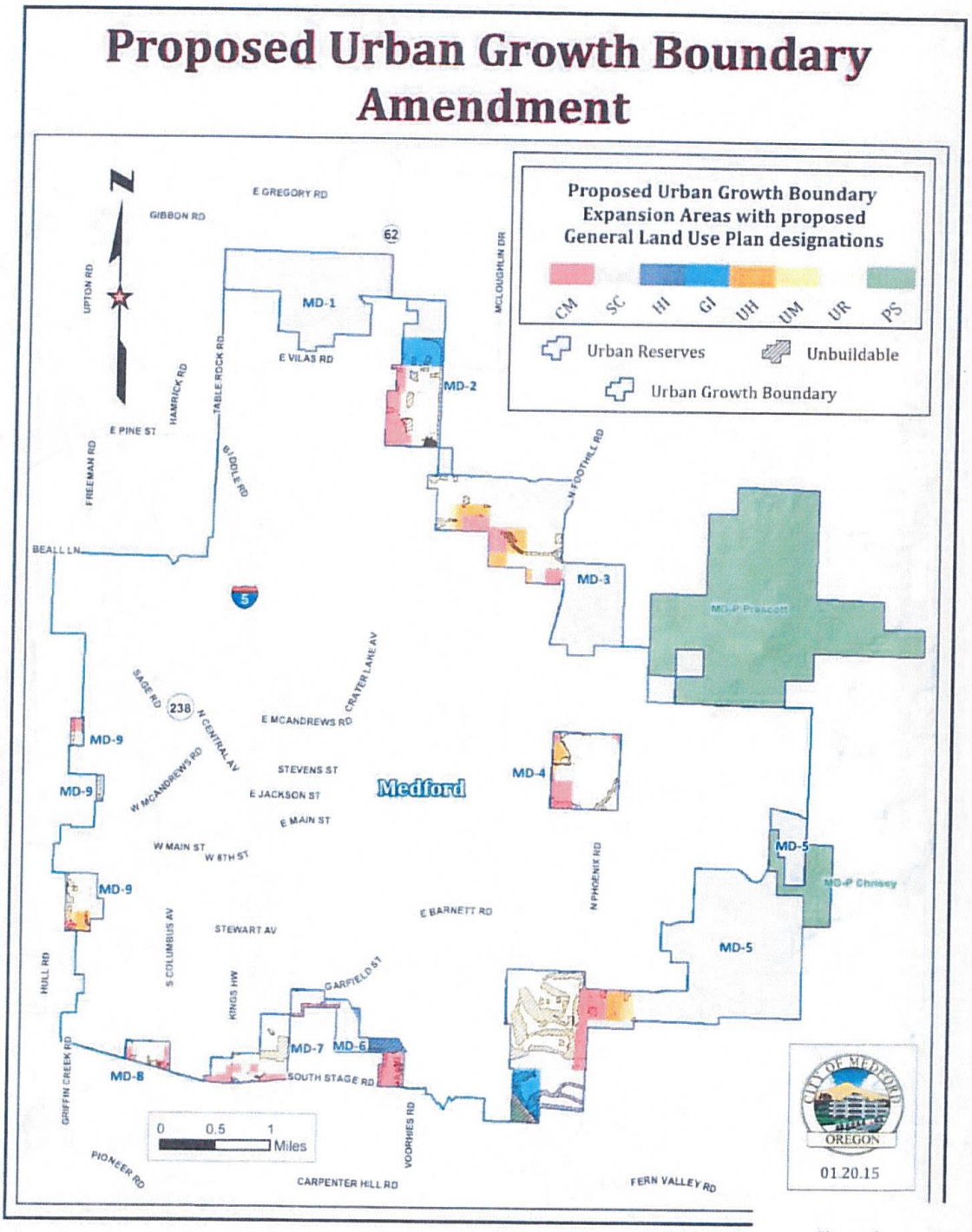
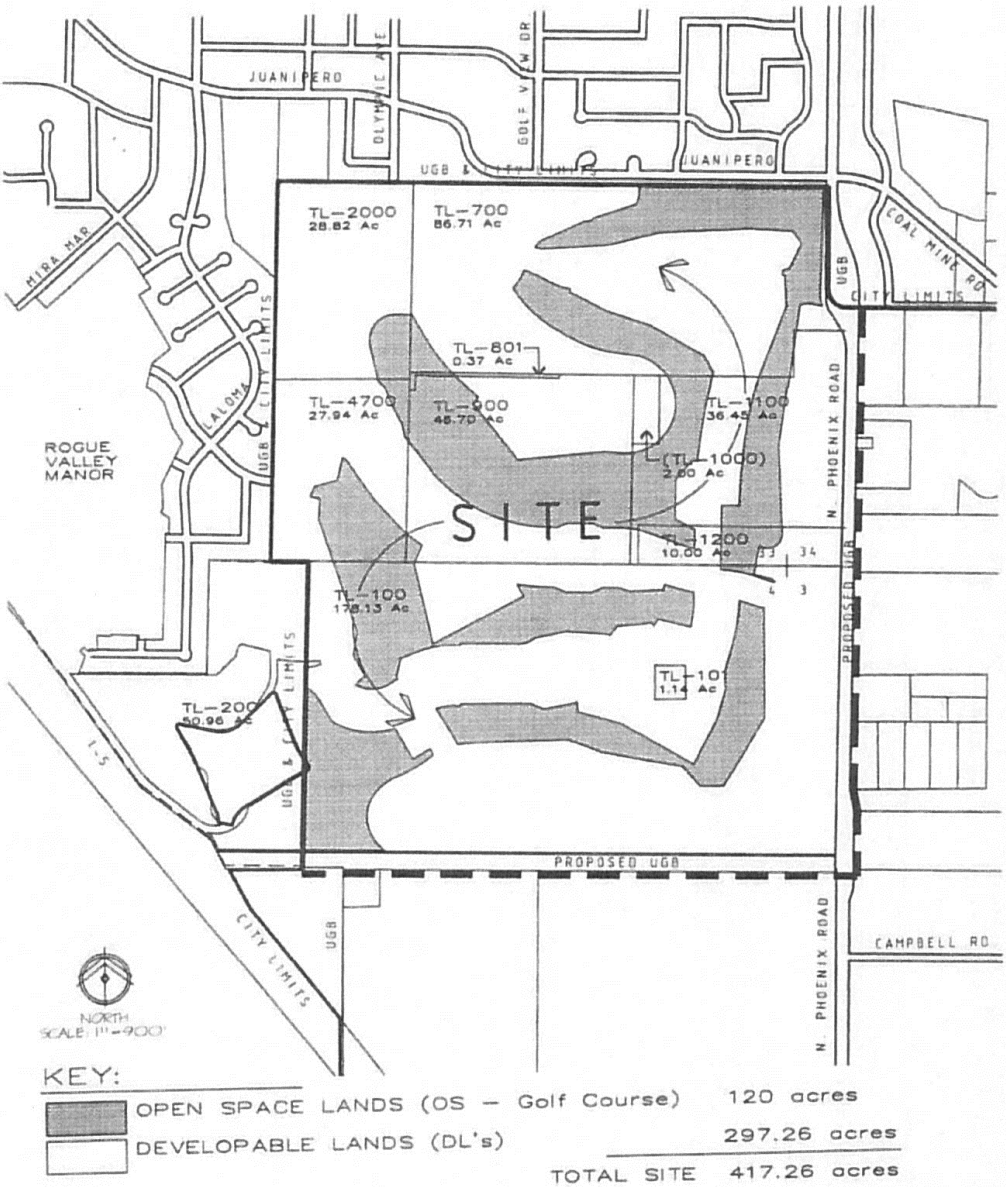

Proposed Urban Growth Boundary Amendment
Proposed Urban Growth Boundary Expansion Areas with proposed General Land Use Plan designations
CM
SC
HI
GI
UH
UM
UR
PS
Urban Reserves
Unbuildable
Urban Growth Boundary
N
E GREGORY RD
GIBBON RD
62
MCLOUGHLIN DR
UPTON RD
MD-1
E VILAS RD
TABLE ROCK RD
HAMRICK RD
MD-2
E PINE ST
FREEMAN RD
BIDDLE RD
W FOOTHILL RD
BEALL LN
MD-3
5
MD-P Prescott
CRATER LAKE AV
SAGE RD
238
N CENTRAL AV
E MCANDREWS RD
MD-9
W MCANDREWS RD
STEVENS ST
MD-4
E JACKSON ST
Medford
E MAIN ST
W MAIN ST
W 8TH ST
MD-5
MD-P Chrissy
N PHOENIX RD
E BARNETT RD
STEWART AV
S COLUMBUS AV
HULL RD
KINGS HW
GARFIELD ST
MD-7
MD-6
MD-8
SOUTH STAGE RD
GRIFFIN CREEK RD
0 0.5 1 Miles
VOORHIES RD
PIONEER RD
CARPENTER HILL RD
FERN VALLEY RD
CITY OF MEDFORD
OREGON
01.20.15

Figure 2

Rogue Valley Manor has represented to City staff its agreement to designate the 120 acres as "non-buildable" and that it will file an Open Space Assessment Application with the County Assessor should the City include The Centennial Property within the UGB. This "non-buildable" land qualifies for an Open Space Assessment since it will preserve the current use of the land as Open Space and conserve the golf course fairways. ORS 308A.309 (2)(d). As a result, Rogue Valley Manor is requesting that 297.26 acres of The Centennial Property be included within the UGB as developable land, and that 120 acres be designated as "non-buildable". *See* Figures 3 and 4 that depict the Open Space Lands and the Developable Lands by area and Tax Lot.

Rogue Valley Manor intends to build an Active Adult Retirement Community ("AARC") consisting of residential and recreational uses built around The Centennial Golf Club if the Property is brought within the UGB. An AARC is a master planned age restricted senior housing community where active and independent seniors can age in place. The planned community will also include neighborhood commercial uses such as a bank, drug store, convenience store and other neighborhood type commercial uses. The Centennial AARC will be master planned to meet the City's target density of 6.6 units per acre on the Developable Land, and will meet all of the City's design and development requirements through Site Plan and Architectural Design Review.

The City's Housing Element acknowledges that there will be significant growth in the City's senior citizen population over the next 20 years and recognizes the need for the City to provide housing alternatives for seniors. City's Housing



Centennial Golf Course Lands

Robert H. Foster Consultants

RVM UGB Amendment

Figure 3

Centennial Golf Course UGB Ammendment
2/23/2015

Summery of Open Space (OS) - (tees, greens, and fairways) and Developable Land (DL's) for the Golf Course properties by Assessor's Taxlot Maps.

	OS Acres	DL's Acres	Total Acres
TL-100 (38 1W 04-100)	47.57	130.56	178.13
TL-101 (38 1W 04-101)	0.00	1.14	1.14
TL-700 (37 1W 33-700)	24.91	61.8	86.71
TL-801 (37 1W 33-801)	0.24	0.13	0.37
TL-900 (37 1W 33-900)	20.67	25.03	45.7
TL-1000 (37 1W 33-1000)	0	2	2
TL-1100 (37 1W 33-1100)	13.56	22.89	36.45
TL-1200 (37 1W 33-1200)	2.94	7.06	10
TL-2000 (37 1W 33CA-2000)	2.61	26.21	28.82
TL-4700 (37 1W 33CD-4700)	7.5	20.44	27.94
Totals	120	297.26	417.26 **Acres**

Robert H. Foster Consultants
503-635-6190

Figure 4

Element, p. 69. The Housing Element specifically recognizes AARC's as a specific housing alternative for senior citizens in Medford:

> "These are age-targeted or age-restrictive active adult communities that have residential and recreational amenities that are not normally available in other type of senior citizen facilities. Amenities may include single family homes on individual lots, townhouses, and apartments; and recreation facilities such as club houses for social activities, swimming pools, golf courses, tennis courts, hiking trails and fitness gyms." City's Housing Element, p. 72.

The Centennial AARC will specifically address this needed housing type. It will allow residents to age in place in an active adult planned community and then move to the Rogue Valley Manor with congregate care and food service and some health services, to assisted care living and to skilled nursing all located on the Rogue Valley Manor Campus.

II. Brief Historical Overview.

The Rogue Valley Manor Campus consists of 668 acres and development has been guided by a Master Plan approved by the City. The Manor provides various services to senior citizens tailored to meet the varying needs of its residents. The City's Housing Element recognizes that Rogue Valley Manor is the largest retirement facility in Medford with a range of housing types and prices, including a skilled nursing facility, congregate care, in-home care, memory care and attached dwelling units, along with the 9-hole Quail Point Golf Course. City's Housing Element, p. 69.

The Centennial Golf Club was opened in the spring of 2006, consisting of 18-holes of golf, clubhouse, driving range and other related accessory uses. The Golf Club is located adjacent to the Rogue Valley Manor Campus.

In 2006, Rogue Valley Manor filed an application with the City of Medford and Jackson County to add The Centennial Property within the City's UGB for the purpose of building an AARC around The Centennial Golf Club to serve the needs of active senior citizens. The application stated that the AARC would be called The Centennial and would be an addition to the Rogue Valley Manor community offering its own mix of amenities and services tailored to active adult senior citizens not currently offered at Rogue Valley Manor.

The City commenced its legislative UGB amendment project shortly after Rogue Valley Manor filed its UGB amendment request. The City requested the Manor to suspend the processing of the application and to work with the City in its legislative UGB amendment process instead. The Manor agreed to suspend its application and has been participating over the past 9 years in the City's UGB process to bring The Centennial Property within the UGB.

III. Why should the City include The Centennial Property within its UGB?

1. The City Staff is recommending that the Centennial Property be included within the UGB. The Centennial scored well in each of the five factors (proximity, parcelization, transportation, water and sewer) that staff used to guide its recommendation regarding the location of the expanded UGB.

2. The fairways of The Centennial Golf Club can be designated as "non-buildable" land and preserved as Open Space allowing an additional 120 acres located elsewhere to be recommended for inclusion within the UGB to meet the City's housing needs.

3. The Centennial AARC specifically meets a housing alternative for senior citizens recognized by the City's Housing Element and allows active senior citizens to age in place within the Rogue Valley Manor community.

4. The Centennial AARC can be designed and master planned to meet the City's density target of 6.6 units per acre while preserving the Open Space of The Centennial Golf Club.

5. The Centennial Property is uniquely qualified to meet an identified housing need of the City, complement the existing facilities of Rogue Valley Manor and preserve a significant Open Space in the City in the form of The Centennial Golf Club.

IV. Summary and Conclusion.

Rogue Valley Manor respectfully requests the City to include The Centennial within the UGB.

1000 friends of Oregon
133 SW Second Ave, Suite 201 • Portland, OR 97204 • (503) 497-1000 • fax (503) 223-0073 • www.friends.org
Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528 • (541) 474-1155 • fax (541) 474-9389
Willamette Valley Office • PO Box 51252 • Eugene, OR 97401 • (541) 520-3763 • fax (503) 223-0073

March 3, 2015

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MAR 04 2015
PLANNING DEPT.

Joe Slaughter, Planning Department
and the Medford Planning Commission
City of Medford, Lausmann Annex
200 South Ivy Street
Medford, OR 97501

Subject: File No. CPA-14-114, UGBA Phase 2, ESA Boundary Amendment

Dear Mr. Slaughter, and members of the Planning Commission:

Thank you for the opportunity to provide these comments regarding a proposed amendment to Medford's Urban Growth Boundary (UGB). 1000 Friends of Oregon is a nonprofit, charitable organization dedicated to working with Oregonians to enhance our quality of life by building livable urban and rural communities, protecting family farms and forests, and conserving natural and scenic areas. We have many members and supporters in Jackson County and the city of Medford.

This testimony is divided into two sections. The first includes some general observations regarding the ESA process and the staff proposal as we understand it today. That is followed by specific recommendations based on our review of the material on the city's website, the 2008 Economic Element, the 2010 Housing Element, and relevant portions of the Regional Plan Element of the Medford Comprehensive Plan. These comments are necessarily general and preliminary in nature. We anticipate more comments will be forthcoming once the staff report and supporting documentation become available for public review.

General Comments Regarding the ESA Concept and Boundary Amendment Proposal

As the Southern Oregon Advocate for 1000 Friends of Oregon since 2002, I have been intimately involved in the planning efforts in Jackson County and Medford for over a decade. I participated extensively in the RPS process, eventually supporting Medford's adoption of that plan, and also supported the city's adoption of the UGBA Phase I GLUP map amendments.

I have been following Phase 2—including monitoring the technical analysis, reviewing publicly available documents, and meeting with staff and a number of property owners and their representatives. The following general comments are made with that background as context. They are divided by subject into comments regarding what the proposal looks like and how big the proposal is.

Overall the Staff Proposal appears to be technically sound

1000 Friends of Oregon monitors UGB expansion proposals across the state. With the exception of the amount of land (as described below), information that is currently publicly available suggests that the staff's technical analysis in this case has resulted in a fundamentally sound proposal from which to begin the public hearings process.

As noted in the Housing Element of 2010,[1] Medford has already adopted a number of policies that result in increasing the efficiency with which the city uses land. Those policies, combined with the GLUP designation changes that occurred during Phase I of this project, form a solid basis from which to evaluate the future needs of the city.

The technical analysis that was performed in the fall of 2014 provided good information for ranking the relative merits of urban reserve areas and allowed objective comparison between them.[2] The resulting pattern of areas to include in the current expansion proposal appears to have correctly removed a number of areas from consideration this round due to lack of proximity to existing UGB areas and the expense of providing water, sewer and transportation infrastructure that would be needed to serve those areas.

The proposal being forwarded to the Planning Commission can provide a number of benefits to the community, including:

- Spreading the development around geographically also spreads the impacts that concentrated growth could have if it were concentrated in a few areas or regions of the city.
- Spreading the types and locations of land available increases the options for the city and helps meet diverse needs. More types of land increase the likelihood that needs identified in supporting documents, such as the need to provide more affordable housing noted in the Housing Element,[3] can be met. Spreading the ownership of land increases the variety of building that can be expected, and decreases the chances that a small number of property owners can control land prices or the pace of development.
- Including more areas that are spread around the city and for the most part directly adjacent to existing built areas decreases the amount of land that is farther away from existing services, thus decreasing the cost to developers and the city of extending utilities and services into new development.
- Over the long term, keeping development closer to the existing utilities and services that already reach the edges of the existing UGB will prove to be the fiscally

[1] Medford Comprehensive Plan, Housing Element, pages 3-8.
[2] Information regarding this analysis and the resultant rankings is available at http://www.ci.medford.or.us/Page.asp?NavID=2140
[3] The Housing Element identified a current shortage of 4,450 housing units affordable for existing households in Medford at page 44. In order to comply with Statewide Planning Goal 10 and Medford's own Comprehensive Plan, Medford's UGB proposal must include measures for addressing the current and future affordable housing needs. The GLUP redesignation in Phase I of this process could meet part of that need. The dispersed pattern for expansion in the staff's proposal could be argued to help meet that need as well.

> conservative approach to new development, as the city will be on the hook for operations and maintenance of facilities that the current tax base cannot support. This, combined with Medford's changes to GLUP designations within the existing UGB during Phase I, will likely save the city millions of dollars in the future.[4]

Overall, the technical analysis supporting the shape and location of lands suggested for inclusion in the UGB expansion appears sound and has produced a good proposal for starting the public hearings process.

However, the amount of land within the proposal will need to be scaled back in order to comply with applicable requirements.

There is reason to question the stated amount of land needed

The purpose of an urban growth boundary assessment is to ensure that a city has enough developable land to accommodate 20-years of projected population growth.[5] The city assesses the capacity of undeveloped or redevelopable land within its boundaries and has the option to either 1) change the proposed uses of those lands to increase efficiency, 2) add more land, or 3) take a combined approach, to make sure its projected needs can be met.

Medford is choosing option 3. After making adjustments to increase the efficiency of the planned uses of lands already in the UGB, the city has calculated additional needs.

Medford also has urban reserves, which when combined with the undeveloped or redevelopable land within its current UGB are meant to represent a 50-year supply of land. According to the Regional Plan Element of the Medford Comprehensive Plan, Medford's current UGB contains about 2,592 acres of available land designated for residential use and another 1,054 acres of available land for employment use, for a total of about 3,646 acres of land available to help meet future needs.[6] In addition, during RPS the city added about 4,194 acres of land for residential and employment needs to their urban reserve areas.[7]

Thus, Medford has within its current UGB and its urban reserve areas about 7,840 acres of available land to meet its 50 year projected need.[8] A full 20-year UGB might reasonably be expected to contain about 40 percent of that total number of acres. (20/50 years = 40%)

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[4] See Attachment A, excerpt from "More Extensive is More Expensive, for case studies suggesting the magnitude of this savings. For the full report, see www.friends.org/infrastructure.
[5] In addition to being good policy for accommodating future population increases, ORS 197.296 requires that cities maintain a 20 year supply of developable land within its UGB. State law also mandates that the UGB contain no more than a 20 year supply.
[6] Medford Comprehensive Plan, Regional Element, Figure 3.1-1.
[7] Medford Comprehensive Plan, Regional Element, Figure 3.1-1.
[8] The urban reserves also contained 1,877 acres of land within Chrissey and Prescott Parks, which are proposed to be included in the current UGB expansion. We have no objection to that land being included in the UGB, and it is not included in the calculations here or elsewhere in this testimony unless specifically stated otherwise.

A simple check shows that the current proposal includes substantially more than that. As noted above, the current UGB includes about 3,646 acres of available land. ALL of that must be included in these calculations. According to the city's website, the current proposal includes about 1,669 acres of urban reserve for inclusion in the UGB.[9] This totals 5,315 total acres, or about 68 percent of the total available land in the existing UGB and urban reserves. This is far more than any reasonable margin of error, and absent explanation suggests that there is more land in the current proposal than can reasonably be justified. If the total amount of land cannot be justified, some will have to be removed from the proposal.

It turns out, as will be discussed below, that there are some errors in the documents that provided the base assumptions that the staff calculations are based on that have resulted in an overstatement of the number of acres needed in the expansion areas. These errors should be remedied early in the public process so that expectations regarding how much land can reasonably be included in the proposal remain realistic.

Comments Arising From Review of the Staff Proposal

A UGB evaluation (and, if necessary, expansion) is supported by a number of required elements. The entire enterprise is based on a population forecast. (Medford's forecast for this project was adopted locally in 2007). The city then must inventory the lands available within its existing UGB. (The Buildable Lands Inventory was adopted locally in 2008.) The city then conducts a needs assessment for land to accommodate projected employment (Economic Element, adopted locally in 2008) and housing needs (Housing Element, adopted locally in 2010). These documents contain the data and assumptions that go into determining the amount of land to be included in a UGB expansion.

Normally all of these elements are a part of the UGB expansion proposal that is sent to the state for approval, or "acknowledgment." The UGB expansion proposal must be consistent with those foundation documents.

In this case, Medford sought acknowledgement of some of these documents prior to completing the entire process. When the Housing Element was submitted, DLCD rejected it as incomplete.[10] That document, at a minimum, will be subject to review by the state when this process is completed locally. That process makes sense: sometimes the ramifications of assumptions in these foundation documents are not clear until it can be seen how they will impact the later UGB expansion proposal—whether that result is due to faulty internal assumptions or conflicts with other foundation documents. In this case, there are problems both within the Housing Element and between that document and the Economic Element that

[9] http://www.ci.medford.or.us/Page.asp?NavID=2140
[10] See Attachment B, letter from Richard Whitman, Director, to Jim Huber, Planning Director, January 5, 2011.

result in double-counting of land need, and thus an overstatement of the number of acres to be included in the proposal.[11] Those problems, and their ramifications, are discussed below.

It should be noted that these comments are based on documents that are currently available for public review. It is anticipated that other issues may become apparent when the staff report and supporting documentation become available for public review (which we understand will happen when the packet containing this letter is sent to the Planning Commission for their hearing). We will continue to monitor information as it becomes available and will comment as appropriate.

For the time being we offer the following observations and suggestions.

Unbuildable land was improperly excluded from consideration in parks and open spaces, resulting in overstated land needs

The land needed to meet future housing and employment needs must be land that can be built on—i.e., it cannot be on excessively steep slopes, in floodways, or in certain riparian corridors. It is reasonable to add additional acres to a proposal to meet these needs when undbuildable land is intermingled with the land being considered for inclusion.

However, parks and open-space areas routinely include undbuildable land. The Bear Creek Greenway is a local example.

In the current proposal, 402 acres of land within urban reserve areas were identified as "already developed or unbuildable" and removed from consideration prior to calculating all land needs. The result was that 402 acres of additional buildable land were added to meet the stated needs. That is appropriate in the case of land that will be used for residential or employment uses.[12] However, there is unbuildable land in the proposal that is already identified to be used for parks and open space, so that portion of the 402 acres should not be offset by adding more buildable land. Examples of this appear to include ponds and riparian corridors that are identified to be part of parks or greenways.

UGB proposals have been remanded by LUBA for double-counting the amount of parkland needed due to the assumption that parkland must be buildable.[13]

To the extent that buildable land was added to the proposal to meet park needs that will clearly be met on unbuildable lands, that excessive buildable land should be removed from the proposal.

---

[11] DLCD has made it clear to the city on numerous occasions that all of the foundation documents are subject to review when the city sends the entire UGB package to the state for acknowledgement. A local argument has been developed that, once acknowledged, those documents are not subject to review again. We disagree. Regardless, the Housing Element has clearly NOT been acknowledged, and is subject to question in this process.

[12] It is also reasonable for land that is truly developed and not expected to redevelop during the 20 year period.

[13] For example, see *Friends of Yamhill County vs City of Newberg,* LUBA No. 2010-034, p. 5, where Newberg's UGB proposal was remanded in part because of this assumption and the resulting over-estimate of land included in the city's proposal.

Additional needs were miscalculated in the Housing Element, resulting in overstated land needs

Future land needs for the city include space for churches, schools, parks and streets. In Medford schools, parks, churches and some limited other uses are generally built on land zoned for residential purposes. Thus it is reasonable to add land to the residential land needs to meet those needs.

OAR 660-024-0040(10) allows cities to assume that these needs (including streets, but excluding churches) will require an amount of land equal to an additional 25 percent of the land needed for future residential needs. As a safe harbor cities can add that land to their land needs without explanation. Cities can assume a different amount, but that amount must then be justified.

Table 39 of Medford's Housing Element shows a need for 455 net acres for housing and an additional 98 acres (or 21 percent) for streets and roads.[14]

The Housing Element then goes on to assert an additional need of 426 acres for parks, schools, churches, and other uses including fraternal organizations and government. Thus, including the 98 acres for streets and roads already included in the housing needs, the Housing Element asserts an additional need of more than 100 percent of the amount of land needed for residential purposes to meet "other land needs" in the residential zone.

The Housing Element does not address why this excess over the safe-harbor assumption is reasonable. It appears to be calculated and justified based solely on replicating the current ratio of all of these uses against the population. (17.0 acres per 1,000 people.)[15]

There are a number of problems with these calculations, including the following:

The need for parkland mistakenly includes land to offset the development of an existing golf course

Golf courses in Medford are generally on land zoned for residential use. As such, the land is counted in Medford's inventory of residential land, and is available for conversion to residential purposes at any time.[16] The recent history with Cedar Links illustrates this possibility.

The asserted need for parkland must be consistent with another city plan: The Parks (or in the case of Medford the "Leisure Services") Plan. This consistency includes both the amount of land and the types of facilities that the city has identified. Golf courses are not included in the Leisure Services plan as an identified need that is presumed for the city.

[14] Stated as 455 "net" acres and 533 "gross" acres. In this case gross acres includes the land needed for housing and the streets to connect it all.
[15] Medford Comprehensive Plan, Housing Element, p. 63.
[16] It is our understanding that the one exception to this is the Country Club, which has an open-space assessment and is thus considered "unbuildable" land.

The development of residential land that happens to be currently used as a golf course (as opposed to being farmed, or sitting vacant) cannot be offset by a claimed need for more of the same (or, in this case, additional privately owned and operated recreation space included counted in the parks and open-space land needs). It is residential land that is being developed for that purpose.

The Housing Element wrongly asserts a need to add land to the residential land needs to offset this development.[17] The part of the 426 acres of asserted need for "Other Residential Land Needs" that is attributable to the development of Cedar Links should be removed from the proposal.[18]

Some of the employment needs have been double-counted, resulting in overstated land needs

The Housing Element also asserts that 135 of the 426 acres are for city, county, state, federal, and "other public agency" lands. These facilities are generally not sited on land zoned for residential uses. (Think City Hall, County and state offices, courts, post offices, etc.)

These are also places of employment, and the land needs for them would presumably be captured in the needs identified in the Economic Element along with land needs for other employment categories.

In fact, in this case they are captured in the Economic Element as growth in the "Public Administration" sector. [19] Additional land needs are reflected in the land need calculations for new office space.

Thus, land needs for these workers are double counted in the proposed plan: once in the Economic Element, and once in the Housing Element.

There are many reasons why the calculations in the Housing Element should be discarded in favor of those in the Economic Element, not least of which are the facts that

- It is extremely unlikely that there will be a need for an additional city hall, courthouse, federal building, etc., so calculating needs for government facilities based on current uses over-states the future need;
- The land need should be based on projected increase in employees working in this sector, which are calculated in the economic element; and

[17] See p. 63.
[18] The Housing Element appears to offset this loss somewhat with the presumed development of another private park (Howard Sports Park). To the extent that this private park is not included in the assumptions in the Leisure Services Plan its effect on land need calculations should also be eliminated from the proposal.
[19] Medford Comprehensive Plan, Economic Element, Figure 14 and following.

- These uses will be placed on land zoned for employment, and should be calculated and included with the rest of the employment land needs.

The current proposal should be reduced by 135 acres to eliminate double-counting of these employment land needs.

Stated land needs in this category may still be excessive

Removing the effect of privately owned recreation facilities and government facilities leaves about 247 acres in the "Other Residential Land Needs" category. That, combined with the 98 acres already included for streets, still exceeds the safe harbor of 25 percent by a significant amount. It is not possible with the information available now to determine whether this can be justified or not. It should be noted that 44 of those acres are for "fraternal organizations." It is not clear to what extent those facilities are located on residential land, may or may not be captured in employment calculations, or will need the same amount of land per 1000 people in the future as they have in the past. Further work is needed to address this issue.

Additional land may have been included in the "unbuildable" category improperly

It is our understanding that the 402 acres of "built or unbuildable" land mentioned above may include approximately 120 acres of land that currently consists of the fairways at Centennial Golf Club. If that is the case then one of two options can be exercised:

- The acres that Centennial does not plan to develop may be eligible to come into the UGB as "unbuildable land" provided they have the "open space assessment" placed on them (as we understand the Country Club land does).
- If the land does not come into the UGB with the "open space assessment," it comes in as buildable land and is counted against the land that is being included to meet future housing needs (as is the case with other golf courses in the region with the exception of the Country Club). If that is the case, an equivalent number of acres will have to be removed from the proposal's asserted residential land needs, as they will become excessive.

At this time we do not have a preference as to which approach is followed.

Conclusions and Recommendations

As noted above, based on information that is currently available for public review, we find that the shape of the staff proposal is based on a generally sound technical analysis that has resulted in a fundamentally sound proposal from which to begin the public hearings process.

What problems we have identified to date are related to the amount of land in the proposal. With the one exception of the assumption that all parkland must be buildable land, the cause of

this issue appears to be errors in or conflicts between the foundation documents (elements of the Comprehensive Plan) that must be relied on in a UGB evaluation.

At this point we recommend that the Planning Commission fix those errors and remove their effects on the proposal before sending a recommendation to the City Council.

We also recommend that if the Planning Commission is going to consider adding any areas that are not in the current proposal you carefully consider the net impacts that those additions (along with the required subtractions to keep the proposal from exceeding what can be justified) will have on the future of the city.

Please place these comments in the record and notify me at the Grants Pass address above of any decisions or future hearings or meetings on this subject.

Respectfully,

Greg Holmes
Southern Oregon Planning Advocate
1000 Friends of Oregon

CC: Josh LeBombard, DLCD

MORE EXTENSIVE IS MORE EXPENSIVE

1000 friends of Oregon

How Sprawl Infrastructure Bankrupts Oregon Communities, and What We Can Do About It

Photo: Jennifer Williams. Used with permission.

Oregon's physical infrastructure is an investment in the future of its residents and communities.

Unfortunately, many Oregon communities are making the wrong bets. They're falling behind on maintenance, taking on debt, and raising taxes to pay for it all.

Why is this happening? A big part of the answer is the shape of communities. Some development patterns create much higher public costs than others. Land-extensive sprawl costs a lot more for infrastructure than more efficient development, especially when total lifecycle costs are included.

Photo: OPOTF, Creative Commons.

But there is an alternative. Quality growth directs development into existing communities and creates walkable neighborhoods with mixed land uses and transportation options. At the same time, it saves communities millions. In these difficult fiscal times, quality growth is the best fiscal bet for Oregon's future.

Unfortunately, current Oregon law does not require cities to consider the full lifecycle costs of infrastructure when making growth decisions. It's time to change this. **By considering the full costs of infrastructure, we can hold leaders accountable and help communities step back from sprawl's fiscal edge.**

It's time to make a choice to transform how we make choices. Read more within.

Photo: Brett VI, Creative Commons.

About this document

This document is a summary of key findings from our 2013 report, "More Extensive Is More Expensive," an analysis of sprawl-induced infrastructure costs and recommendations for what Oregon can do to address this growing problem.

Download the full version of this report at
www.friends.org/infrastructure

By the numbers:

Sprawl, Infrastructure, and Oregon's Burden

$10,000,000,000

Total of unfunded infrastructure maintenance through 2035 in the Portland Metro area, even without new growth. A total of $27-41 billion will need to be spent before 2035 for projected future population and employment growth.

$6000+

for every resident of the three-county region

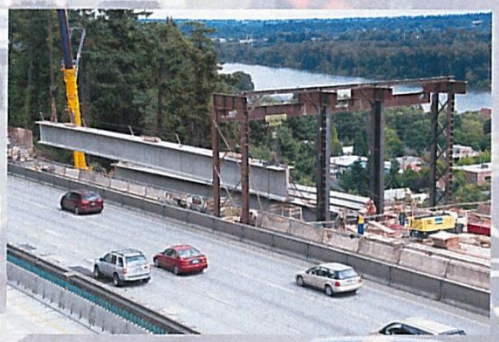


Photo: ODOT, Creative Commons.

24%

Proportion of Oregon bridges that are deficient, along with 1,000+ schools and $5.2 billion of repairs needed for Oregon water infrastructure—over $1,300 per Oregon resident.

69%

*Proportion of Oregon cities that expect property taxes to fall short of the cost of providing essential services. Cities need **$187,000,000** in new revenue to meet current maintenance/construction needs.*

19

Minimum number of local ballot measures that have asked Oregon voters to raise taxes on themselves to fund infrastructure maintenance or construction from 2010 through summer 2012. Of these, 11 passed.

"Structurally, [Oregon] cities are unable to meet current and future demands for the services that are necessary to support service levels, road and public facility maintenance and population growth. ***Cities are being slowly strangled."***

—League of Oregon Cities executive director Mike MacCauley, in a press release announcing an ECONorthwest study into Oregon infrastructure budgets

Photo: Ed Brennan, Creative Commons.

1000 FRIENDS OF OREGON

Background Photo: Rudy Sulakaty, Creative Commons.

By the numbers:

The Quality Growth Difference

$10,100,000,000

Total estimated savings for reducing sprawl and making more efficient use of urban land to accommodate 20-40 years of growth in the Austin region, according to a landmark "Envision Central Texas" report.

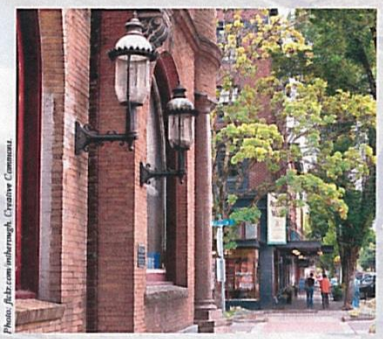


Photo: flickr.com/imbernagh, Creative Commons.

10:1

The ratio of per-acre property tax revenues for a retail store in a walkable area vs. a big box shopping center.

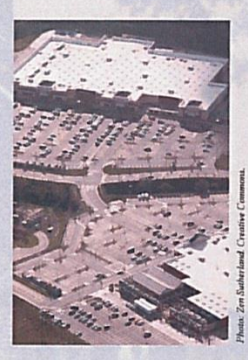


Photo: Zen Subaryland, Creative Commons.

3,42

The number of years, respectively, for a 3.4 acre multifamily development in downtown Sarasota, Fla., and a traditional 30-acre subdivision, to produce enough tax revenue to cover the public's infrastructure investments.

72%

Road construction and maintenance savings in rural Gallatin County, Mont., through better land conservation versus rural sprawl. Gallatin County (below) has about the same population as Jackson County, Ore.

"Prudent land use policies that direct development into existing communities not only protect what is most special about the place... ***they also save taxpayer money, an especially crucial benefit given today's stretched budgets."***

—The Sonoran Institute on the results of its scenario study for Gallatin County, Montana

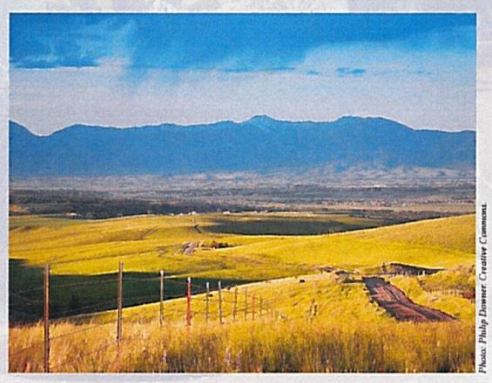


Photo: Philip Downer, Creative Commons.

Background Photo: Flickr.com/mr_1_in_dc. Creative Commons.

MORE EXTENSIVE IS MORE EXPENSIVE
Download the full report at friends.org/infrastructure

Back from the edge:

Oregon's Strategy for Fiscal Accountability

Oregonians have a choice. We can step back from the ledge of ravenous, sprawl-induced infrastructure spending. We can develop a strategy for filling our current holes (literal and financial) without digging any deeper.

How? **We propose that Oregon communities employ a tool known as Fiscal Impact Analysis to assess the full lifetime infrastructure costs incurred by different styles of development.**

When we look at the long-term costs of roads, sewers, water lines, and so on, the evidence is clear. More extensive infrastructure is more expensive infrastructure. Quality growth—focusing on existing communities, more efficiently using existing infrastructure, employing transportation options—is the cost-conservative choice.

We can begin today. Each time an Oregon city considers whether to expand its urban growth boundary to accommodate new population and employment growth, it should incorporate Fiscal Impact Analysis to understand the true obligations its growth decisions will create for future residents.

Citizens deserve to know the full costs of growth choices. And they expect their leaders to justify the costs of growth against other priorities like maintaining existing roads and sewers, rebuilding existing bridges, and modernizing existing schools.

The choice is clear. **If we can't afford the path we're on, it's time to come out of the woods.**

What you can do

- **Learn more.** Read the full version of this report at ***www.friends.org/infrastructure***.
- **Share.** Pass this summary and/or the full report to others with an interest in the fiscal health of our communities—which, in reality, is all of us.
- **Advocate.** Send this report to your elected leaders, local officials, and other decision makers who make decisions that will impact your pocketbook. Ask them to consider the full costs of their growth decisions. Invite them to pursue a better choice.
- **Report.** Tell us about the infrastructure challenges facing your community. What are your concerns? What do you want to see changed? What has the sprawl burden done to your community? Send comments to **craig@friends.org or write to us at the address below.**

1000 friends of Oregon

Download the full version of this report at www.friends.org/infrastructure.

1000 Friends of Oregon
133 SW 2nd Ave. #201 | Portland, OR 97204
(503) 497-1000 | www.friends.org
Support 1000 Friends: friends.org/support

Background Photo: Flickr user oyuh9, Creative Commons

Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540
Phone: (503) 373-0050
Fax: (503) 378-5518
www.oregon.gov/LCD

January 5, 2011

Jim Huber, Community Development Director
City of Medford
Lausmann Annex
200 South Ivy Street
Medford, OR 97501

RE: Incomplete Submittal of Plan Amendment (Medford file no. CP-08-055; DLCD file no. Medford PAPA 008-09)

Dear Mr. Huber:

On December 13, 2010, this department received a notice of adoption from Medford regarding an update of the Housing Element of the city's comprehensive plan. It appears the city has expended considerable effort and adopted a product that will help the city make prudent planning decisions. There are some procedural issues with the submittal that we wish to bring to your attention, however.

ORS 197.626 and OAR 660-025-0175 provide that urban growth boundary (UGB) amendments of over 50 acres for cities with a population of over 2,500 are reviewed by the Land Conservation and Development Commission (LCDC) in the manner of a periodic review task submittal. We are aware that the plan amendment adopted by the city does not itself amend the city's UGB. However, as explained below, we believe under current LCDC rules the city's action to update its Housing Element will be subject to review by LCDC when the city amends the UGB.

As you are aware, ORS 197.296, "factors to establish sufficiency of buildable lands within urban growth boundary; analysis and determination of residential housing patterns," applies to Medford's submittal. The city's submittal is subject to ORS 197.296 and statewide Goal 10, Housing, and Goal 14, Urbanization, and the administrative rules implementing those goals (see OAR 660-008-0005(4)(c)[1] with regards to the applicability of Goal 14).

These statute, goal and rule provisions interact in a manner that requires a city to address an identified need for additional residential land. That is, when the city identifies a need for

[1] (4) "Housing Needs Projection" refers to a local determination, justified in the plan, of the mix of housing types and densities that will be:
(a) Commensurate with the financial capabilities of present and future area residents of all income levels during the planning period;
(b) Consistent with any adopted regional housing standards, state statutes and Land Conservation and Development Commission administrative rules; and
(c) Consistent with Goal 14 requirements.

additional land to accommodate growth over the next 20 years (996 total gross acres),[2] a sufficient quantity of land suitable to satisfy the need must be provided, either inside the current UGB or through a boundary amendment, or a combination of the two (ORS 197.296(6)). The determinations of need for housing and for residential land must be made together, as Medford has done, but OAR 660-008-0005(4), together with Goal 14, requires completion of the next step – addressing the need – as well.

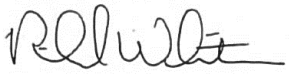
Consideration of the city's housing needs, residential land need, and UGB capacity is one process. Since the adopted findings report a need for more than 50 acres to be added to the UGB, OAR 660-025-0175 is applicable and the submittal will be reviewed in the manner of periodic review when it is complete. Furthermore, OAR 660-025-0040(1) states that LCDC has exclusive jurisdiction in periodic review matters.

OAR 660-025-0130(2) states: "After receipt of a work task, the department must determine whether the submittal is complete." As explained above, the city's submittal is treated as a periodic review task, and the department has determined the submittal is incomplete because it does not accommodate the identified need for residential land. Furthermore, since this action is part of a UGB amendment, county concurrence with the amendment is required by Goal 14 (OAR 660-015-0000(14))[3] and OAR 660-024-0020(2)[4] which includes adoption of all supporting documents, i.e. Medford's Housing Element; since Jackson County has not co-adopted this amendment, the submittal is incomplete.

Finally, the notice of adoption of a decision to be reviewed in the manner of periodic review must be provided as specified in OAR 660-025-0140. Since the city has not provided this notice, the department must return the submittal on these grounds, as well.

If you have any questions please feel free to contact me at (503) 373-0050 ext. 280, or Ed Moore, your regional representative, at (971) 239-9453 or ed.w.moore@state.or.us.

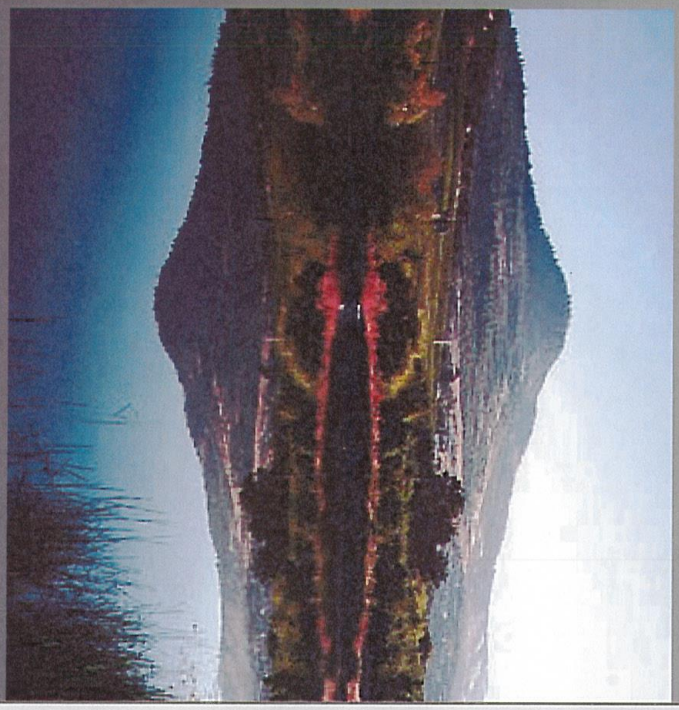
Yours truly,



Richard Whitman
Director

cc: Kelly Madding, Jackson County Development Services Director (email)
DLCD Staff (email)

[2] City of Medford Comprehensive Plan Housing Element, Draft of September 10, 2010, page vii.
[3] An urban growth boundary and amendments to the boundary shall be adopted by all cities within the boundary and by the county or counties within which the boundary is located.
[4] The UGB and amendments to the UGB must be shown on the city and county plan and zone maps at a scale sufficient to determine which particular lots or parcels are included in the UGB. Where a UGB does not follow lot or parcel lines, the map must provide sufficient information to determine the precise UGB location.



March 2015

Hillcrest District

MD-4 Concept Plan
Proposal by Land Owners

OBJECTIVES:

- Accommodate growth while meeting property owner and neighborhood expectations
- Create a Great Place to Live and Work

RECEIVED
MAR 04 2015
PLANNING DEPT.

The Hillcrest District builds on the internal study area plan recently completed by the City :

- City Internal Study Areas (ISA's) refined through public process and adopted as Selected Amendment Locations (SAL's)
- Hillcrest District Plan (MD-4) Developed in Coordination with Design of Adopted SALs
- Will Become a Central Place for East Side Neighborhoods

3

Compliance with the Urban Reserve Area (URA) Plan

The Conceptual Plan meets the URA specific requirements of the adopted RPS Plan:

*"Medford envisions **MD-4** as a master planned, mixed-use area with residential and commercial uses, including a town center to support higher densities."*[1]

[1] *Medford Regional Plan Element, page 23; Adopted* August 16, 2012

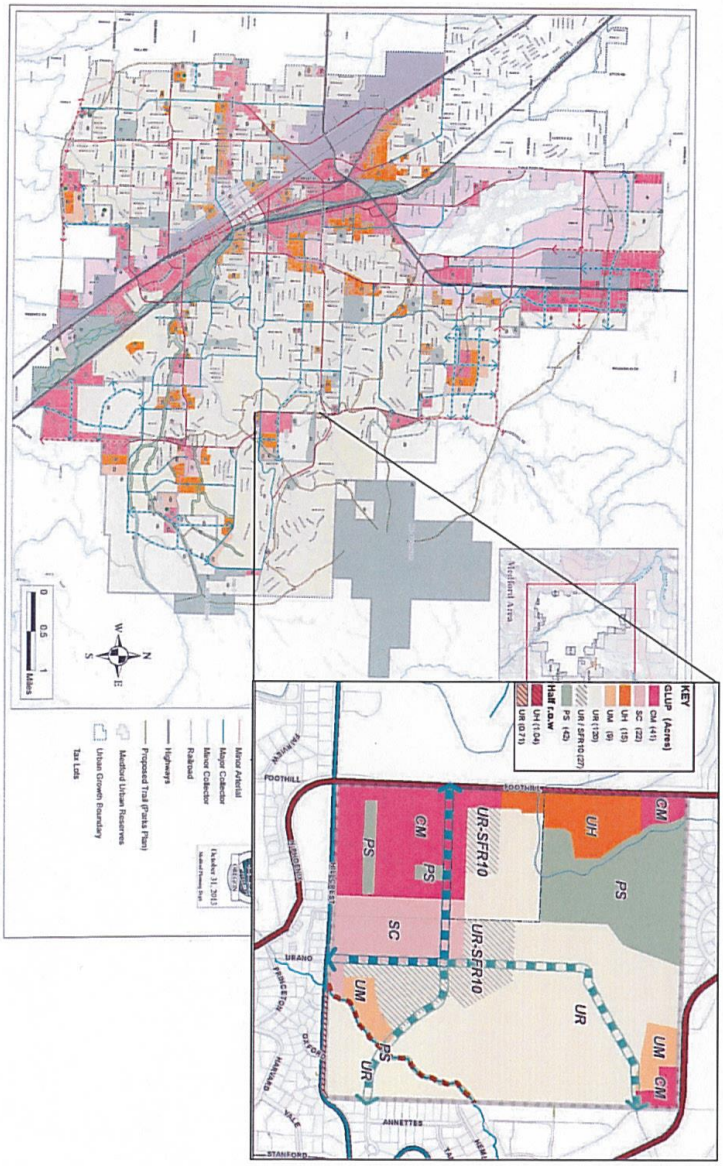
MD-4 Requirements

The Hillcrest District will comply with URA MD-4:

1. Meet the RPS Plan density requirements of a "Committed Residential Density" - 6.6 homes per gross acre *(approx. 8 units per net acre)*
2. Include a Town Center
3. Provide appropriate urban facilities, including higher order road connections

5

Central Place
MD-4 – HILLCREST DISTRICT



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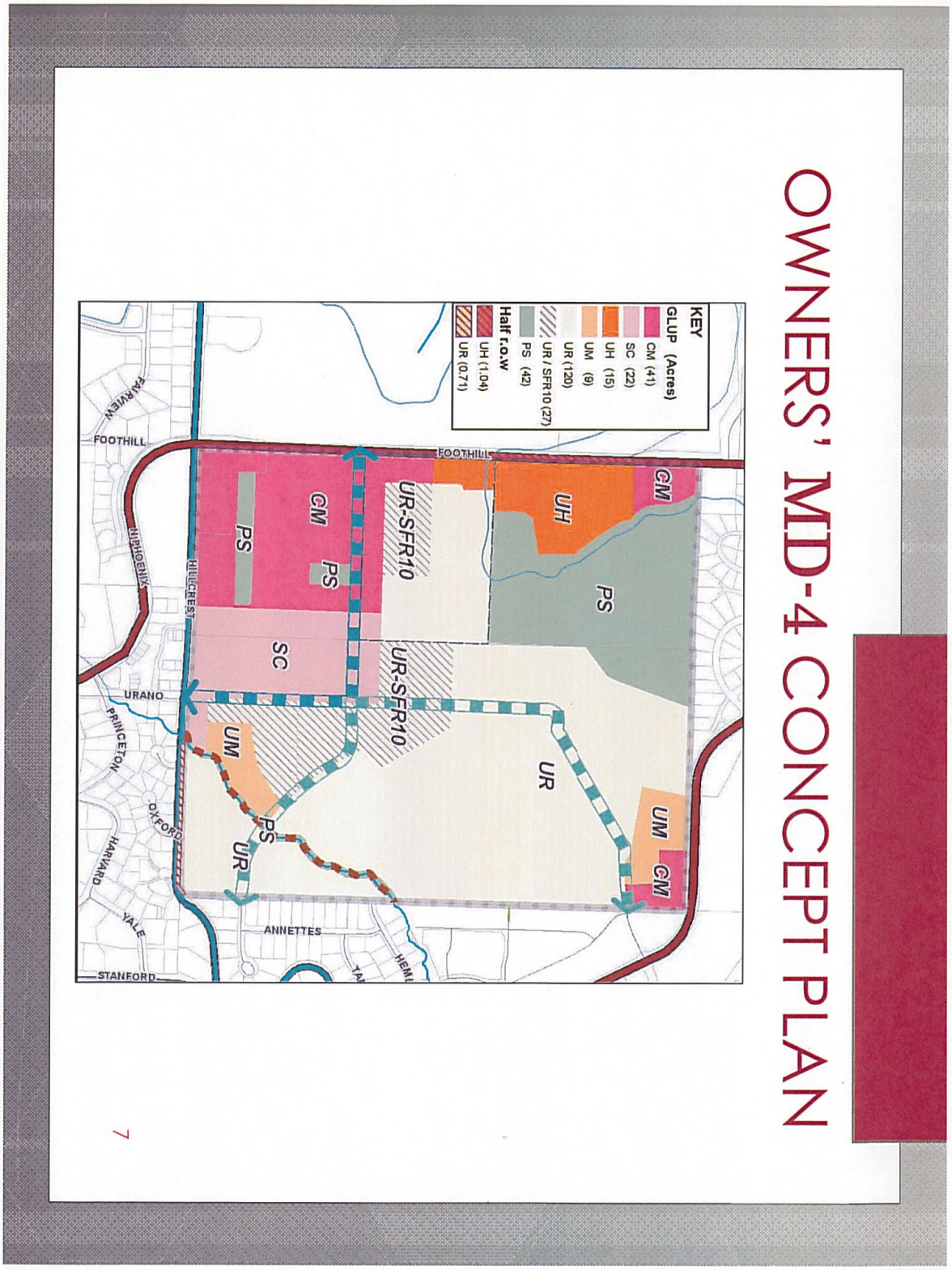
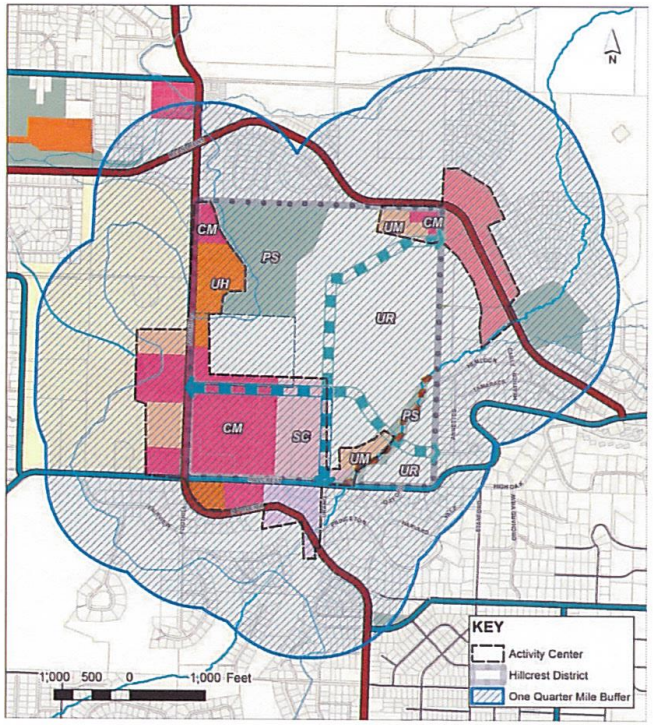

OWNERS' MD-4 CONCEPT PLAN
KEY
GLUP (Acres)
CM (41)
SC (22)
UH (15)
UM (9)
UR (120)
UR / SFR10 (27)
PS (42)
Half r.o.w
UH (1.04)
UR (0.71)
CM
UM
CM
UH
PS
UR
UR-SFR10
UR-SFR10
CM
PS
PS
SC
UM
PS
UR
FOOTHILL
FOOTHILL
FAIRVIEW
NIPHOENIX
HILLCREST
URANO
PRINCETON
OXFORD
HARVARD
YALE
STANFORD
ANNETTES
7

BENEFITS OF MD-4 CONCEPT PLAN

- Maximizes developable land while meeting all RPS plan requirements
- Functional circulation pattern and new road connections
- High Density Residential is located near town center and future transit route
- Employment land is located adjacent to town center and residential areas
- Cohesive Park and Open Space Designated with Pond as Focal Point

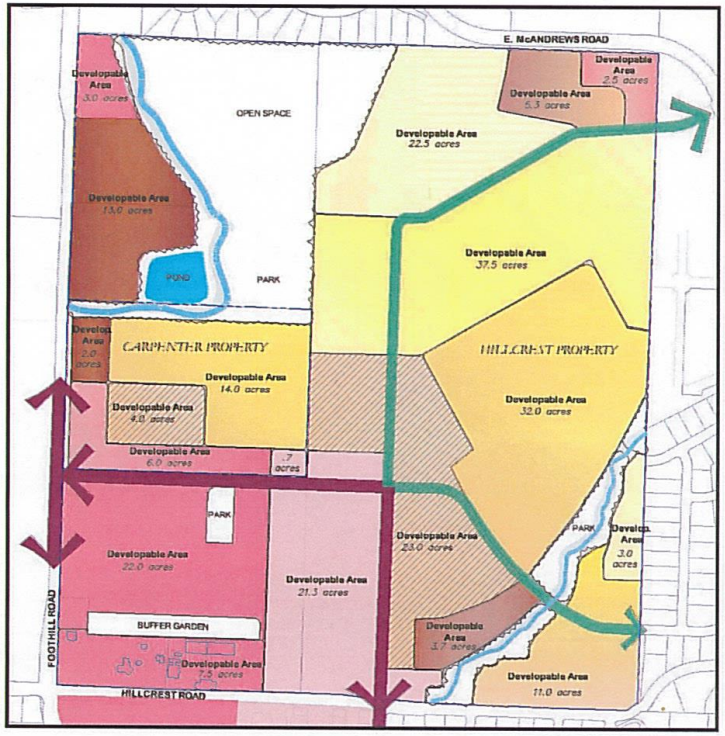
8

MEETING CITY PLANNING NEEDS



- The City Year 2020 target is for 49% of all new housing units and 44% of new employment to be in mixed-use/ pedestrian friendly developments. Includes housing within ¼ mile of activity centers such as Town Centers, public schools and parks
- Hillcrest District Plan will help the City meet this requirement together with Carpenter property (SAL #930), Vista Pointe, and Block 17 (business park).

MD-4 : DEVELOPABLE ACRES



By Use:	Acres:
Single Family Residential/ UR-4	120
Single Family Residential/ UR-10	27
Medium Density Residential	9
High Density Residential	15
Commercial/ Retail	41
Service Commercial	22
	234 acres
Open Space/ Park	42 acres

MD-4 : MINIMUM DENSITIES

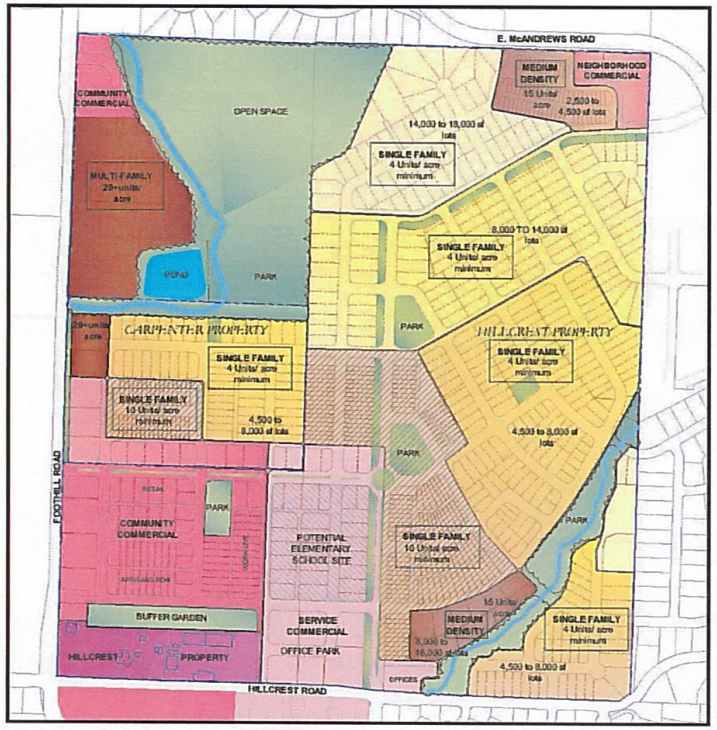
Minimum required density by the RPS plan is 6.6 units per gross acre. Minimum Density Overlays over GLUP Map Categories will guarantee that Hillcrest District will meet or exceed this goal:

- *UR-4: All UR designated areas within the Hillcrest District must provide no less than 4 units per acre.*
- *UR-10: Specific areas within the District with this overlay must provide a minimum of10 units per acre.*

These overlays assure that in the Hillcrest District residential density will be at least 6.7 units per gross acre, exceeding Medford's committed density level.

1. *Unit estimate based on City of Medford Housing Element density levels. Does not include potential additional units in commercial areas.*
2. *Minimum number of units required in the MD-4 URA is 1165 units.*

MD-4 : ILLUSTRATIVE PLAN



MD-4 Plan can meet required density:

	Units
Single Family UR-4 4 units/acre min.	574
Single Family UR-10 10 units/acre min.	275
Medium Density	115
High Density	272
	1,235

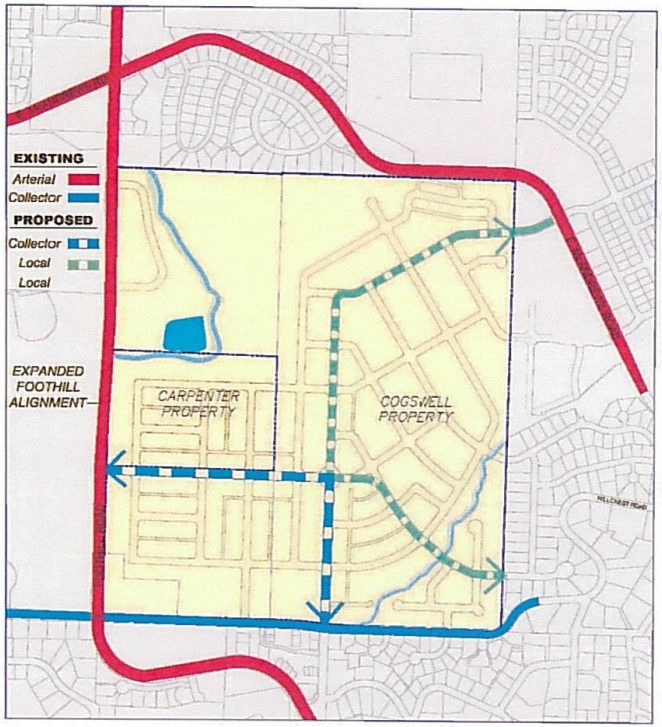
** Plan is Illustrative only– Other potential layouts are enabled by proposed GLUP Concept Plan*

Additional Considerations

Some of the key issues that The Hillcrest District has taken into consideration:

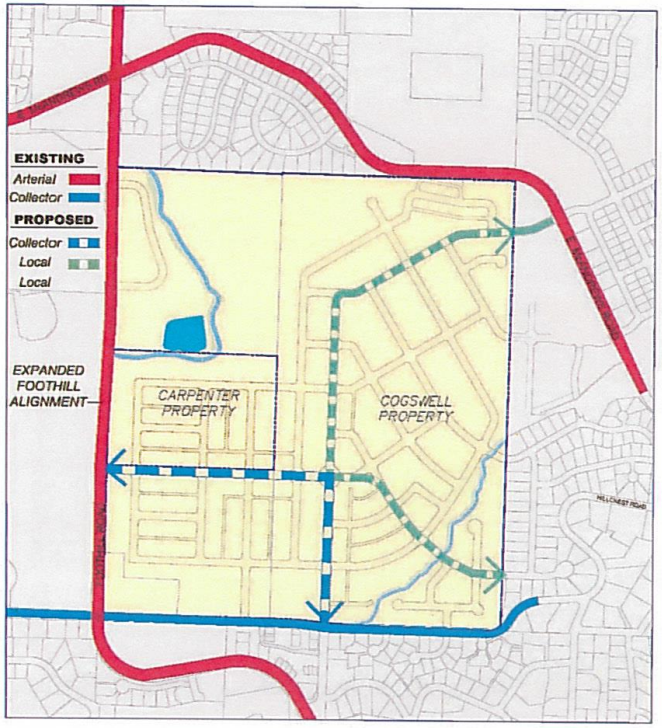
- Traffic
- Irrigation / Creeks
- RPS Plan Density
- Neighborhood Compatibility
- Public Impact

> TRAFFIC



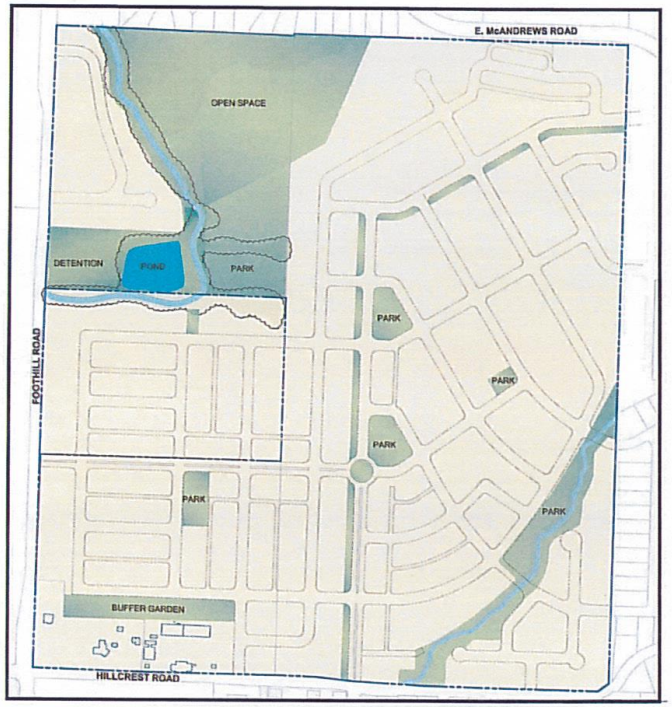
- The property is situated near two city arterials capable of accommodating additional traffic from the Hillcrest District.
- The Hillcrest District mixed uses integrate shopping opportunities for future and current residential neighborhoods

> TRAFFIC



- A major upgrade and widening of Foothill Road has been approved and funded which will accommodate the additional traffic.
- By developing a Town Center with retail and employment areas, many of the needs of the residents can be met onsite, reducing the number of trips that would otherwise be generated.

> Irrigation / Creeks / Parks



- The Hillcrest District has coordinated with the Medford Irrigation District (MID), an Urban Reserve requirement.
- All MID concerns and requested conditions can be accommodated.

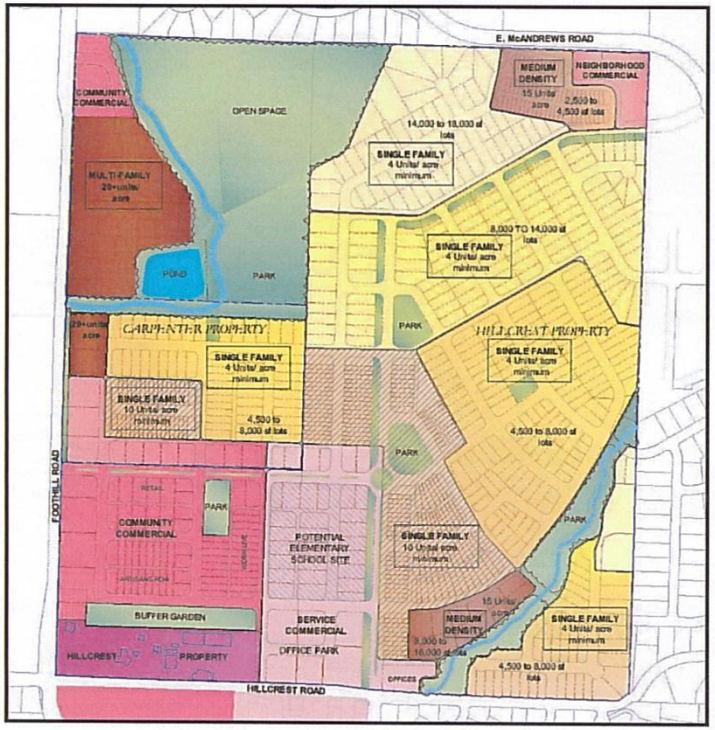
16

> IRRIGATION / CREEKS / PARKS

- The irrigation canal and pond will be maintained and enhanced.
- The creek will become part of the park and trail system that starts at Oregon Hills park.
- The Hillcrest District will provide a number of open space and park amenities for future and current neighborhood residents.

17

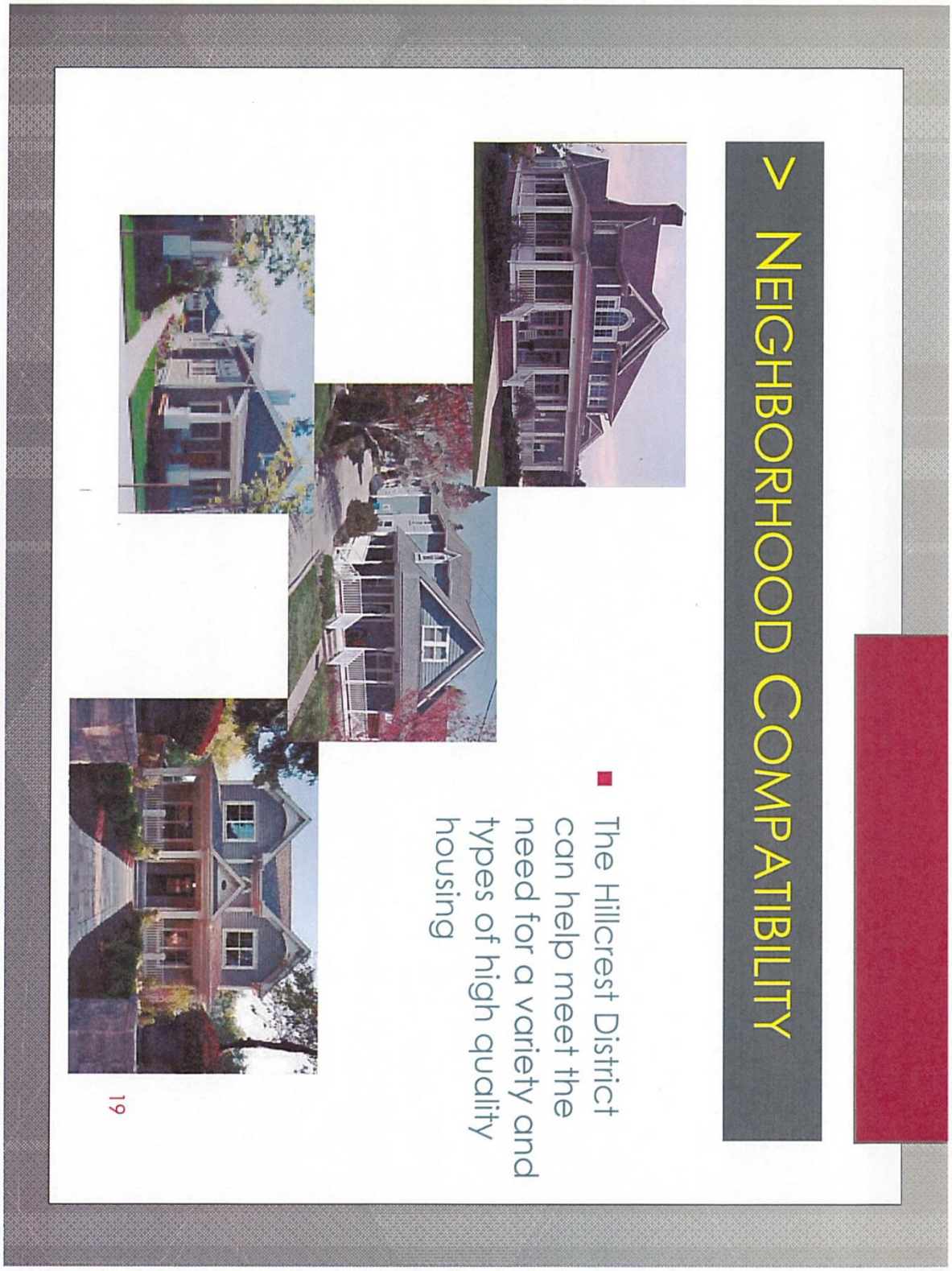
> DENSITY



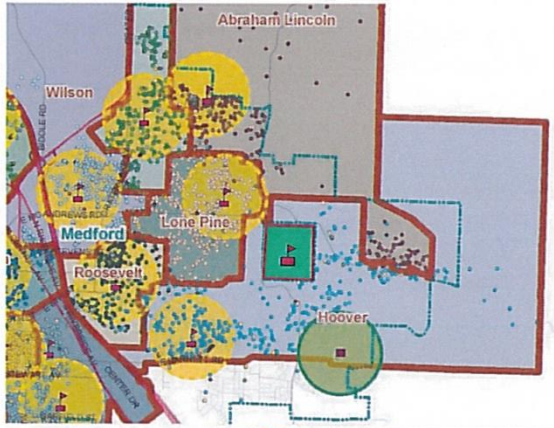
Response:

- The plan for the Hillcrest District concentrates the high density housing near the Town Center and major roads.
- Transitions to Town Center from Adjacent Traditional Residential Neighborhoods

18


> NEIGHBORHOOD COMPATIBILITY
The Hillcrest District can help meet the need for a variety and types of high quality housing
19

> Public Impact

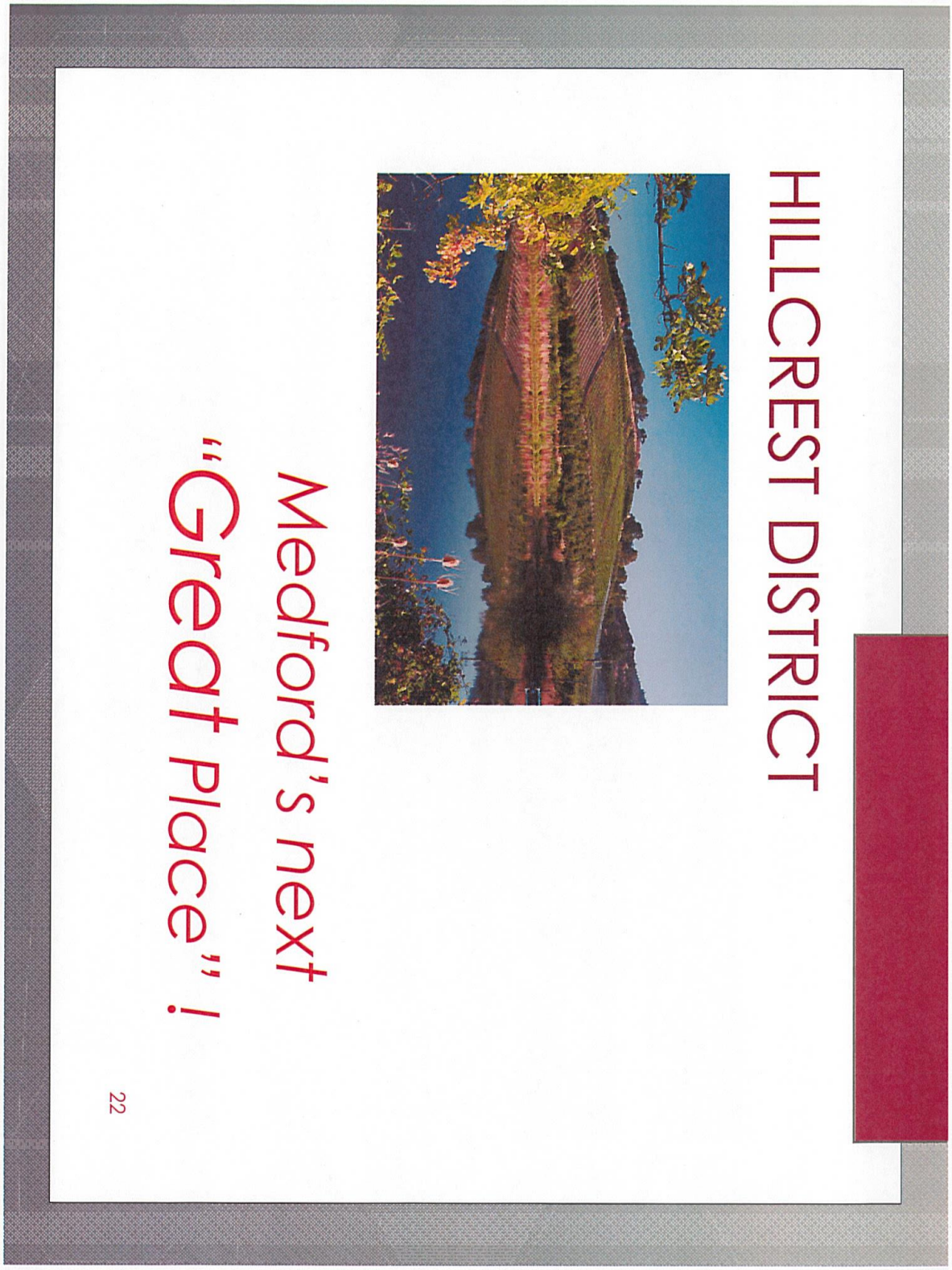


- MD-4 is well located to provide a location for a new neighborhood elementary school to serve the surrounding area and reduce the burden on the nearby schools
- A new fire station potentially could be located in MD-4 near Foothill Road.

KEY BENEFITS OF INCLUSION OF THE HILLCREST DISTRICT

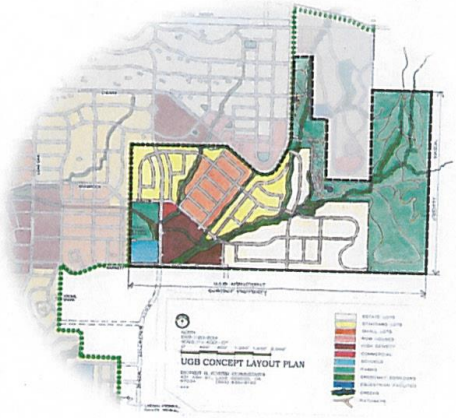
- Provides the opportunity to creatively develop a variety of housing types in East Medford to help meet the RPS density requirements.
- Creates a pedestrian-friendly town center with needed neighborhood retail that is missing in this area of town.
- Provides an employment area for surrounding residents.
- Includes potential locations for school and city facilities.
- Adds attractive park and trail amenities.

21


HILLCREST DISTRICT
Medford's next
"Great Place"!
22

Jointly Before
City Council and **Planning Commission**
City of Medford, Oregon
and
Board of Commissioners and **Planning Commission**
Jackson County, Oregon

A Proposal to Include Certain Lands In the City of Medford Urban Growth Boundary



Proposal tendered by and on behalf of:

Mahar Homes, Inc.
John R. Hanson

with permission of the

Medford Parks and Recreation Department

Proposal prepared by:

CSA Planning, Ltd.
Principal in Charge: Craig A. Stone
4497 Brownridge
Suite 101
Medford, OR 97504
Telephone: 541.779.0569

March 2015

Proposal

Summary Proposal

This Proposal has been coordinated with other lands to the north and east and both are compatible and deliver positive benefits to the City of Medford. Both proposals include Chrissy Park. Proposers assert that the following features of the Proposal lands argue for its inclusion in the UGB because:

- **The Proposal lands containing 259 buildable acres (278 gross acres exclusive of Chrissy Park) represents a logical extension of Medford's Southeast Area and supporting public parks, trails and infrastructure, and will provide needed land for housing of all types without significant impacts to the transportation system.**
- **The Proposal lands provide a means to connect pedestrian/bicycle trails from the Bear Creek Greenway to the Southeast Area's Commercial Core and beyond to Chrissy Park at virtually no cost to the City.**
- **Inclusion of the Proposal lands will facilitate sanitary sewer service to approximately 244 acres of land *already within the UGB* that has no gravity sewer route available within the existing UGB.**

Background

Medford's UGB was last legislatively amended in 1993. It then included land sufficient for a 20-year supply. During the past 22 years, Medford has seen periods of housing growth and slow-downs. There are significant land deficiencies pointed out in Medford's Housing and Economic comprehensive plan elements. Also during the period, Medford and other nearby cities agreed to undertake the construction and adoption of a Regional Plan. During the many years that the Regional Plan was being constructed, the various cities agreed not to enact any UGB amendments until the Regional Plan was adopted. That plan was ultimately approved and adopted by Jackson County and various cities, including the City of Medford. The Regional Plan was later acknowledged by the State of Oregon and was not appealed. The Plan selected lands for future urbanization, establishing as *first priority* under law the inclusion of land therein identified. The properties included in this Proposal are included in the Regional Plan as first priority Urban Reserves.

Parties to the Proposal; Proposed Acreage

The following are parties to this Proposal and total *gross* 278 acres[1], exclusive of Chrissy Park and its 164 acres (*which will not count against the City's land requirements for housing nor employment).*

- **Mahar Homes, Inc.**
- **John R. Hanson**
- **Chrissy Park** included with permission of City of Medford Parks and Recreation Department

Overarching Theme

This Proposal, including Chrissy Park, represents a planned and logical extension of Medford's highly successful Southeast Area. Beginning in 1994 the Southeast Area was jointly planned by a collaboration of City officials and private owners. Mahar Homes was a leader and instrumental in the planning and implementation of this complex plan comprising roughly one thousand acres. The Southeast Area is now well on its way to implementation, with single family housing, parks and greenway trails anchoring and leading the way for the recently approved Southeast Commercial Core, and plans for other types of housing. The Proposal is now to extend the Southeast Area further east into the foothills in the way shown on the attached Concept Master Plan (which can be denoted by comprehensive plan map designations and/or implemented as Planned Unit Developments). Every comprehensive plan adopted by

[1] Of the total 259 acres, approximately 20 additional acres is constrained by topography that exceeds 25 percent slopes and is not buildable.

the City of Medford since 1910 has directed city growth to the east foothills and away from the region's most valuable farmland.

Trail systems work best when they link origins and destination activity centers. The trail system planned in the Southeast Area would be extended to form (at little or no cost to the City) a continuous path that links the Bear Creek Greenway to the Southeast Area's Village Commercial Center, through the existing Southeast Area and the Mahar tract to Chrissy Park. The sub regional trail system is well on its way as shown on the attached map. Walking and bicycling trails have become increasingly important as a matter of public health. Attached are letters addressed to former County Commissioner Don Skundrick and Mayor Gary Wheeler from the Jackson County Public Health Advisory Board which underscores the import of trails in meeting public health objectives with specific references to Chrissy Park in the expansion of Medford's UGB. If this property is included in the UGB, it will also ultimately be included in Medford's Leisure Services Plan and the same will facilitate access to grants and other public monies. Chrissy Park was bequeathed to the City under terms that contemplate its use for equestrian purposes. The Mahar tract adjoins Chrissy Park.

Specific Proposals and Intentions of the Parties

The more specific intentions of the individual Parties to this Proposal are described below and in context of the above described Overarching Theme for the proposed lands. Their intentions are graphically depicted on the attached conceptual Master Plan prepared by Robert Foster and CSA Planning, Ltd.

Mahar Homes, Inc.

Mahar Homes is a leading Community Builder that takes a comprehensive approach to its projects. From detailed planning, to infrastructure development, the design and construction of housing, and the management of its neighborhoods and communities, Mahar Homes is southern Oregon's premier builder for homes and the planned communities in which they are located.

Mahar Homes plans a logical extension of Medford's well planned Southeast Area. Its property includes land for housing of various types and densities, including Estate, Standard and Small Lots for single family detached housing, along with High Density, Commercial, Parks, School Sites, and interconnecting greenway corridors with paths that link the Southeast Area trail system to Chrissy Park. The Mahar tract is directly linked and adjacent to the existing Southeast Area and all its mixed-use pedestrian friendly neighborhood elements. Economics and housing demands generally cause single family housing to deliver needed infrastructure and drive the demand for housing of higher density. As the Southeast Area continues to develop and matures, its vitality and high standards will be translated to this logical extension of the area that is represented by the Mahar Homes tract. Residential building in the Proposal area will also strengthen the economic viability of the Southeast Area's Commercial Core and afford a broader array of goods and services for nearby residents in the Southeast Area and beyond.

Over a period of many years Mahar Homes has demonstrated a strong commitment to the Southeast Area and will shortly lack land in Medford's primary market — single family homes on standard sized lots. While other housing types are planned and intended, the development of homes on standard single family lots will drive the market for all forms of higher density housing that will be provided later as the area further approaches development maturity.

John R. Hanson

One property of slightly less than six acres and located south off Cherry Lane is owned by John R. Hanson. This property is well suited and planned for Small Lots and exists as a logical inclusion with other lands encompassed in this Proposal.

Public Facilities and Services

The following summarizes the availability of public facilities and services to the Proposed Lands:

Public Water: Representatives of the Medford Water Commission (MWC) indicate that all lands within the Proposal area are readily serviceable with municipal water over the next twenty years through the orderly and economic extension of the water system using only existing facilities and facilities planned within its 10-year capital improvement plan. MWC uses 150-foot elevation pressure zones for its service planning and delivery. Water service is summarized below by pressure zone, moving from the lowest elevation pressure zone to the highest:

- Zone 2: Mahar land nearest the existing Southeast Plan area would be located in Pressure Zone 2. Immediate water service to this area is available through extension of local water lines through other Mahar properties being developed at this time with water storage at the Stanford Reservoir. As demand in Pressure Zone 2 increases through the build-out of these properties, MWC has plans to construct an additional Zone 2 reservoir in Chrissy Park; the Cherry Lane #2 Reservoir is in the MWC's Capital Improvement Program and MWC representatives indicate that existing revenue streams could fund its construction in as few as three years based upon demand due to growth in the area. Land and easements for this water reservoir have already been obtained by the Water Commission.

- Zone 3: Lands to be served by Zone 3 are the upper lands owned by Mahar Homes, John Hanson's Property and a portion of Chrissy Park. These lands will be served through the orderly and economic extension of service lines down Cherry Lane from the second reservoir in Chrissy Park to development on the Mahar Homes tract past Chrissy Park, a distance of approximately 2,000 feet. This distance is an economically feasible water line extension for Mahar Homes and John Hanson to finance as part of its project build-out. MWC has plans to construct the new Zone 3 reservoir in Chrissy Park; the Cherry Lane Reservoir #3 is in its Capital Improvement Program and MWC representatives indicate that existing revenue streams could fund its construction in as few as five years based upon demand due to growth in the area. Land and easements for this water reservoir have already been obtained by the Water Commission. The new Cherry Lane #3 reservoir and water line extension down Cherry Lane is also needed to serve a large swath of lands located in Zone 3 that are already located within the existing Urban Growth Boundary west of Cherry Lane.

Sanitary Sewers: The Proposal lands must be served by the City of Medford through the now developing Southeast Area. Sanitary sewer for this area is challenging or simple depending on how the existing conditions are conceptualized. The City's Sewer Master Plan indicates significant downstream hydraulic deficiencies (primarily in Barnett Road) under ***future conditions***. This essentially means that major upgrades to the existing system facilities or an alternative diversion route is needed to serve growth ***already within*** the City's Urban Growth Boundary. The marginal cost to make the needed improvements in a manner that would be adequate to serve the Proposal lands is relatively small. Moreover, including the Proposal lands would result in additional urbanizable lands to be served by the upgrades at low additional marginal cost. Thus, inclusion of the Proposal lands represents an economic and orderly manner in which to finance improvements required to serve lands *already in the existing UGB*.

The sewer capacity issue in Southeast Medford was identified in the 2003 Sanitary Sewer Waste Water Management Master Plan. The City does not have a straightforward sewer improvement plan to address the capacity deficiencies identified in the 2003 Master Plan. Property owners within the existing UGB and Proposal area have initiated a collaborative effort with the Public Works Department to establish a straight-forward plan that will serve the entire basin for current and

future growth. The sewer improvement plan that will result from this effort will be adequate to serve the existing UGB area, the Proposal area and include long-range components to serve the remaining long-range Urban Reserve lands in this basin.

The sewer facility improvement plan, including a financing component, is expected to be completed in six months or less. Over the past 13-year period, Mahar Homes and others in the Southeast Area have contributed approximately 3 million dollars in SDC's that have been used for water, sewer, storm drainage, parks and street improvement upgrades for Medford. Mahar Homes has contributed to City infrastructure needs for the past forty years and its track record can be relied upon to produce a collaborative effort with the City to plan (and ultimately deliver) needed sewer infrastructure for this entire area of the City and the same will benefit the entire basin. It is requested that the UGB review process account for this planning effort and that any facility scoring through the alternative boundary location analysis properly account for this needed planning effort.

In addition to the basin-wide capacity and improvement issues, there are more localized service area issues that will be addressed by inclusion of the Proposal lands. Geographically, it is estimated that approximately 244 acres of land along Cherry Lane that is *already within the UGB* has no gravity flow sewer route available within the existing UGB and inclusion of the Proposal lands is necessary to provide a gravity flow sewer solution for these lands.

Storm Drainage: Storm drainage for the Proposal lands is relatively straightforward. Most all of the area drains to Larson Creek. The City's policy and approach to storm drainage is essentially to limit drainage rates to pre-development conditions. Larson Creek is a relatively large drainage with a fair amount of capacity. On-site storm water detention on these properties can feasibly be engineered to limit storm-drainage run-off to predevelopment conditions. Mahar Homes would accept a condition of approval that requires them to work with the Parks Department to refine the concept plan presented herein to determine and establish locations for storm water detention to serve the Proposal lands prior to annexation.

Streets; Transportation: The properties can be served by existing public streets and the extension of planned streets. As the Southeast Area develops, an orderly and economic extension of the gridded street network in the Southeast Area can be achieved and the same will serve most of the Proposal lands. This will create additional connectivity on City streets to Barnett Road for the area.

Regionally, growth in this area is the *Preferred Alternative* according to the analysis performed by the City's transportation consultant Kittelson and Associates when it evaluated the External Study Area concepts. Kittelson examined three scenarios — growth in the northeast, growth in the southeast, and growth to the southeast and west. Growth in the southeast and in the southeast and west were the best performing growth scenarios from a regional transportation perspective.

Growth in the southeast benefits from transportation improvements that are already in place, such as the South Medford Interchange and the new Fern Valley Interchange. It also benefits from improvements that must occur no matter what growth scenario the City might select, especially capacity improvements to North Phoenix and Foothills Roads. There are other land use interaction factors to consider as well. The major employment areas at the hospitals and downtown Medford can be reached entirely on the City's arterial street network. This is also true for planned employment and retail areas. The City's UGB proposal contemplates a new employment campus area south of Centennial Golf Course. This employment campus could be accessed from the Proposal area directly by way of City/County arterials without the need for travel on any State highways or Interstate 5. For retail services, the Southeast Area includes a retail center that was recently granted master plan approval by the City; additional customers in this area will strengthen development of the retail center and increase its ability to shorten service and retail trips for its service area.

In addition to the beneficial location from a regional transportation perspective, the Proposal lands include a unique and beneficial bicycle and pedestrian element. This project will allow a bike/pedestrian path connection that is continuous, except for a short stretch along North Phoenix Road, all the way from the Bear Creek Greenway to Chrissy Park. This is a logical extension of the City's non-motorized system that will create a great bicycle and pedestrian amenity for the City when it is completed and the same will be almost exclusively funded by development without need for municipal expenditures.

Public Services and Utilities: Public services such as Police and Fire protection and public utilities which include electricity, natural gas and communications respond to growth and development and follow its path. These can and will be provided to the Proposal Lands.

Acreage Computations

The below Table reports acreages in accordance with the attached Concept Master Plan, including land that by law is considered constrained and unbuildable based upon slopes in excess of 25 percent. Land that is constrained/unbuildable does not count against the City's land requirements under terms of the laws and rules that regulate inventories of buildable land.

Proposed Lands
Acreage Computations
Source: CSA Planning, Ltd.

Owners	Land Use Category							Total Buildable Acres	Total Constrained Unbuildable Acres	Total Gross Acres
	Estate Lot	Standard Lot	Small Lot	High Density	Retail and Service	Parks and Open Space	All Others			
Mahar Homes	66.4	96.9	33.5	30.9	2.9	13.1	9.1	252.8	19.6	272.3
John R. Hanson			5.7					5.7		5.7
Chrissy Park						164.1		164.1		164.1
Totals	**66.4**	**96.9**	**39.2**	**30.9**	**2.9**	**177.2**	**9.1**	**422.5**	**19.6**	**442.1**

Table Notes:

1. All Others" category includes Equestrian Facilities on Hansen and School property on Mahar
2. Constrained = Slopes 25% or greater and Note, slopes were not evaluated on Chrissy Park lands.

Plans, Maps, Information and Attachments

The following plans, maps and information are attached:

- Concept Master Plan Showing Existing Southeast Area and the Proposed Lands and lands for which this plan has been coordinated to the northeast.
- Municipal Trail System with Linkages Through the Proposed Lands
- Letters from addressed to former County Commissioner Don Skundrick and Mayor Gary Wheeler from the Jackson County Public Health Advisory Board which underscores the import of trails in meeting public health objectives with specific references to Chrissy Park and expansion of Medford's UGB

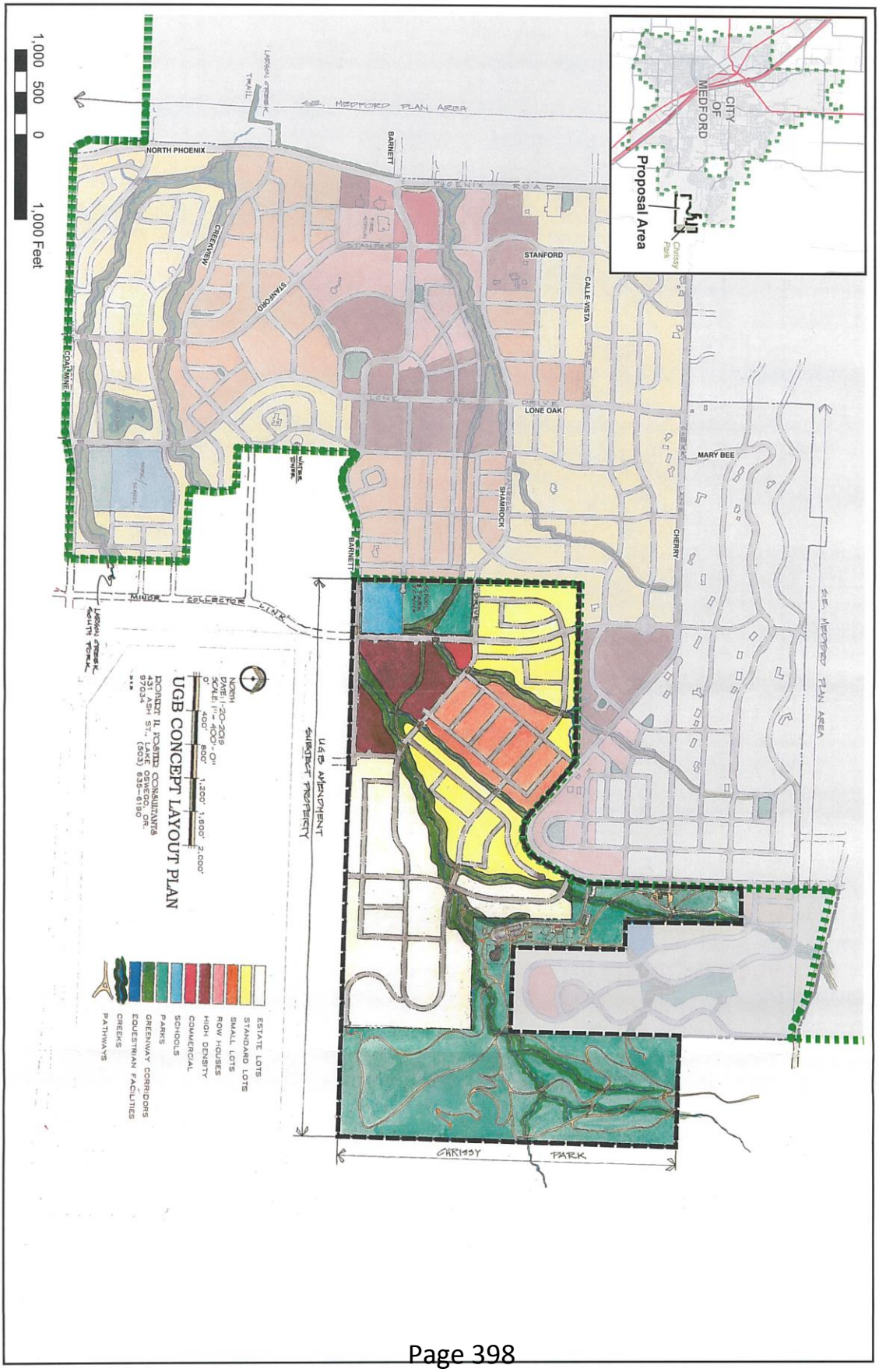
If additional information or materials are required, they of course will be provided.

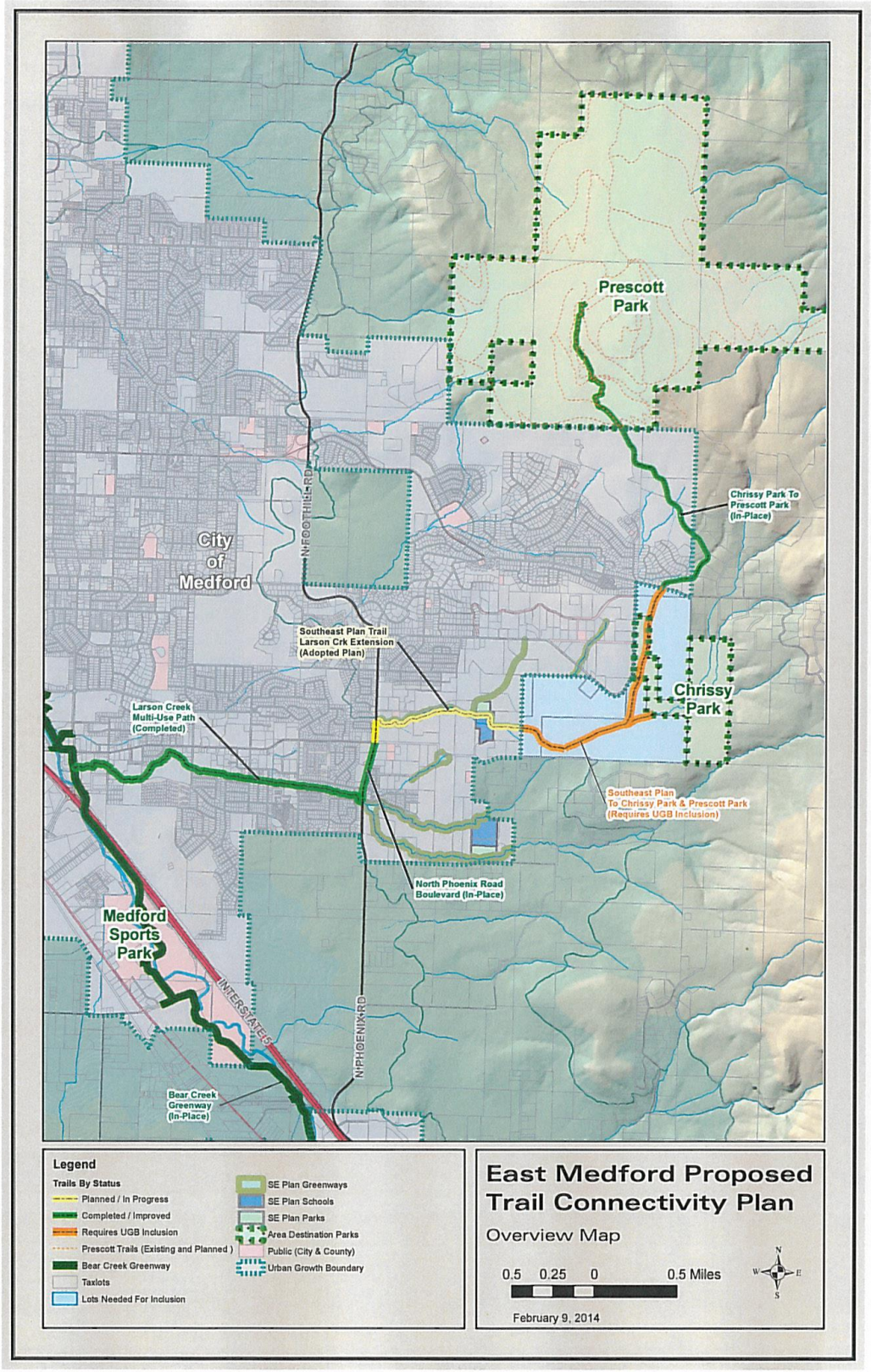
Respectfully submitted of behalf of the parties,

CSA Planning, Ltd.

Craig A. Stone
President

CAS/m


CITY OF MEDFORD
Proposal Area
Chrissy Park
1,000 500 0 1,000 Feet
SE. MEDFORD PLAN AREA
NORTH PHOENIX
BARNETT
PHOENIX ROAD
STANFORD
CALLE VISTA
LONE OAK
MARY BEE
CHERRY
SHAMROCK
GREENVIEW
COALMINE
MINOR COLLECTOR LINK
UGB AMENDMENT SUBJECT PROPERTY
CHRISSY PARK
UGB CONCEPT LAYOUT PLAN
NORTH
DATE: 1-20-2016
SCALE: 1" = 400' - 0"
0 400' 800' 1,200' 1,600' 2,000'
ROBERT H. POSTON CONSULTANTS
431 ASH ST., LAKE OSWEGO, OR 97034
(503) 635-6190
ESTATE LOTS
STANDARD LOTS
SMALL LOTS
ROW HOUSES
HIGH DENSITY
COMMERCIAL
SCHOOLS
PARKS
GREENWAY CORRIDORS
EQUESTRIAN FACILITIES
CREEKS
PATHWAYS


Prescott Park
Chrissy Park To Prescott Park (In-Place)
City of Medford
N FOOTHILL RD
Southeast Plan Trail Larson Crk Extension (Adopted Plan)
Chrissy Park
Larson Creek Multi-Use Path (Completed)
Southeast Plan To Chrissy Park & Prescott Park (Requires UGB Inclusion)
North Phoenix Road Boulevard (In-Place)
Medford Sports Park
INTERSTATE 5
N PHOENIX RD
Bear Creek Greenway (In-Place)
Legend
Trails By Status
Planned / In Progress
Completed / Improved
Requires UGB Inclusion
Prescott Trails (Existing and Planned)
Bear Creek Greenway
Taxlots
Lots Needed For Inclusion
SE Plan Greenways
SE Plan Schools
SE Plan Parks
Area Destination Parks
Public (City & County)
Urban Growth Boundary
East Medford Proposed Trail Connectivity Plan
Overview Map
0.5 0.25 0 0.5 Miles
February 9, 2014

JACKSON COUNTY
Health & Human Services

Health & Human Services
Public Health Advisory Board

Contact:
Belle Shepherd, MPH
Public Health Division Manager

1005 E. Main St, Bldg A
Medford, OR 97501
Phone: 541-770-7707
Fax: 541-774-7977
shephebs@jacksoncounty.org

www.jacksoncounty.org

May 7, 2012

MAYOR GARY WHEELER
City of Medford
411 W. 8th St.
Medford, Oregon 97501

RE: Trail Right of Way

Dear Mayor Wheeler:

The Jackson County Public Health Advisory Board (PHAB) is charged with making recommendations to the Board of Commissioners for programs and strategies to address public health challenges in Jackson County. Among the identified public health risks targeted by PHAB is childhood obesity.

In 2010, the Jackson County PHAB developed a strategic plan designed to provide an implementation tool for the planning, development and maintenance of urban trails by cities within Jackson County. Under this plan, Jackson County recommended that, as cities planned for their urban future, they explore and where practical implement policies that would provide incentives to develop urban trail infrastructure as a public health strategy.

With a number of cities in the process of expanding their urban growth boundaries, it seemed timely that PHAB remind all jurisdictions of this plan and its goal of seeking a long term strategy to deal with a growing public health concern, childhood obesity.

On behalf of the Public Health Advisory Board, we want to express our appreciation for the City's investment into a critical portion of the urban trail developed as a pilot under PHAB's urban trail implementation plan.

Based upon private sector commitments for the construction of substantial portions of the trail, a future connection contemplated as part of Medford's UGB expansion, would result in an urban trail through the 1000-acre master planned Southeast Medford Area to Medford's Chrissy Park. The City will be interested to know that Medford Water Commission funds used to acquire a future reservoir site on Crissy Park (which is administered by a private trust) have been saved and set aside by the trust to construct the park and the urban trails that serve this park.

Again, our thanks to the City for its forward thinking expressed through its support for what will become an important part of Medford's urban future.

May 7, 2012
Page 2 of 2

Sincerely,

Brenda Johnson

Brenda Johnson, Chair
Jackson County Public Health Advisory Board

CC: City Councilors
Bill Hoke, City Manager (interim)
Brian Sjothun, Parks Director
Jim Huber, Planning Director
Cory Crebbin, Public Works Director

JACKSON COUNTY
Health & Human Services

Health & Human Services
Public Health Advisory Board

Contact:
Belle Shepherd, MPH
Public Health Division Manager

1005 E. Main St, Bldg A
Medford, OR 97501
Phone: 541-770-7707
Fax: 541-774-7977
shephebs@jacksoncounty.org

www.jacksoncounty.org

May 7, 2012
MR. DON SKUNDRICK, Chair
Jackson County Board of Commissioners
Jackson County Courthouse
Medford, Oregon 97501

RE: Support for Urban Trails Project

Dear Commissioner Skundrick:

The Jackson County Public Health Advisory Board (PHAB) is charged with making recommendations to the Board of Commissioners for programs and strategies to address public health challenges in Jackson County. Among the identified public health risks targeted by PHAB is childhood obesity.

In 2010, the Jackson County PHAB developed a strategic plan designed to provide an implementation tool for the planning, development and maintenance of urban trails by cities within Jackson County. Under this plan, Jackson County recommended that, as cities planned for their urban future, they explore and where practical implement policies that would provide incentives to develop urban trail infrastructure as a public health strategy.

With a number of cities in the process of expanding their urban growth boundaries, it seems timely that again, that PHAB seek Commission reaffirmation of its resolution of support that was previously provided. The City of Medford, by way of example, recently committed public funding for the purchase of the first small component of the Urban Trail developed by PHAB as a pilot project to implement this policy. Based upon private sector commitments associated with the trail, a future connection contemplated as part of Medford's UGB expansion, would result in an urban trail through the 1000-acre master planned Southeast Medford Area to Medford's Chrissy Park. The Board will be interested to know that Medford Water Commission funds used to acquire a future reservoir site on Crissy Park (which is administered by a private trust) have been saved and set aside by the trust to construct the park and the urban trails that serve the park.

We respectfully request that the Board send a letter that reaffirms its position with respect to urban trails and that the same be sent to all cities within Jackson County.

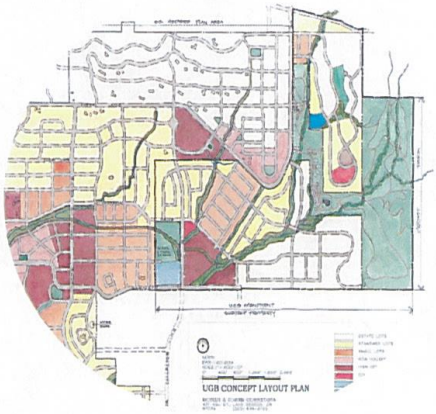
Respectfully submitted,

Brenda Johnson

Brenda Johnson, Chair
Jackson County PHAB

Jointly Before
City Council and **Planning Commission**
City of Medford, Oregon
and
Board of Commissioners and **Planning Commission**
Jackson County, Oregon

A Proposal to Include Certain Lands In the City of Medford Urban Growth Boundary



Proposal tendered by and on behalf of:

Allen and Daralene Hansen
Lee Harker and Steven Switzer
Roy Bergstrom

with permission of the

Medford Parks and Recreation Department

Proposal prepared by:

CSA Planning, Ltd.
Principal in Charge: Craig A. Stone
4497 Brownridge
Suite 101
Medford, OR 97504
Telephone: 541.779.0569

March 2015

Proposal

Summary Proposal

This Proposal has been coordinated with other lands to the south and west owned by Mahar Homes, Inc. and both proposals are compatible and deliver positive benefits to the City of Medford. Both proposals include Chrissy Park. Proposers assert that the following features of the Proposal lands argue for its inclusion in the UGB because:

- **The Proposal lands containing 81 buildable acres (106 gross acres exclusive of Chrissy Park) with the Mahar Proposal, this land represents a logical extension of Medford's Southeast Area and supporting public parks, trails and infrastructure, and will provide needed land for housing of all types without significant impacts to the transportation system.**
- **The Proposal lands provide a means to connect pedestrian/bicycle trails from the Bear Creek Greenway to the Southeast Area's Commercial Core through the Mahar Proposal lands and to Chrissy Park and beyond to Prescott Park at virtually no cost to the City.**
- **Inclusion of the Proposal lands will facilitate a logical boundary under Statewide Planning Goal 14. If the City includes Chrissy Park in the UGB, then the Proposal Lands owned by Hansen are virtually surrounded by the Urban Growth Boundary. Cities may permissibly include small areas such as this when needed to prevent an illogical UGB, even if it amounts to more acreage than a city can otherwise justify.**

Background

Medford's UGB was last legislatively amended in 1993. It then included land sufficient for a 20-year supply. During the past 22 years, Medford has seen periods of housing growth and slow-downs. There are significant land deficiencies pointed out in Medford's Housing and Economic comprehensive plan elements. Also during the period, Medford and other nearby cities agreed to undertake the construction and adoption of a Regional Plan. During the many years that the Regional Plan was being constructed, the various cities agreed not to enact any UGB amendments until the Regional Plan was adopted. That plan was ultimately approved and adopted by Jackson County and various cities, including the City of Medford. The Regional Plan was later acknowledged by the State of Oregon and was not appealed. The Plan selected lands for future urbanization, establishing as *first priority* under law the inclusion of land therein identified. The properties included in this Proposal are included in the Regional Plan as first priority Urban Reserves.

Parties to the Proposal; Proposed Acreage

The following are parties to this Proposal and total *gross* 384 acres[1], exclusive of Chrissy Park and its 164 acres (*which will not count against the City's land requirements for housing nor employment).*

- **Allen and Daralene Hansen**
- **Lee Harker and Steven Switzer**
- **Roy Bergstrom**
- **Chrissy Park** included with permission of City of Medford Parks and Recreation Department

Overarching Theme

This Proposal, including Chrissy Park, represents a planned and logical extension of Medford's highly successful Southeast Area. Beginning in 1994 the Southeast Area was jointly planned by a collaboration of City officials and private owners. Mahar Homes was a leader and instrumental in the planning and implementation of this complex plan comprising roughly one thousand acres. The Southeast Area is now well on its way to implementation, with single family housing, parks and greenway trails anchoring and leading the way for the recently approved Southeast Commercial Core,

[1] Of the total 106 acres, approximately 25 acres are constrained by topography that exceeds 25 percent slopes and is not buildable.

and plans for other types of housing. The Proposal is now to extend the Southeast Area further east into the foothills in the way shown on the attached Concept Master Plan (which can be denoted by comprehensive plan map designations and/or implemented as Planned Unit Developments). Every comprehensive plan adopted by the City of Medford since 1910 has directed city growth to the east foothills and away from the region's most valuable farmland.

Trail systems work best when they link origins and destination activity centers. The trail system planned in the Southeast Area would be extended to form (at little or no cost to the City) a continuous path that links the Bear Creek Greenway to the Southeast Area's Village Commercial Center, through the existing Southeast Area and the Mahar tract to Chrissy Park and north to connect to Prescott Park and its internal trail system. The sub regional trail system is well on its way as shown on the attached map. Walking and bicycling trails have become increasingly important as a matter of public health. Attached are letters addressed to former County Commissioner Don Skundrick and Mayor Gary Wheeler from the Jackson County Public Health Advisory Board which underscores the import of trails in meeting public health objectives with specific references to Chrissy Park in the expansion of Medford's UGB. Copies of the letters are attached. If this property is included in the UGB, it will also ultimately be included in Medford's Leisure Services Plan and the same will facilitate access to grants and other public monies.

Chrissy Park was bequeathed to the City under terms that contemplate its use for equestrian purposes. The Hansen tract portion of this Proposal adjoins Chrissy Park and links it with proposed equestrian trails which connect to equestrian trails that exist throughout Prescott Park. This presents opportunities to accommodate housing with equestrian features and amenities. The creation of new parcels that accommodate equestrian amenities are in short supply in unincorporated Jackson County and this Proposal will accommodate this underserved market segment. Chrissy Park and large lots planned at the UGB periphery creates an appropriate transition with unincorporated county rural lands immediately outside the UGB that are not included in an Urban Reserve area.

If the City includes Chrissy Park in the UGB, inclusion of the Proposal lands is necessary and appropriate to create a logical boundary for the City's UGB. The proposal properties already border the City's UGB to the north and west. If the City were to add Chrissy Park to the City's UGB, the proposal lands will be surrounded by the UGB on all four sides and only a short ¼ mile property boundary at the northeast corner would not be within the UGB. Goal 14 should not, and arguably cannot, be interpreted to require such an illogical UGB boundary configuration.

Specific Proposals and Intentions of the Parties

The more specific intentions of the individual Parties to this Proposal are described below and in context of the above described Overarching Theme for the proposed lands. Their intentions are graphically depicted on the attached conceptual Master Plan prepared by Robert Foster and CSA Planning, Ltd.

Allen and Daralene Hansen

Allen and Daralene Hansen, caretakers for Dorothy Whittle, were bequeathed this property from Mrs. Whittle in the same action that brought Chrissy Park to the City of Medford. The Hansen's seek to plan and improve this property in ways shown on the attached Master Plan. This includes a mix of housing ranging from Estate, Standard and Small Lots to attached high density housing. Lots which adjoin Chrissy Park (or equestrian trails) may be planned with the option of locating stables to the rear of their homes. Larger lots are intended to accommodate casitas — separate quarters that can be used for many purposes. Hansen's desire to work with the Planning Department on special area regulations that would permit a range of uses for the casitas such as: guest accommodations, space for hobbies or professional home occupations, spaces for media or workouts, and other desirable uses. Trails on the Hansen Property and other adjacent lands in the Mahar Proposal will provide linkages from the Bear Creek Greenway to the Southeast Area's Commercial Center to Chrissy Park and beyond to Prescott Park for

pedestrians and bicycles, with equestrian linkages to Chrissy Park and Prescott Park's own network of equestrian trails. On the southerly part of this property is land contemplated to accommodate an equestrian-oriented Bed and Breakfast.

Lee Harker and **Steven Switzer; Roy Bergstrom**

Two properties owned individually by Harker/Switzer and Bergstrom exist as a comparatively small wedge of land lying between the existing UGB to the north and the Hansen tract to the south. Including this land (and the Hansen tract) produces a logical extension of the City's urban form and will enable future extensions of public infrastructure to serve lands already in Medford. The small parcels are owned by Harker/Switzer/Bergstrom are well suited, as proposed, to be Standard Lots.

Public Facilities and Services

The following summarizes the availability of public facilities and services to the Proposed Lands:

Public Water: Representatives of the Medford Water Commission (MWC) indicate that all lands within the Proposal area are serviceable with municipal water through the orderly and economic extension of the water system using existing facilities, as follows:

- Zone 4: Lands to be served by Zone 4 are the properties owned by Allen and Daralene Hansen, Lee Harker /Steven Switzer, and Roy Bergstrom, and a portion of Chrissy Park. Public water facilities in Hillcrest Road and Cherry Lane is available to serve these lands. These lands can be served by the Existing Cherry Lane #1 reservoirs.

- Zone 5: Lands to be served by Zone 5 are the properties owned by Allen and Daralene Hansen. These lands can be served by the extension to the south of existing water lines that presently serve the nearby Saddle Ridge development. This land can be served by the existing Highlands Reservoir.

- It should also be noted that *existing* lands within the UGB require new reservoirs in Chrissy Park (being Cherry Lane Reservoir #2 and #3) to serve development within the existing UGB located in pressure Zones 2 and 3. As a trustee for Chrissy Park, Daralene Hansen worked with the City of Medford Water Commission in a cooperative manner to allow the siting of the new water reservoirs in Chrissy Park under the terms of the bequest of Chrissy Park to the City of Medford. Thus, Hansen's have already worked cooperatively on the delivery of needed infrastructure to the City of Medford.

Sanitary Sewers: The northern half of the proposal area (approximately) can be served by existing gravity sewer in Cherry Lane and Hillcrest Road. The City's 2003 Sanitary Sewer Waste Water Management Master Plan did not identify any downstream capacity deficiencies in this system in the existing conditions analysis. The future conditions analysis identified several downstream capacity issues. However, there are several potential solutions to these issues, as follows:

- Refined future hydraulic modelling may reveal there is no issue at all.
- Maintenance to the system may reduce infiltration and inflow that will change the capacity calculations going forward.
- It may be possible to reroute a the upper portion of the basin to avoid the downstream system from Basin B to basin E1 or E2 through the Carpenter Property.. Additional hydraulic modelling would be need to evaluate this option.

In addition to the above potential solutions, another option is to take most all of the sewer flows through the Southeast Plan Area. This plan has been coordinated with Mahar Homes and their proposal details the sewer issues in this area. The

lower half of the Hansen property must be served by sewer from this direction in any event. Thus, inclusion of these properties represents an additional funding source for a large-scale solution to the sewer issues in the Southeast Area.

Storm Drainage: Storm drainage for the Proposal lands is relatively straightforward. Most all of the area drains to Larson Creek. The City's policy and approach to storm drainage is essentially to limit drainage rates to pre-development conditions. Larson Creek is a relatively large drainage with a fair amount of capacity. On-site storm water detention on these properties can feasibly be engineered to limit storm-drainage run-off to predevelopment conditions. Hansen's would accept a condition of approval that requires them to work with the Parks Department and Public Works to refine the concept plan presented herein to determine and establish locations for storm water detention to serve the Proposal lands prior to annexation.

Streets; Transportation: The properties can be served by existing public streets and the extension of planned streets in the adjacent Mahar proposal. As the Southeast Area develops, an orderly and economic extension of the gridded street network in the Southeast Area can be achieved and the same will serve most of the Proposal lands. This will create additional connectivity on City streets to Barnett Road for the area. The Hansen property is somewhat constrained from a street connectivity standpoint to the Mahar proposal lands because it is virtually surrounded by Chrissy Park; however the owners have developed a concept street plan that still provides several entrances to that property for vehicles and presents an attractive and functional street layout with connections to Cherry Lane, McAndrews Road and through the Mahar tract and Southeast Area to Barnett Road.

Regionally, growth in this area is the preferred alternative according to the analysis performed by the City's transportation consultant Kittelson and Associates when it evaluated the External Study Area concepts. Kittelson examined three scenarios — growth in the northeast, growth in the southeast, and growth to the southeast and west. Growth in the southeast and in the southeast and west were the best performing growth scenarios from a regional transportation perspective.

Growth in the southeast benefits from transportation improvements that are already in place, such as the South Medford Interchange and the new Fern Valley Interchange. It also benefits from improvements that must occur no matter what growth scenario the City might select, especially capacity improvements to North Phoenix and Foothills Roads. There are other land use interaction factors to consider as well. The major employment areas at the hospitals and downtown Medford can be reached entirely on the City's arterial street network. This is also true for planned employment and retail areas. The City's UGB proposal contemplates a new employment campus area south of Centennial Golf Course. This employment campus could be accessed from the Proposal area directly by way of City/County arterials without the need for travel on any State highways or Interstate 5. For retail services, the Southeast Area includes a retail center that was recently granted master plan approval by the City; additional customers in this area will strengthen development of the retail center and increase its ability to shorten service and retail trips for its service area.

In addition to the beneficial location from a regional transportation perspective, the Proposal lands include a unique and beneficial bicycle and pedestrian element that will allow a bike/pedestrian path connection that is continuous, except for a short stretch along North Phoenix Road, all the way from the Bear Creek Greenway to and through Chrissy Park to Prescott Park beyond. This is a logical extension of the City's non-motorized system that will create a great bicycle and pedestrian amenity for the City when it is completed and the same will be almost exclusively funded by development without need for municipal expenditures.

Public Services and Utilities: Public services such as Police and Fire protection and public utilities which include electricity, natural gas and communications respond to

growth and development and follow its path. These can and will be provided to the Proposal Lands.

Acreage Computations

The below Table reports acreages in accordance with the attached Concept Master Plan, including land that by law is considered constrained and undevelopable based upon slopes in excess of 25 percent. Land that is constrained/undevelopable does not count against the City's land requirements under terms of the laws and rules that regulate inventories of buildable land.

Proposed Lands
Acreage Computations
Source: CSA Planning, Ltd.

Owners	Land Use Category							Total Buildable Acres	Total Constrained Unbuildable Acres	Total Gross Acres
	Estate Lot	Standard Lot	Small Lot	High Density	Retail and Service	Parks and Open Space	All Others			
Hansen	26.4	27.7	7.6	2.5	3.4	2.0	3.0	72.5	24.3	96.8
Harker/Switzer		6.0						6.0	0.6	6.6
Bergstrom		2.6						2.6	0.2	2.8
Chrissy Park						164.1		164.1		164.1
Totals	**26.4**	**36.3**	**7.6**	**2.5**	**3.4**	**166.0**	**3.0**	**245.2**	**25.1**	**270.3**

Table Notes:

1. All Others" category includes Equestrian Facilities on Hansen and School property on Mahar
2. Constrained = Slopes 25% or greater and Note, slopes were not evaluated on Chrissy Park lands.

Plans, Maps, Information and Attachments

The following plans, maps and information are attached:

- Concept Master Plan Showing Existing Southeast Area and the Proposed Lands
- Municipal Trail System with Linkages Through the Proposed Lands
- Letters from addressed to former County Commissioner Don Skundrick and Mayor Gary Wheeler from the Jackson County Public Health Advisory Board which underscores the import of trails in meeting public health objectives with specific references to Chrissy Park and expansion of Medford's UGB

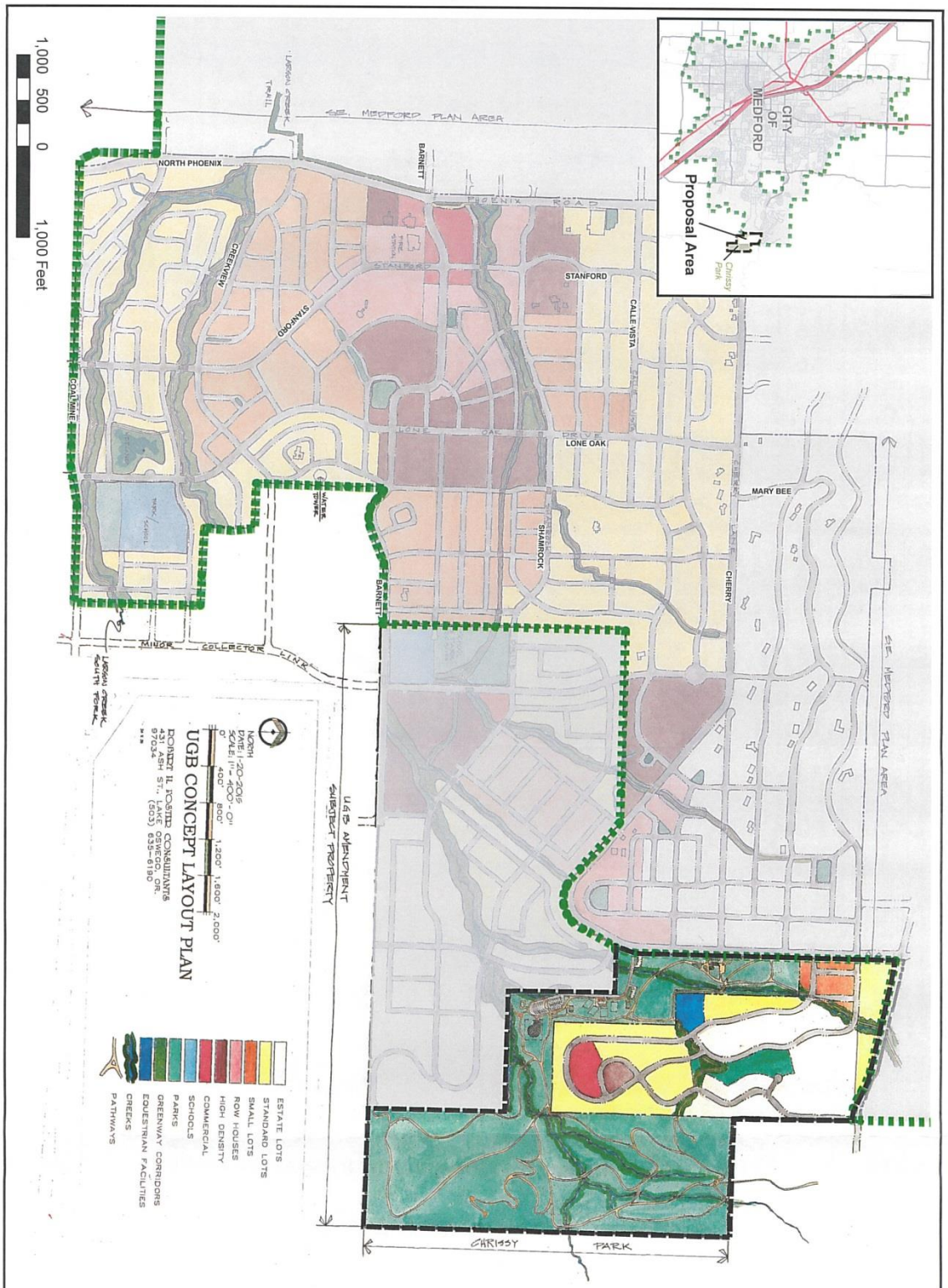
If additional information or materials are required, they of course will be provided.

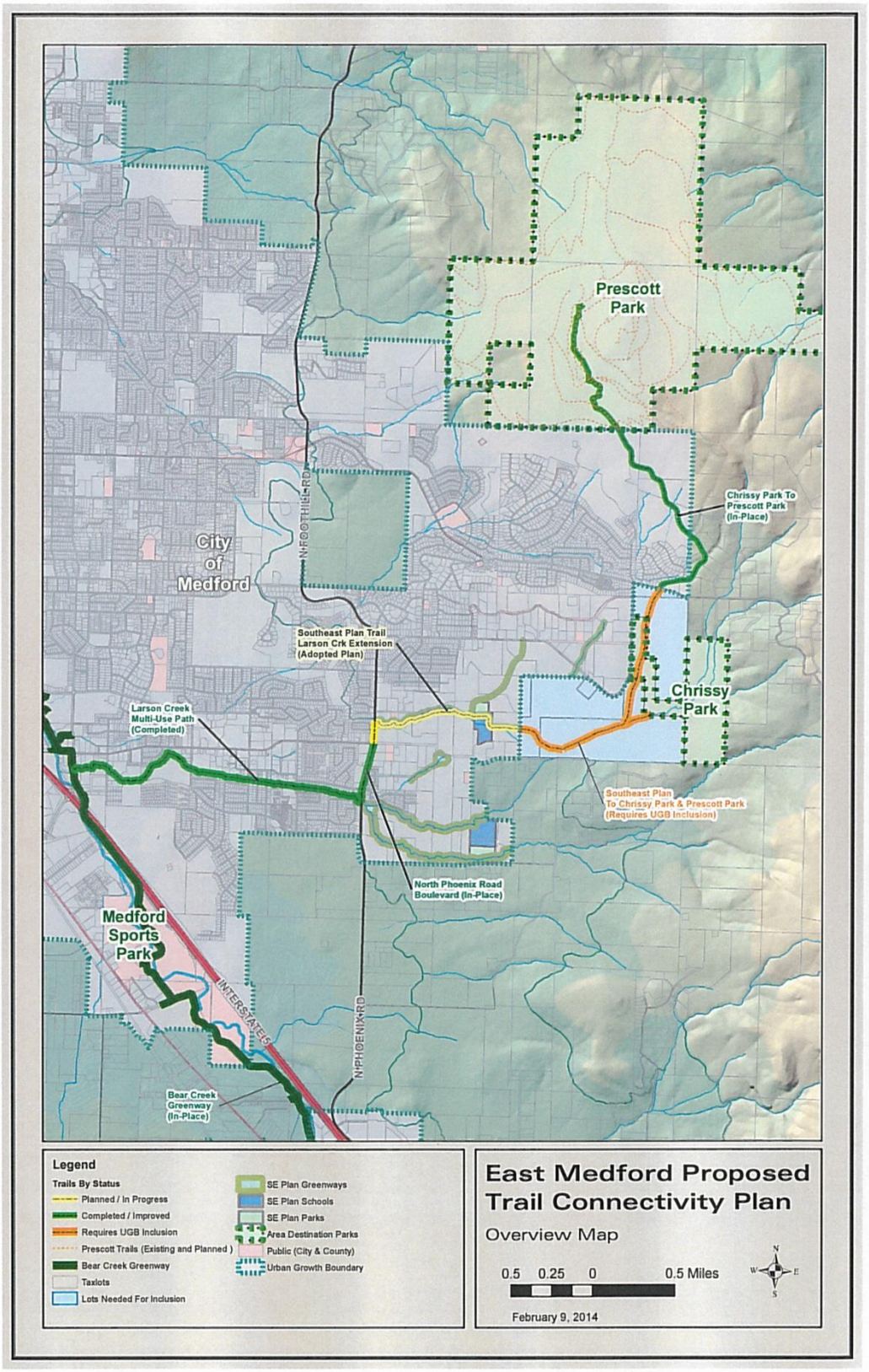
Respectfully submitted of behalf of the parties,

CSA Planning, Ltd.

Craig A. Stone
President

CAS/m


CITY OF MEDFORD
Proposal Area
Chrissy Park
1,000 500 0 1,000 Feet
S.E. MEDFORD PLAN AREA
NORTH PHOENIX
BARNETT
PHOENIX ROAD
STANFORD
CALLE VISTA
LONE OAK
MARY BEE
CHERRY
SHAMROCK
CREEKVIEW
STANFORD
COALMINE
LARSON CREEK TRAIL
WATER TOWER
MINOR COLLECTOR LINK
UGB AMENDMENT SUBJECT PROPERTY
CHRISSY PARK
NORTH
DATE: 1-30-2016
SCALE: 1" = 400'-0"
0' 400' 800' 1,200' 1,600' 2,000'
UGB CONCEPT LAYOUT PLAN
DORRIT L. POSTIER CONSULTANTS
431 ASH ST., LAKE OSWEGO, OR.
97034
(503) 635-6190
ESTATE LOTS
STANDARD LOTS
SMALL LOTS
ROW HOUSES
HIGH DENSITY
COMMERCIAL
SCHOOLS
PARKS
GREENWAY CORRIDORS
EQUESTRIAN FACILITIES
CREEKS
PATHWAYS


Prescott Park
City of Medford
N FOOTHILL RD
Chrissy Park To Prescott Park (In-Place)
Southeast Plan Trail Larson Crk Extension (Adopted Plan)
Chrissy Park
Larson Creek Multi-Use Path (Completed)
Southeast Plan To Chrissy Park & Prescott Park (Requires UGB Inclusion)
North Phoenix Road Boulevard (In-Place)
Medford Sports Park
INTERSTATE 5
N PHOENIX RD
Bear Creek Greenway (In-Place)
Legend
Trails By Status
Planned / In Progress
Completed / Improved
Requires UGB Inclusion
Prescott Trails (Existing and Planned)
Bear Creek Greenway
Taxlots
Lots Needed For Inclusion
SE Plan Greenways
SE Plan Schools
SE Plan Parks
Area Destination Parks
Public (City & County)
Urban Growth Boundary
East Medford Proposed Trail Connectivity Plan
Overview Map
0.5 0.25 0 0.5 Miles
February 9, 2014

JACKSON COUNTY
Health & Human Services

Health & Human Services
Public Health Advisory Board

Contact:
Belle Shepherd, MPH
Public Health Division Manager

1005 E. Main St, Bldg A
Medford, OR 97501
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Fax: 541-774-7977
shephebs@jacksoncounty.org

www.jacksoncounty.org

May 7, 2012

MAYOR GARY WHEELER
City of Medford
411 W. 8th St.
Medford, Oregon 97501

RE: Trail Right of Way

Dear Mayor Wheeler:

The Jackson County Public Health Advisory Board (PHAB) is charged with making recommendations to the Board of Commissioners for programs and strategies to address public health challenges in Jackson County. Among the identified public health risks targeted by PHAB is childhood obesity.

In 2010, the Jackson County PHAB developed a strategic plan designed to provide an implementation tool for the planning, development and maintenance of urban trails by cities within Jackson County. Under this plan, Jackson County recommended that, as cities planned for their urban future, they explore and where practical implement policies that would provide incentives to develop urban trail infrastructure as a public health strategy.

With a number of cities in the process of expanding their urban growth boundaries, it seemed timely that PHAB remind all jurisdictions of this plan and its goal of seeking a long term strategy to deal with a growing public health concern, childhood obesity.

On behalf of the Public Health Advisory Board, we want to express our appreciation for the City's investment into a critical portion of the urban trail developed as a pilot under PHAB's urban trail implementation plan.

Based upon private sector commitments for the construction of substantial portions of the trail, a future connection contemplated as part of Medford's UGB expansion, would result in an urban trail through the 1000-acre master planned Southeast Medford Area to Medford's Chrissy Park. The City will be interested to know that Medford Water Commission funds used to acquire a future reservoir site on Crissy Park (which is administered by a private trust) have been saved and set aside by the trust to construct the park and the urban trails that serve this park.

Again, our thanks to the City for its forward thinking expressed through its support for what will become an important part of Medford's urban future.

May 7, 2012
Page 2 of 2

Sincerely,

Brenda Johnson

Brenda Johnson, Chair
Jackson County Public Health Advisory Board

CC: City Councilors
Bill Hoke, City Manager (interim)
Brian Sjothun, Parks Director
Jim Huber, Planning Director
Cory Crebbin, Public Works Director

JACKSON COUNTY
Health & Human Services

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Public Health Advisory Board

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May 7, 2012
MR. DON SKUNDRICK, Chair
Jackson County Board of Commissioners
Jackson County Courthouse
Medford, Oregon 97501

RE: Support for Urban Trails Project

Dear Commissioner Skundrick:

The Jackson County Public Health Advisory Board (PHAB) is charged with making recommendations to the Board of Commissioners for programs and strategies to address public health challenges in Jackson County. Among the identified public health risks targeted by PHAB is childhood obesity.

In 2010, the Jackson County PHAB developed a strategic plan designed to provide an implementation tool for the planning, development and maintenance of urban trails by cities within Jackson County. Under this plan, Jackson County recommended that, as cities planned for their urban future, they explore and where practical implement policies that would provide incentives to develop urban trail infrastructure as a public health strategy.

With a number of cities in the process of expanding their urban growth boundaries, it seems timely that again, that PHAB seek Commission reaffirmation of its resolution of support that was previously provided. The City of Medford, by way of example, recently committed public funding for the purchase of the first small component of the Urban Trail developed by PHAB as a pilot project to implement this policy. Based upon private sector commitments associated with the trail, a future connection contemplated as part of Medford's UGB expansion, would result in an urban trail through the 1000-acre master planned Southeast Medford Area to Medford's Chrissy Park. The Board will be interested to know that Medford Water Commission funds used to acquire a future reservoir site on Crissy Park (which is administered by a private trust) have been saved and set aside by the trust to construct the park and the urban trails that serve the park.

We respectfully request that the Board send a letter that reaffirms its position with respect to urban trails and that the same be sent to all cities within Jackson County.

Respectfully submitted,

Brenda Johnson

Brenda Johnson, Chair
Jackson County PHAB