

# PLANNING COMMISSION AGENDA JUNE 25, 2015



## Commission Members

Tim D'Alessandro  
Norman Fincher  
Bill Mansfield  
David McFadden  
Mark McKechnie  
Patrick Miranda  
Jared Pulver  
Alec Schwimmer

Regular Planning Commission meetings  
are held on the second and fourth  
Thursdays of every month  
Meetings begin at 5:30 PM

City of Medford  
City Council Chambers  
411 W. Eighth Street, Third Floor  
Medford, OR 97501  
541-774-2380



## Planning Commission

# Agenda

### Public Hearing

June 25, 2015

5:30 PM

Council Chambers— City Hall, Room 300  
411 West Eighth Street, Medford, Oregon

- 
10. Roll Call
  20. Consent Calendar/Written Communications (voice vote)
    - 20.1 ZC-15-058 Final Order for a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to MFR-20 (Multiple-Family Residential, 20 dwelling units per gross acre) of 0.22 acres located on the east side of Lozier Lane, south of West Main Street. David & Cathie Johnson, Applicant.
    - 20.2 ZC-15-041 Final Order for a request for a change of zone from MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre) to C-C (Community Commercial) on one parcel at 955 North Phoenix Road (371W34 TL501), consisting of approximately 2.14 acres located at the southeast corner of East Barnett Road and North Phoenix Road. Rogue Federal Credit Union, Applicant; CSA Planning, Ltd., Agent.
  30. Minutes
    - 30.1. Consideration for approval of Minutes from the June 11, 2015, meeting.
  40. Oral and Written Requests and Communications
  50. Public Hearings—New Business
    - 50.1 CP-13-078 Consideration for a Class A – Major Legislative Comprehensive Plan Amendment to modify the General Land Use Plan (GLUP) map from General Industrial, Commercial, and Urban Residential to Airport for properties surrounding the Medford International Airport owned by Jackson County. (City of Medford, Applicant)
    - 50.2 CUP-15-054 Consideration of a request for a Conditional Use Permit to allow the construction of two multi- use trail ramp connections, portions of which lie within the Bear Creek Riparian Corridor. Subject trail connections will connect Bear Creek Greenway to the Highway 62/Interstate 5 interchange, located on the southwest and northwest corners of the interchange within the SFR-4 (Single Family Residential – 4 dwelling units per gross acre) and C-R (Regional Commercial) zone districts. (Jackson County, James Philp, Applicant/Agent)

- 60. Reports
  - 60.1. Site Plan and Architectural Commission
  - 60.2. Report of the Joint Transportation Subcommittee
  - 60.3. Planning Department
  
- 70. Messages and Papers from the Chair
  
- 80. Remarks from the City Attorney
  
- 90. Propositions and Remarks from the Commission
  
- 100. Adjournment

BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE )  
ZC-15-058 APPLICATION FOR A ZONE CHANGE SUBMITTED ) ORDER  
BY DAVID AND CATHIE JOHNSON )

ORDER granting approval of a request for a change of zone from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to MFR-20 (Multiple-Family Residential, 20 dwelling units per gross acre) of 0.22 acres located on the east side of Lozier Lane, south of West Main Street.

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning of real property described below from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to MFR-20 (Multiple-Family Residential, 20 dwelling units per gross acre) of 0.22 acres located on the east side of Lozier Lane, south of West Main Street; and

WHEREAS, the City Planning Commission has given notice of, and held, a public hearing, and after considering all the evidence presented, finds that the zone change is supported by, and hereby adopts the Staff Report dated June 2, 2015, and the Findings contained therein – Exhibit “A,” and Legal Description – Exhibit “B” attached hereto and hereby incorporated by reference; now, therefore,

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

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

37 2W 26DA Tax Lot 2201

is hereby changed from SFR-00 (Single Family Residential, one dwelling unit per existing lot) to MFR-20 (Multiple-Family Residential, 20 dwelling units per gross acre) of 0.22 acres located on the east side of Lozier Lane, south of West Main Street.

Accepted and approved this 25th day of June, 2015.

CITY OF MEDFORD PLANNING COMMISSION

\_\_\_\_\_  
Planning Commission Chair

ATTEST:

\_\_\_\_\_  
Planning Department Representative



BEFORE THE MEDFORD PLANNING COMMISSION

STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE )  
ZC-15-041 APPLICATION FOR A ZONE CHANGE SUBMITTED ) ORDER  
BY ROGUE CREDIT UNION )

ORDER granting approval of a request for a change of zone from MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre) to C-C (Community Commercial) on one parcel at 955 North Phoenix Road (371W34 TL501), consisting of approximately 2.14 acres located at the southeast corner of East Barnett Road and North Phoenix Road.

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning of real property described below from MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre) to C-C (Community Commercial) on one parcel at 955 North Phoenix Road (371W34 TL501), consisting of approximately 2.14 acres located at the southeast corner of East Barnett Road and North Phoenix Road; and

WHEREAS, the City Planning Commission has given notice of, and held, a public hearing, and after considering all the evidence presented, finds that the zone change is supported by, and hereby adopts the Staff Report dated June 4, 2015, and the Findings contained therein – Exhibit “A,” and Legal Description – Exhibit “B” attached hereto and hereby incorporated by reference; now, therefore,

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

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

37 1W 34 Tax Lot 501

is hereby changed from MFR-20 (Multi-Family Residential – 20 dwelling units per gross acre) to C-C (Community Commercial) on one parcel at 955 North Phoenix Road (371W34 TL501), consisting of approximately 2.14 acres located at the southeast corner of East Barnett Road and North Phoenix Road.

Accepted and approved this 25th day of June, 2015.

CITY OF MEDFORD PLANNING COMMISSION

\_\_\_\_\_  
Planning Commission Chair

ATTEST:

\_\_\_\_\_  
Planning Department Representative

RECEIVED

MAF 25 2015

EXHIBIT "B"

PLANNING DEPT.

**RE-ZONING DESCRIPTION SHEET**

All that certain property described as Parcel 1 of Partition Plat P-13-1999, filed for record on March 19, 1999 in Volume 10 at Page 13, of the Records of Partition Plats, Jackson County, Oregon, and filed as Survey Number 16072 in the office of the Jackson County Surveyor. Said property being located in the Southwest One-quarter of Section 27, Township 37 South, Range 1 West of the Willamette Meridian, in the City of Medford, Jackson County, Oregon.

**TOGETHER WITH** that portion of East Barnett Road and North Phoenix Road beginning from the right-of-ways along the frontage of said Parcel 1, thence northerly and westerly, at right angles, to the centerline of said roads.

**THE EXTERIOR BOUNDARY OF WHICH IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:**

**BEGINNING** at the Southwest corner of Donation Land Claim (DLC) No. 58, also being the centerline intersection of East Barnett Road and North Phoenix Road; thence along said centerline of East Barnett Road, and the south line of DLC No. 58, South 89°39'25" East, 369.41 feet; thence leaving said boundaries, South 00°20'35" West, being perpendicular to said centerline, 40.00 feet to the northeast corner of said Parcel 1; thence along the easterly and southerly boundaries of said Parcel 1, the following courses and distances: South 00°13'55" West, 266.60 feet to the southeast corner of said Parcel 1; thence North 89°39'25" West, 395.32 feet to the southwest corner of said Parcel 1; thence leaving said Parcel 1, North 76°30'44" West, being perpendicular to the centerline of North Phoenix Road, 45.00 feet to the centerline thereof; thence along last said centerline, North 13°29'16" East, 304.34 feet to the **Point of Beginning**.

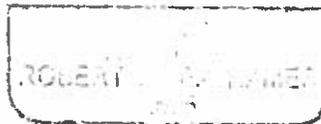
Said exterior boundary containing 2.85 acres, more or less.

The description hereinabove is intended to be used for zoning purposes only and is not to be used for the conveyance of property or any other purposes not specified herein.

Basis of Bearings for this description is Partition Plat P-13-1999, filed for record on March 19, 1999 in Volume 10 at Page 13, of the Records of Partition Plats, Jackson County, Oregon and filed as Survey Number 16072 in the office of the Jackson County Surveyor.

Prepared By: Neathamer Surveying, Inc.  
3126 State Street, Suite 203  
PO Box 1584  
Medford, Oregon 97501  
Phone: (541) 732-2869  
FAX: (541) 732-1382  
Project Number: 15018

Date: March 19, 2015



RENEWAL DEC. 31, 2016

EXHIBIT 4  
11a

CITY OF MEDFORD

EXHIBIT #

File# ZC-15-041



## STAFF REPORT

for a Class-A legislative decision: Comprehensive Plan, General Land Use Plan amendment

Project Amend the General Land Use Plan for the Medford International Airport Properties

File no. CPA-13-078

To Planning Commission *for 06/25/2015 hearing*

From Carla Angeli Paladino, Planner III *CA*

Reviewer John Adam, Senior Planner *JA*

Date June 18, 2015

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## BACKGROUND

### Proposal

A major legislative Comprehensive Plan Amendment to modify the General Land Use Plan (GLUP) map from General Industrial (GI), Commercial (CM), Service Commercial (SC), and Urban Residential (UR) to Airport (A) for properties surrounding the Medford International Airport owned by Jackson County. (see Exhibit A)

### History

This is part of a multifaceted project related to the Medford International Airport's 2013 Airport Master Plan update. The City is working with the Airport Authority to incorporate the new master plan into the City's Comprehensive Plan, amend the airport overlay district provisions in the Development Code, and update the City's zoning maps related to the airport overlays. These projects are consistent with the 2015–2019 Medford Strategic Plan goals and objectives identified under Goal 9, Objective 9.4, Action 9.4A. A study session with the Planning Commission was held on Monday, March 23, 2015, to discuss these projects.

The Jackson County Airport Authority recently applied for a pre-application conference to discuss a 30 acre property located southeast of Crater Lake Highway in between Corona Avenue and Whittle Avenue. The proposal was to discuss a General Land Use Plan amendment and zone change for the property. The larger GLUP change proposal that includes all of the properties owned by Jackson County surrounding the airport was discussed at the conference. It was decided this portion of the project would be separated

from the other projects and forwarded to hearing so the Airport Authority could move forward with plans related to the property located in between Corona and Whittle Avenues.

#### Related projects

##### PA-15-072 Jackson County Airport Authority Pre-Application

- Consideration of a General Land Use Plan amendment from Urban Residential (UR) to General Industrial (GI) and a zone change from SFR-6 to Light Industrial on property located southeast of Crater Lake Highway in between Corona and Whittle Avenue.

##### CP-13-076 & CP-13-077 Comprehensive Plan Amendments

- Consideration of a Comprehensive Plan Amendment to incorporate the 2013 Jackson County Airport Master Plan into the Transportation System Plan and the Transportation and Environmental elements of the *Medford Comprehensive Plan*.

##### DCA-13-080 Development Code Amendments

- Consideration of a Municipal Code amendment related to the airport overlay provisions

##### ZC-13-079 Zone Change

- Consideration of amendments to the airport overlay districts on the zoning map

#### Authority

This proposed plan authorization 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 §§10.102–122, 10.164, and 10.184.

#### **ANALYSIS**

The General Land Use Plan has 13 distinct land use designations that provide a general land use pattern for the City of Medford. The land that encompasses the Medford International Airport is designated as Airport (A) on the General Land Use Plan and distinguishes this land use from those surrounding it. Over time new properties have been purchased from Jackson County in close proximity to the airport and it is appropriate to update the GLUP to reflect these properties as being owned and controlled by the Coun-

ty and the Airport Authority. This helps to clearly identify the location of the airport properties within the city limits. The Comprehensive Plan indicates that the Light Industrial zoning district best accommodates the Airport (A) designation but this zone is not the only zoning district permitted in this GLUP designation.

## FINDINGS AND CONCLUSIONS

### Applicable criteria

For the applicable criteria the Medford Municipal Code §10.184(1) redirects to the criteria in the "Review and Amendments" chapter of the Comprehensive Plan. The applicable criteria in this action are those for map amendments. The criteria are set in *italics* below; findings and conclusions are in roman type.

*Comprehensive Plan, Review and Amendments chapter: Amendments [to Map Designations] shall be based on the following [criteria 1–7]:*

1. *A significant change in one or more Goal, Policy, or Implementation Strategy.*

#### Findings: Not Applicable.

Existing policies and implementation strategies support City review of plans and updates in order to support the airport operations and surrounding uses. The General Land Use Plan includes a specific Airport designation to distinguish the airport properties from other land. The amendment will update the map in order to capture new lands owned by Jackson County along the perimeter of the airport and help distinguish them from other properties. The proposal does not reflect a significant change in one or more Goal, Policy or Implementation Strategy

#### Conclusions

This criterion is not applicable to the proposed map amendment.

2. *Demonstrated need for the change to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities.*

#### Findings: Satisfied.

The proposed GLUP change is not specific to any of the items noted above. The change helps to support existing and future air transportation growth and related airport uses that are associated with air travel, the movement of goods, and the establishment of new businesses by re-designating existing properties under the control of the Jackson County Airport Authority located in the vicinity of the airport.

Conclusions

The proposed change is specific to the airport use and the surrounding uses that may be affected by the airport. There is not an identified need related to population trends, urban housing, or employment.

3. *The orderly and economic provision of key public facilities.*

Findings: Satisfied.

The Comprehensive Plan Implementation measure 6-A(3) stipulates consideration by the City of public facilities and services needed to support the airport. Existing water, sewer, and storm drain facilities are located within the surrounding streets. Future development of vacant or underdeveloped lands owned by Jackson County Airport Authority will be required to provide utilities for new uses.

Conclusions

Public utility and transportation improvements on adjacent streets exist and help support the airport functions.

4. *Maximum efficiency of land uses within the current urbanizable area.*

Findings: Satisfied.

The Airport (A) GLUP designation identifies the Light Industrial zoning district as a best fit to serve airport and related uses. Other zoning districts however are not precluded under the Airport designation. The mix of commercial and industrial zones in the vicinity of the airport will provide opportunities for a wide variety of uses to serve the airport and the community.

Conclusions

The modification of the properties to the Airport (A) designation will not negatively impact the utilization of the land in an efficient and optimal manner.

5. *Environmental, energy, economic, and social consequences.*

Findings: Satisfied.

*Environmental:* There are inherent hazards and environmental impacts that are associated with operating an airport within the city limits. Potential hazards related to the airplanes themselves (takeoffs, landings, weather) are relevant concerns as well as noise impacts on surrounding uses. Regulations are in place and updated over time to minimize and address these environmental factors. Modifications to the General Land Use Plan provide opportunities to identify the areas owned by Jackson County and help minimize impacts or incompatible uses as these properties are under the control of the airport owner.

*Energy:* The airport provides a means of transportation for goods and people helping to efficiently use fuel. Airport functions and services are provided either on the airport property or in the vicinity providing energy savings.

*Economic:* The airport has a direct and indirect effect on the economy within the Southern Oregon and Northern California region by aiding in transport of goods and people who live, work, and visit here. Businesses and jobs are created and supported by the airport function.

*Social:* The change helps to identify the land pattern surrounding the airport for properties owned by the County. It helps inform decisions for residents purchasing homes and the location of businesses in the vicinity of the airport. It strengthens the City's presence in the region by having a recognized airport facility and for those interested in relocating here.

### Conclusions

The environmental, energy, economic, and social consequences have been evaluated and the proposed GLUP amendment is a positive and beneficial change.

6. *Compatibility of the proposed change with other elements of the City Comprehensive Plan.*

### Findings: Satisfied.

**Economic Element: Policy 1-9** *The City of Medford shall re-evaluate existing industrial and commercial GLUP map designations to better fit current business practices.*

**Public Facilities Element: Goal 2** *To assure that General Land Use Plan (GLUP) designations and the development approval process remain consistent with the City of Medford's ability to provide adequate levels of essential public facilities and services.*

**General Land Use Plan Element: Goal 1** *To maintain and update the City of Medford General Land Use Plan Map.*

The proposal to amend the General Land Use Plan map specific to the properties surrounding the Medford International Airport is consistent with other goals and policies of the Comprehensive Plan.

### Conclusions

The proposed changes reflect and support goals and policies identified in the Comprehensive Plan.

7. *All applicable Statewide Planning Goals.*

**Goal 1—Citizen Involvement**

Findings: Satisfied.

The City has an adopted Citizen Involvement Element in compliance with Statewide Planning Goal 1. This City initiated proposal was provided to the State (the Department of Land Conservation and Development) for review and comment. Hearing notices are published in the Mail Tribune and posted on the City's website along with meeting agendas in order to engage citizen participation in the process and provide comments. The review bodies (Planning Commission and City Council) will consider and vote on the proposed amendment during televised public hearings, providing an open forum to discuss the proposal.

Conclusions

The General Land Use Plan map amendment is in compliance with Goal 1.

**Goal 2— Land-use Planning**

Findings: Satisfied.

The City of Medford has an adopted Comprehensive Plan and Development Code that provide the basis for decisions and actions taken on land use matters. This proposal seeks to update the General Land Use Plan map to incorporate additional land owned by Jackson County in the vicinity of the existing airport and modify the map to better reflect airport uses and other related uses.

Conclusions

The General Land Use Plan map amendment is in compliance with Goal 2.

Goals 3-10 do not apply in this case

**Goal 11— Public Facilities and Services**

Findings: Satisfied.

Please refer to findings under Criterion 3, above.

Conclusions

Please refer to conclusions under Criterion 3, above.

**Goal 12—Transportation**

Findings

The location of the airport has influenced the street network surrounding the airport boundaries. The proposed amendment does not impact adopted transportation facilities or plans for future improvements. A traffic impact analysis may be required for future zone changes proposed on these properties.

### Conclusions

The change is in compliance with the Transportation goal.

Goal 13—Energy Conservation does not apply in this case.

Goal 14—Urbanization does not apply in this case.

Goals 15–19 do not apply to this part of the State.

### **RECOMMENDED ACTION**

Based on the findings and conclusions that all of the applicable criteria are either satisfied or not applicable, forward a recommendation for approval of CP-13-078 to the City Council per the staff report dated June 18, 2015, including Exhibits A through D.

### **EXHIBITS**

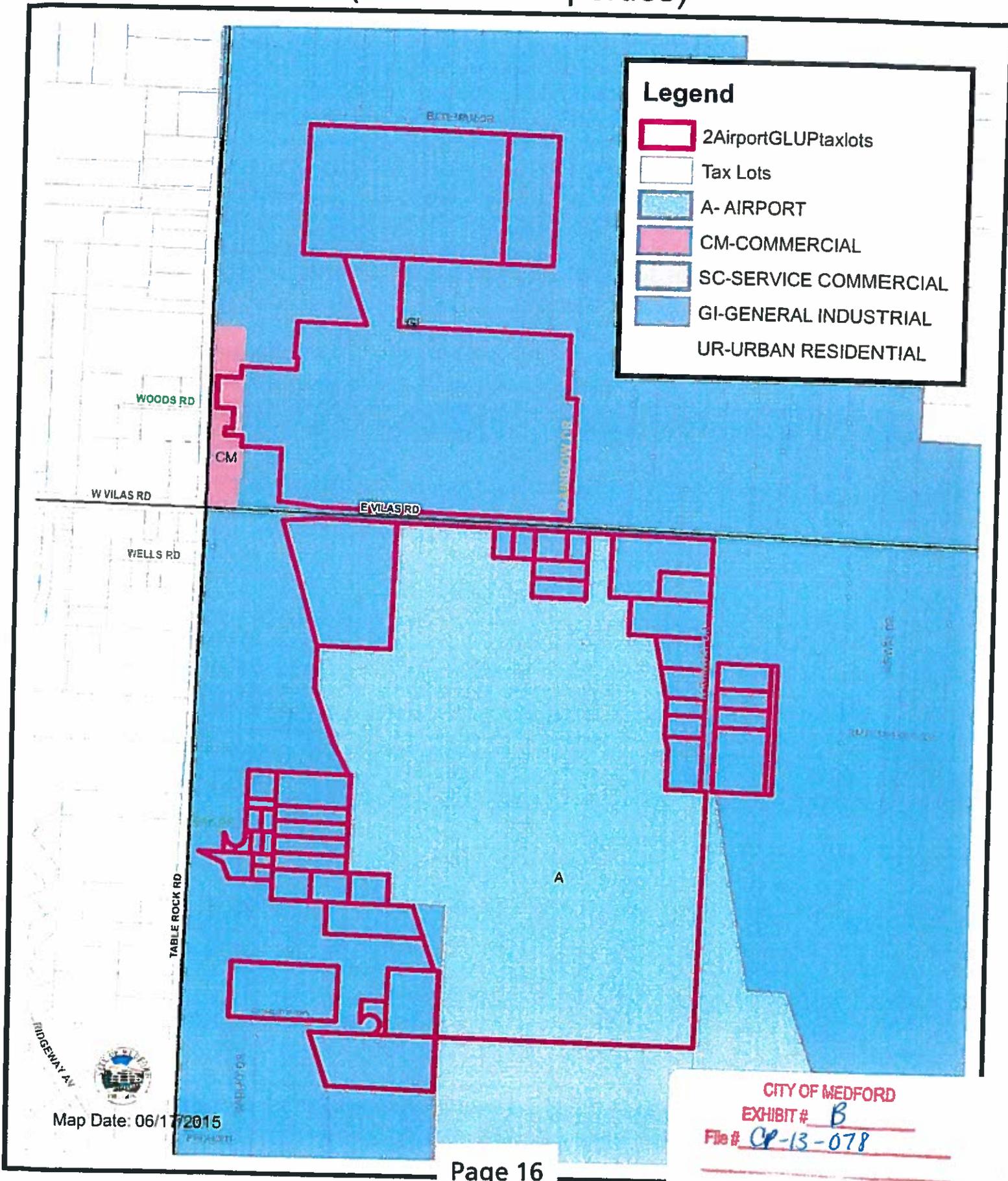
- A Properties affected by the proposed GLUP amendment
- B Detailed map showing property boundaries on the north
- C Detailed map showing property boundaries on the south
- D Table showing the property details of the properties affected

**PLANNING COMMISSION AGENDA:**

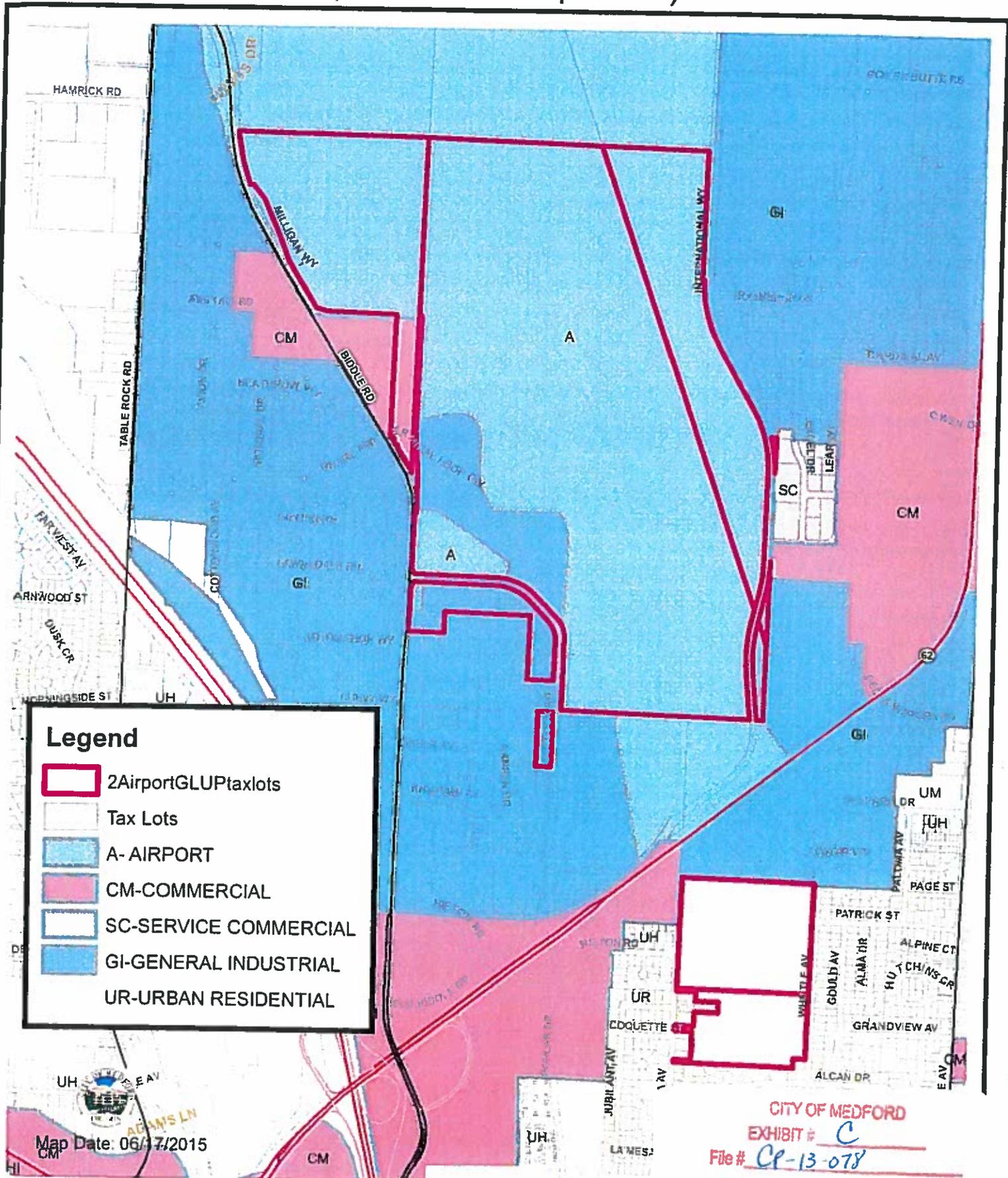
**JUNE 25, 2015**



# General Land Use Plan Amendment (CP-13-078) Properties to be converted to Airport Designation (Northern Properties)



# General Land Use Plan Amendment (CP-13-078) Properties to be converted to Airport Designation (Southern Properties)



Comprehensive Plan Map Amendment  
CP-13-078

Maplot	Feeowner	Acres	Existing GLUP	Proposed GLUP
372W01D201	JACKSON COUNTY	3.83	GI	A
371W18BB3200	JACKSON COUNTY	1.63	GI	A
372W01A500	JACKSON COUNTY	0.94	GI	A
372W01A7200	JACKSON COUNTY	0.17	GI	A
372W01A7300	JACKSON COUNTY	0.15	GI	A
372W01A6900	JACKSON COUNTY	0.75	GI	A
372W01A7900	JACKSON COUNTY	0.53	GI	A
372W01A6400	JACKSON COUNTY	0.18	GI	A
372W01A6300	JACKSON COUNTY	0.21	GI	A
372W01A6600	JACKSON COUNTY	0.67	GI	A
372W01A6000	JACKSON COUNTY	0.17	GI	A
372W01A6500	JACKSON COUNTY	1.50	GI	A
372W01A5900	JACKSON COUNTY	0.50	GI	A
372W01A6800	JACKSON COUNTY	0.75	GI	A
372W01A1000	JACKSON COUNTY	1.11	GI	A
372W01A900	JACKSON COUNTY	0.51	GI	A
372W01A7700	JACKSON COUNTY	0.07	GI	A
372W01A6700	JACKSON COUNTY	0.67	GI	A
372W01A7400	JACKSON COUNTY	0.16	GI	A
372W01A7500	JACKSON COUNTY	0.16	GI	A
372W01A7600	JACKSON COUNTY	0.13	GI	A
372W01A9000	JACKSON COUNTY	3.63	GI	A
372W01A7103	JACKSON COUNTY	0.71	GI	A
372W01A7102	JACKSON COUNTY	0.71	GI	A
372W01A7100	JACKSON COUNTY	0.71	GI	A
372W01A800	JACKSON COUNTY	0.39	GI	A
372W01A400	JACKSON COUNTY	1.77	GI	A
372W01A2000	JACKSON COUNTY	0.61	GI	A
372W01A300	JACKSON COUNTY	0.85	GI	A
372W01A2100	JACKSON COUNTY	0.61	GI	A
372W01A100	JACKSON COUNTY	2.93	GI	A
372W01A8800	JACKSON COUNTY	0.32	GI	A
372W01A2200	JACKSON COUNTY	0.38	GI	A
372W01A2300	JACKSON COUNTY	0.57	GI	A
372W01A2401	JACKSON COUNTY	0.39	GI	A
372W01A2400	JACKSON COUNTY	0.34	GI	A
372W01A700	JACKSON COUNTY	0.76	GI	A
372W01A5201	JACKSON COUNTY	7.21	GI	A
371W18A4200	JACKSON COUNTY	30.17	UR	A
371W18DB100	JACKSON COUNTY	16.97	UR	A
371W06BB800	JACKSON COUNTY	0.85	GI	A
371W06BB1100	JACKSON COUNTY	2.12	GI	A
371W06BB1000	JACKSON COUNTY	0.64	GI	A
362W36D141	JACKSON COUNTY	4.00	GI	A
362W36D102	JACKSON COUNTY	15.63	GI	A
372W01A1400	JACKSON COUNTY	88.67	GI/A	A

CITY OF MEDFORD  
EXHIBIT # D  
File # CP-13-078

Comprehensive Plan Map Amendment  
CP-13-078

Maplot	Feeowner	Acres	Existing GLUP	Proposed GLUP
372W12A100	JACKSON COUNTY	61.21	CM/A	A
372W01A8701	JACKSON COUNTY	2.04	GI	A
362W36D1300	JACKSON COUNTY	35.93	GI/CM	A
372W01A8602	JACKSON COUNTY	1.79	GI	A
371W06BB1200	JACKSON COUNTY	0.49	GI	A
371W06BB900	JACKSON COUNTY	0.64	GI	A
371W07402	JACKSON COUNTY	54.31	GI/SC/A	A
371W07400	JACKSON COUNTY	291.73	GI/A	A

GI = General Industrial

CM = Commercial

SC = Service Commercial

UR = Urban Residential

A = Airport



**STAFF REPORT**

for a Type-C quasi-judicial decision: Conditional Use Permit Revision

PROJECT Bear Creek Greenway- Highway 62 Trail Connector  
 Applicant: Jackson County; Agent: James Philp - Jackson County

FILE NO. CUP-15-054

TO Planning Commission for 06/25/2015 hearing

FROM Desmond McGeough, Planner II *DM*

REVIEWER Kelly Akin, Principal Planner *KA*

DATE June 18, 2015

**BACKGROUND**

Proposal

Consideration of a request for a Conditional Use Permit to allow the construction of two multi- use trail ramp connections, portions of which lie within the Bear Creek Riparian Corridor. Subject trail connections will connect Bear Creek Greenway to the Highway 62/Interstate 5 interchange, located on the southwest and northwest corners of the interchange within the SFR-4 (Single Family Residential – 4 dwelling units per gross acre) and C-R (Regional Commercial) zone districts.

Subject Site Characteristics

Zoning SFR-4 / C-R  
 GLUP PS (Parks and Schools)  
 Use Interstate ramp embankment, Bear Creek Greenway Multi-use Path

Surrounding Site Characteristics

North	SFR-4	Bear Creek Greenway Trail
South	C-R	Bear Creek Greenway Trail
East	C-R	Interstate ramp embankment
West	C-R	Bear Creek Greenway Trail, Bear Creek

Related Projects

CUP-05-191 Bear Creek Multi-Use Path

Applicable Criteria

Medford Municipal Code

**Conditional Use Permit Approval Criteria, §10.248**

The approving authority (Planning Commission) must determine that the development proposal complies with either of the following criteria before approval can be granted.

- (1) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.
- (2) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the approving authority (Planning Commission) to produce a balance between the conflicting interests.

In authorizing a conditional use permit the approving authority (Planning Commission) may impose any of the following conditions:

- (1) Limit the manner in which the use is conducted, including restricting the time an activity may take place and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.
- (2) Establish a special yard or other open space or lot area or dimension requirement.
- (3) Limit the height, size, or location of a building or other structure.
- (4) Designate the size, number, location, or nature of vehicle access points.
- (5) Increase the amount of street dedication, roadway width, or improvements within the street right-of-way.
- (6) Designate the size, location, screening, drainage, surfacing, or other improvement of parking or truck loading area.
- (7) Limit or otherwise designate the number, size, location, height, or lighting of signs.
- (8) Limit the location and intensity of outdoor lighting, or require its shielding.
- (9) Require screening, landscaping, or other facilities to protect adjacent or nearby property, and designate standards for installation or maintenance thereof.
- (10) Designate the size, height, location, or materials for a fence.
- (11) Protect existing trees, vegetation, water resources, wildlife habitat, or other significant natural resources.

## ISSUES AND ANALYSIS

### Public Interest

Medford Land Development Code §10.248(2) allows the approval of Conditional Use Permit requests when the development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed to produce a balance between the conflicting interests. This proposal is clearly in the public interest as it is consistent with several goals, policies and implementation measures of the Medford Transportation System Plan (TSP).

The applicant's findings outline four goals of the TSP that pertain to the implementation of the trail connection implementation. In summary Goal 1 promotes a multi-modal transportation system that supports safe, efficient and accessible movement. Goal 2 advocates a comprehensive street system that serves multi-modal transportation needs of the Medford planning area. Goal 4 of the TSP directs facilitation of increased use of bicycle transportation in Medford, as bicycle facilities are a measure of the quality of life within a community. Goal 5 of the TSP calls for the increased use of pedestrian transportation. Given the lack of direct connectivity between Highway 62 and the Bear Creek Greenway multi use path, the construction of this facility is supported by the these goals of the TSP.

## FINDINGS AND CONCLUSIONS

The approval criteria for Conditional Use Permit states that the Commission must conclude the application is consistent with either 10.248 (1) or (2). The Applicant's findings discuss that the application is consistent with the criterion provided in Section 10.248 (1), as the findings recognize that the proposal will not cause significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional. Staff concurs that the proposal causes no significant adverse impact on livability, value or appropriate development of abutting property and that the proposal supports many goals outlined in the TSP. Staff also finds that the application, as submitted, likely does not likely cause adverse impact to the surrounding area as when compared to impacts of permitted development.

As demonstrated in exhibit E and F, new pathway construction will extend only 96 linear feet (approximate) through the riparian corridor on the north side, much of which has no existing vegetation. No trees are will be removed to construct this segment. On the south side connector, the new pathway construction encroaches into the only 20 linear feet (approximate) into the riparian corridor. The existing conditions are similar to the north side as there is little existing vegetation on the highway ramp embankment.

No trees will be removed to provide the connection between the pathway to the interchange either inside or outside of the riparian corridor.

However, there are no permitted uses within a Riparian Corridor outside of what is specified in Section 10.924 of the development code. These permitted uses generally pertain to native vegetation restoration and enhancement, waterway restoration or flood control projects. Thus, Staff recommends that the Commission find that the subject application is consistent with the criterion provided in Section 10.248 (2), which provides that the development proposal is in the public interest, and although the development proposal may cause some adverse impacts (to the Riparian Corridor), conditions have been imposed by the approving authority (Planning Commission) to produce a balance between the conflicting interests.

Section 10.925, *Conditional Uses within Riparian Corridors*, requires that all development and improvement plans shall be submitted to the Oregon Department of Fish and Wildlife for a habitat mitigation recommendation pursuant to O.A.R. 635-415 "Fish and Wildlife Habitat Mitigation Policy." The Commission can find that the application is complies with Criteria 2, and condition the approval subject to Planning Department receipt of correspondence from ODFW indicating development plans have been submitted, reviewed and a mitigation plan for the project has been accepted by ODFW, consistent with O.A.R 635-415.

Staff has reviewed the applicant's findings and conclusions pertaining to the public benefit (Exhibit B) and recommends the Commission approve the application under the Criteria provided in Section 10.248 (2), subject to Exhibit A, Conditions of Approval.

#### **RECOMMENDED ACTION**

Adopt the findings as recommended and direct staff to prepare the Final Order for approval per the staff report dated June 18, 2015, including Exhibits A through J.

#### **EXHIBITS**

- A Conditions of Approval dated June 18, 2015
- B Applicant's Findings of Fact, received April 7, 2015
- C Multi-use path connection preliminary development plan for north side of interchange, received April 7, 2015
- D Multi-use path connection preliminary development plan for south side of interchange, received April 7, 2015
- E Aerial Photo depicting Riparian Corridor with north side trail connection
- F Aerial Photo depicting Riparian Corridor with south side trail connection
- G Site Photos
- H Public Works Staff Report, dated May 14, 2015
- I Medford Water Commission Memo, dated May 27, 2015

J Fire Department Report, prepared May 18, 2015  
Vicinity map

**PLANNING COMMISSION AGENDA:**

**JUNE 25, 2015**

**EXHIBIT A**

Bear Creek Greenway – OR 62 Trail Connector Conditional Use Permit  
CUP-15-054  
Conditions of Approval  
June 18, 2015

**CODE CONDITIONS**

1. Prior to submission of plans for building or grading permit, the Applicant shall provide correspondence to the Planning Department from the Oregon Department of Fish and Wildlife (ODFW) indicating development plans have been reviewed and a mitigation plan has been accepted by ODFW.

CITY OF MEDFORD  
EXHIBIT # "A"  
File # CUP-15-054  
10F1

**CONDITIONAL USE PERMIT APPLICATION****APPLICABLE APPROVAL CRITERIA:****MEDFORD LAND DEVELOPMENT CODE SECTION 10.248**

*The approving authority (Planning Commission) must determine that the development proposal complies with either of the following criteria before approval can be granted.*

- (1) *The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.*
- (2) *The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the approving authority (Planning Commission) to produce a balance between the conflicting interests.*

**FINDINGS AND CONCLUSIONS:**

The Bear Creek Greenway is a 17+-mile paved multi-use trail that connects Ashland, Talent, Phoenix, Medford and Central Point. It is a key regional bicycle and pedestrian facility. Highway 62 to the east of the North Medford interchange and Highway 238 to the west are the hub of the region's largest commercial corridor, providing access to shopping, restaurants, and workplaces. There is currently no connection between the Bear Creek Greenway and Highway 62. Trail users wanting to connect to Highway 62 are forced to exit on McAndrews Road to the south or Biddle Road to the north. Either of these options requires about a mile of out-of-direction travel and typically requires trail users to take streets with inadequate bike/ped facilities.

The proposed project would create two multi-use trail ramp connections from the Bear Creek Greenway to the Hwy 62/I-5 interchange and a pedestrian crossing across the southbound I-5 on/off ramp on the north side of Hwy 62. (See Figure 1 – Location Map, and Figure 2 – Project Schematic) The trail and crossing will be designed to AASHTO and Oregon Bicycle and Pedestrian Plan standards and will provide for a safe, convenient, and legal connection to the existing highway. In this way, multi-modal transportation will be encouraged, and the existing greenway facility will be more functionally integrated within the larger transportation system. This project, with an estimated cost of approximately \$500,000, is co-sponsored by Jackson County and the Oregon Department of Transportation (ODOT) and is primarily funded by an ODOT Multimodal Transportation Program Project Grant.

Need for a connection at Highway 62 is evidenced by the existing use of the area, a situation that requires trail users to climb steep dirt hillsides, crawl through cut fences and then hop over a guardrail at the I-5 ramps. (See Figures 3 and 4 – Current Access Conditions) The most feasible and cost-effective solution to the problem has been determined to be the proposed connection to Highway 62 from the Bear Creek Greenway. This project is a particularly important link to the Bear Creek Greenway as Highway 62 is one of the busiest corridors in the region and includes retail, commercial, and residential uses. Bicycle and pedestrian facilities currently exist on Highway 62 including a sidewalk on one side and wider-than-standard bike lanes on both sides.

The Bear Creek Greenway is included in Jackson County's Transportation System Plan (TSP) and the Rogue Valley MPO's Regional Transportation Plan. The project either complies with or implements the following goals and policies within the City of Medford's TSP:

**GOAL 1: To provide a multi-modal transportation system for the Medford planning area that supports the safe, efficient, and accessible movement of all people and goods, and recognizes the area's role as the financial, medical, tourism, and business hub of Southern Oregon and Northern California**

**GOAL 2: To provide a comprehensive street system that serves the mobility and multi-modal transportation needs of the Medford planning area.**

**GOAL 4: To facilitate the increased use of bicycle transportation in the Medford planning area, as bicycle facilities are a measure of the quality of life in a community.**

*Implementation 4-A(1): Develop a network of bicycle facilities linking Downtown, other Transit Oriented Districts (TODs), residential neighborhoods, commercial/employment centers, schools, parks and greenways, community centers, civic and recreational facilities, and transit centers.*

**GOAL 5: To facilitate the increased use of pedestrian transportation in the Medford planning area.**

*Policy 5-A: The City of Medford shall develop a connected, comprehensive system of pedestrian facilities that provides accessibility for pedestrians of all ages, focusing on activity centers such as Downtown, other Transit Oriented Districts (TODs), commercial centers, schools, parks/greenways, community centers, civic and recreational facilities, and transit centers*

If completed, this project will enhance the community of Medford, as well as all areas served by the Greenway. It will provide for a convenient, safe, and legal access point to a facility whose primary purpose is to connect the communities of the valley to one another. The new connections will also provide emergency vehicle and maintenance access to areas of the trail that are currently difficult to access due to clearance limits on the trail under the Highway 62 and I-5 crossings. The presence of adequate access points to a facility such as the greenway will encourage commuters to consider multi-modal options, particularly those people who work along the Highway 62 corridor or in the Rogue Valley Mall area.

The proposed project will cause no significant adverse impact on the livability or value of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional. The abutting property is within the Bear Creek floodway and/or floodplain and serves recreational and transportation uses. Due to existing development constraints such as riparian buffering requirements and floodway/floodplain development restrictions, as well as the presence of Highway 62, Interstate 5, and the Bear Creek Greenway trail, there is no development potential within the vicinity of the project area. The nearest residential

development appears to be over 500 feet and across Bear Creek from the project location and, in any case, would in no way be negatively impacted by the project. In fact, due to the increased accessibility offered by the proposed project, livability and value would only be improved through provision of the proposed improvements. (See Figures 5 and 6)

The proposed project, located within undevelopable SFR4 and CR zones, will cause no significant adverse impact on the appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional. Abutting properties primarily consist of transportation infrastructure such as Highway 62 and Interstate 5 and are publicly-owned properties or right-of-way. As indicated above, there is no development potential under the existing residential and commercial zoning districts due to this infrastructure as well as other development constraints. There is also no privately-owned undeveloped land within the vicinity of the project.

These findings demonstrate that the proposed project fully complies with Medford Land Development Code Section 10.248 and should be approved accordingly.



Figure 1  
Location Map

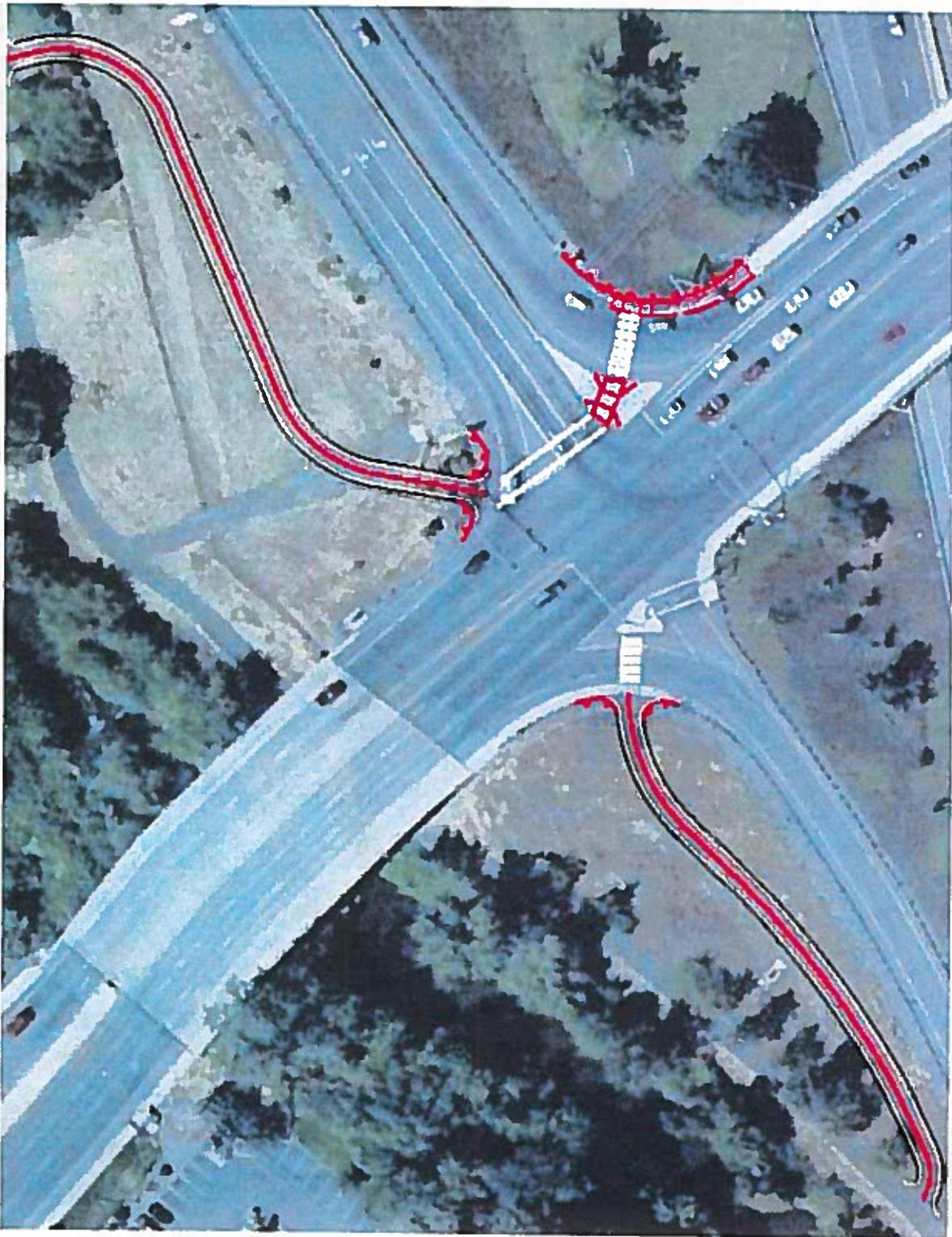


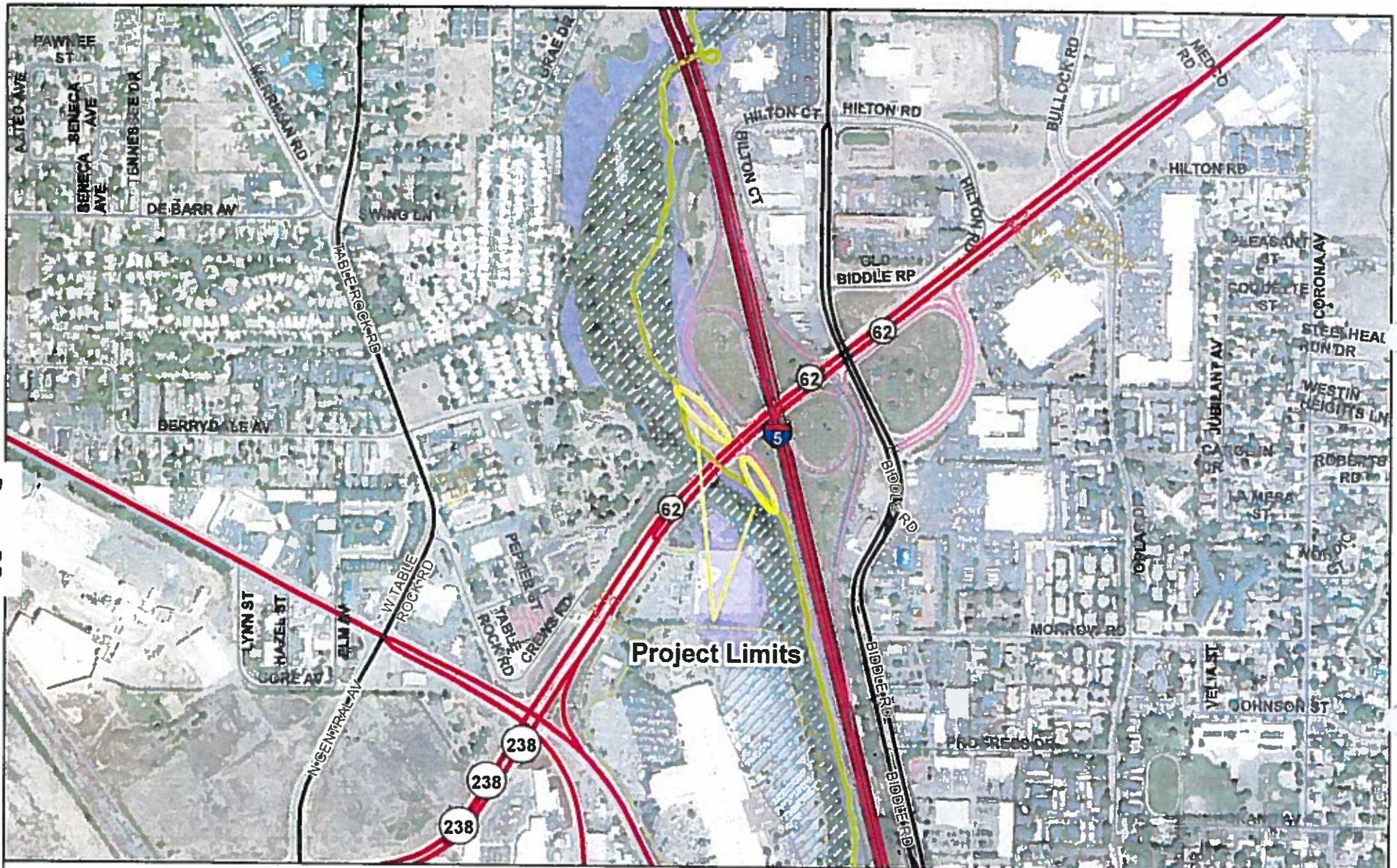
Figure 2  
Project Schematic



Figure 3  
Current Access  
Conditions

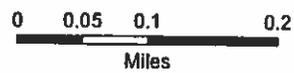


Figure 4  
Current  
Access  
Conditions



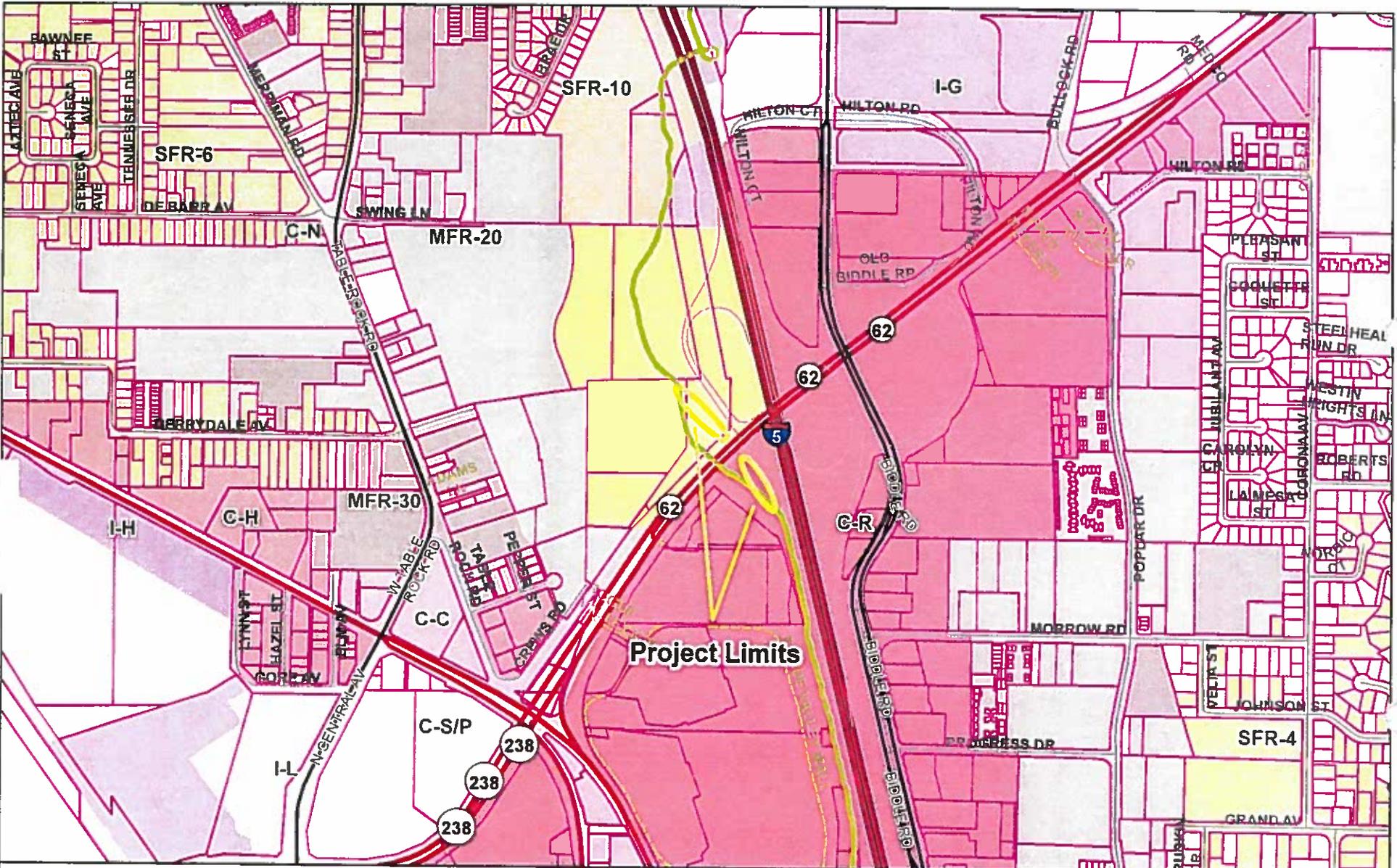
- Legend**
- Bear Creek Greenway
  - 100 YEAR BOUNDARY - APPROXIMATE A
  - 100 YEAR DETERMINED BFE
  - FLOODWAY

**Figure 5: Project Location + Aerial + Floodway and 100 Year Floodplain**



**JACKSON COUNTY**  
Development Services

This map is based on a digital data base compiled by Jackson County from a variety of sources. Jackson County cannot accept responsibility for errors, omissions or in positional accuracy. There are no warranties expressed or implied.



- Legend**
- Bear Creek Greenway
  - Taxlots

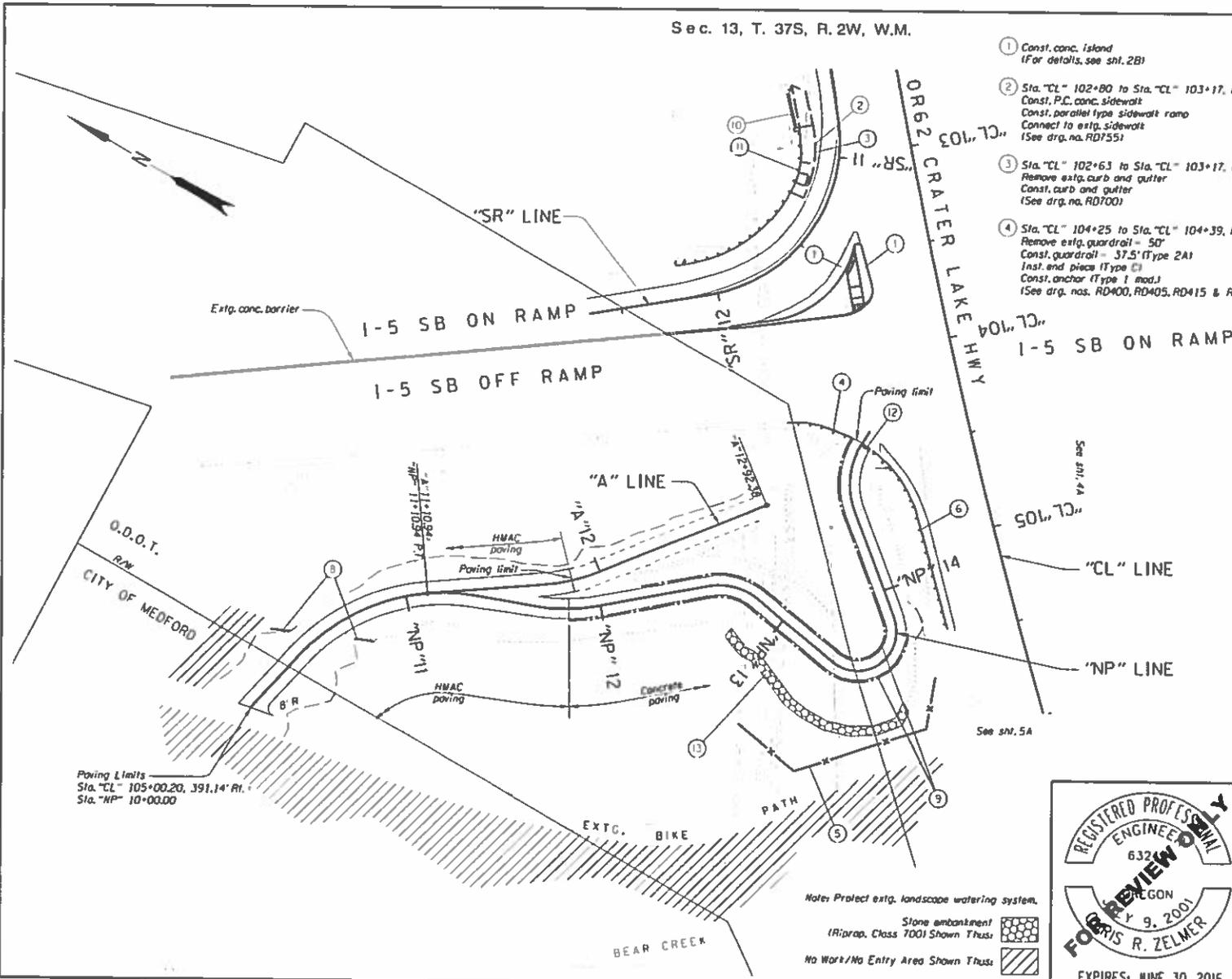
Figure 6: Project Location + Zoning + Taxlots



This map is based on a digital shapefile provided by the Jackson County Planning Department. It is not intended to be used for legal purposes. For more information, please contact the Planning Department at (531) 338-3333.

FINAL REVIEW PLANO

Sec. 13, T. 37S, R. 2W, W.M.



- 1 Const. conc. island  
If for details, see sh. 2B1
- 2 Sta. "CL" 102+80 to Sta. "CL" 103+17, Rt.  
Const. P.C. conc. sidewalk  
Const. parallel type sidewalk ramp  
Connect to estp. sidewalk  
(See drg. no. RD755)
- 3 Sta. "CL" 102+63 to Sta. "CL" 103+17, Rt.  
Remove estp. curb and gutter  
Const. curb and gutter  
(See drg. no. RD700)
- 4 Sta. "CL" 104+25 to Sta. "CL" 104+39, Rt.  
Remove estp. guardrail - 50'  
Const. guardrail - 37.5' (Type 2A)  
Inst. end piece (Type C)  
Const. anchor (Type 1 mod.)  
(See drg. nos. RD400, RD405, RD415 & RD450)
- 5 Sta. "NP" 13+15 to Sta. "NP" 13+67, Rt.  
Const. type CL-6 fence - 140'  
Connect to estg. fence  
Adjust post spacing and location to avoid utilities  
Remove estg. fence - 108'  
Remove estg. gate  
(See drg. no. RD815)
- 6 Sta. "CL" 104+49 to Sta. "CL" 105+46, Rt.  
Remove estg. guardrail - 100'  
Const. guardrail transition  
Const. guardrail - 62.5' (Type 2A)  
Const. guardrail - 12.5' (Type 3)  
Const. anchor (Type 1 mod.)  
Inst. end piece (Type C)  
(See drg. no. BR203, RD410 & RD440)
- 7 Remove estg. island
- 8 Sta. "NP" 10+36, L.L. to Sta. "NP" 10+75, Rt.  
Remove estg. fence - 35'  
Const. Type CL-6 fence - 20'  
Inst. fence terminals - 2
- 9 Inst. metal handrails, 3 rail  
(See table, sh. 2)  
Ht. 38"  
(See drg. no. RD770 & RD771)
- 10 Sta. "CL" 102+58 to Sta. "CL" 103+38, Rt.  
Remove guardrail - 405'  
Const. retaining wall  
Const. sidewalk curbing  
(For details, see sh. BR1)  
(See drg. nos. RD500, RD510, RD516)
- 11 Sta. "SR" 10+82.00 to Sta. "SR" 12+18.00  
Const. guardrail - 75.0' (Type 2A)  
Const. guardrail - 12.5' (Type 3)  
Const. anchor (Type 1 mod.)  
Inst. end piece (Type C)  
Const. guardrail transition
- 12 Sta. "NP" 14+79, Rt.  
Install truncated domes  
(Install right of "NP" line  
4' wide)  
(See drg. no. RD759)
- 13 Sta. "NP" 12+80 to Sta. "NP" 13+57.5, Rt.  
Riprap, Class 700  
(For details, see sh. 2B-5)

Page 35

Paving Limits  
Sta. "CL" 105+00.20, 391.14' Rt.  
Sta. "NP" 10+00.00

Note: Protect estg. landscape watering system.  
Stone ambankment/  
(Riprap, Class 700) Shown Thus:  
No Work/No Entry Area Shown Thus:

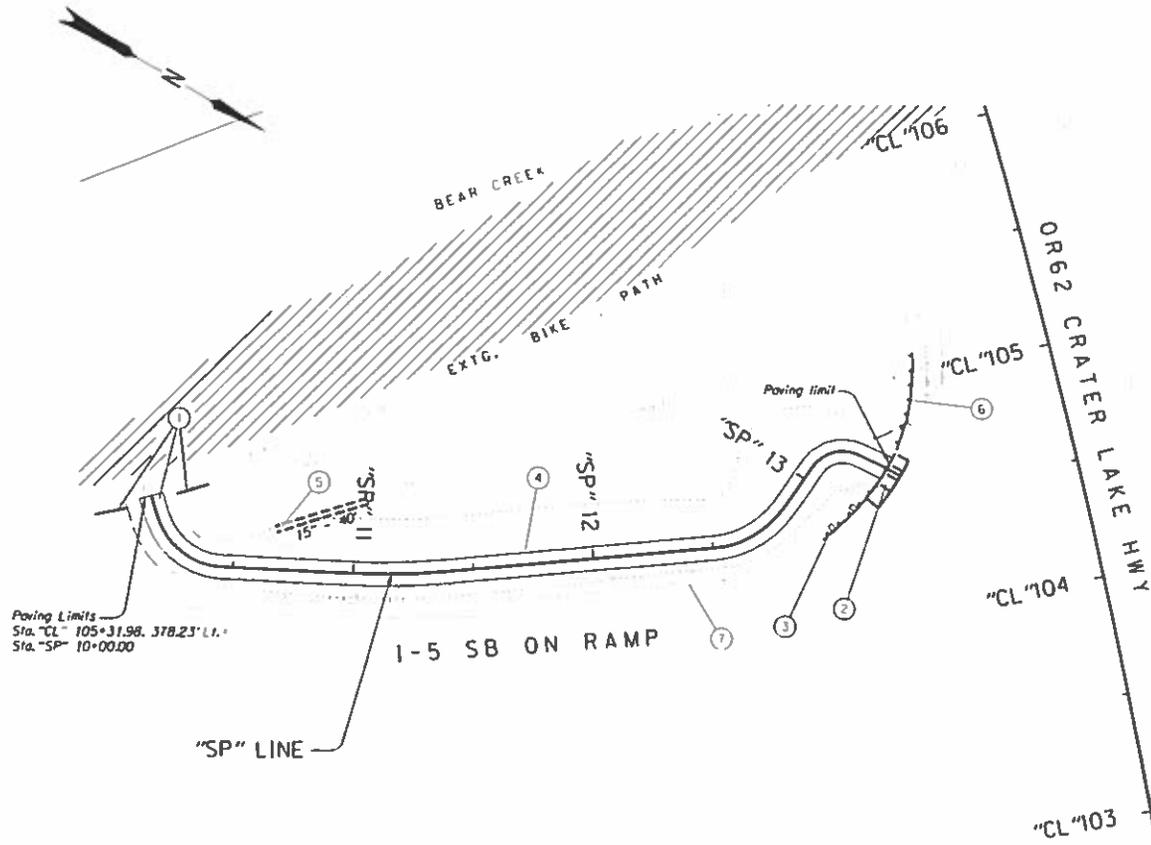
REGISTERED PROFESSIONAL ENGINEER  
632  
OREGON  
EXPIRES: JUNE 30, 2016  
FOR REVIEW ONLY  
CHRIS R. ZELMER

OREGON DEPARTMENT OF TRANSPORTATION  
REGION 3 - TECHNICAL CENTER  
BEAR CREEK GREENWAY OR 62 CONNECTION  
PACIFIC HIGHWAY  
JACKSON COUNTY  
Design Team Lead - Chris Zemer  
Designed By - David Fleischer  
Drafted By - David King  
GENERAL CONSTRUCTION  
SHEET NO. 3A

8

FINAL REVIEW PLANS

Sec. 13, T. 37S, R. 2W, W.M.



- ① Sta. "SP" 10+02, L.I. & Rt.  
Const. type CL-6 fence - 20'  
Inst. fence terminals - 2  
Adjust post spacing and location to avoid utilities.  
Remove extg. fence - 40'
- ② Sta. "CL" 104+49 to Sta. "CL" 104+66, L.I.  
Const. P.C. conc. sidewalk -  
Const. parallel sidewalk ramp  
Removal of walls - 25 sq. ft.
- ③ Sta. "CL" 104+40 to Sta. "CL" 104+58, L.I.  
Const. guardrail (Type 2A) - 50'  
Remove extg. guardrail - 60'  
Inst. end piece (Type C)  
Const. anchor (Type 1 mod.)
- ④ Inst. metal handrail, 3 rail  
(See table, sh. 2)  
Ht. 38"
- ⑤ Sta. "SP" 10+67 to "SP" 11+02, L.I.  
Remove paved end slope  
Remove extg. 15" culvert - 8'  
Inst. 15" culvert pipe, 5' depth - 40'  
Connect to extg. structure  
Const. paved end slope - 32 sq. ft.  
Const. sloped end section 1:4  
(See org. nos. RD300, RD306, RD318,  
RD320 & RD386)
- ⑥ Sta. "CL" 104+71 to Sta. "CL" 105+10, L.I.  
Const. guardrail (Type 2A) - 50'  
Remove extg. guardrail - 60'  
Inst. end piece (Type C)  
Const. anchor (Type 1 mod.)
- ⑦ Sta. "CL" 104+40 to Sta. "CL" 105+11, L.I.  
Adjust guardrail - 250'

Paving Limits  
Sta. "CL" 105+31.98, 378.23' L.I.  
Sta. "SP" 10+00.00

I-5 SB ON RAMP

"SP" LINE

No Work/No Entry Area Shown Thus:

PIPE DATA  
Required Matl. For Storm Sewer Pipe:  
Class III Reinforced Conc. Pipe  
Min. Cover = 12"  
(As measured from the top of pipe to subgrade)  
Note: All joints to be water tight.

REGISTERED PROFESSIONAL ENGINEER  
6324  
OREGON  
FOR CHRIS R. ZELMER  
EXPIRES: JUNE 30, 2016

OREGON DEPARTMENT OF TRANSPORTATION	
REGION 3 - TECHNICAL CENTER	
BEAR CREEK GREENWAY: OR 62 CONNECTION PACIFIC HIGHWAY JACKSON COUNTY	
Design Team Lead - Chris Zeller Designed By - David Flechner Drafted By - David Knox	
GENERAL CONSTRUCTION	SHEET NO. 4A

**North Trail Connection**

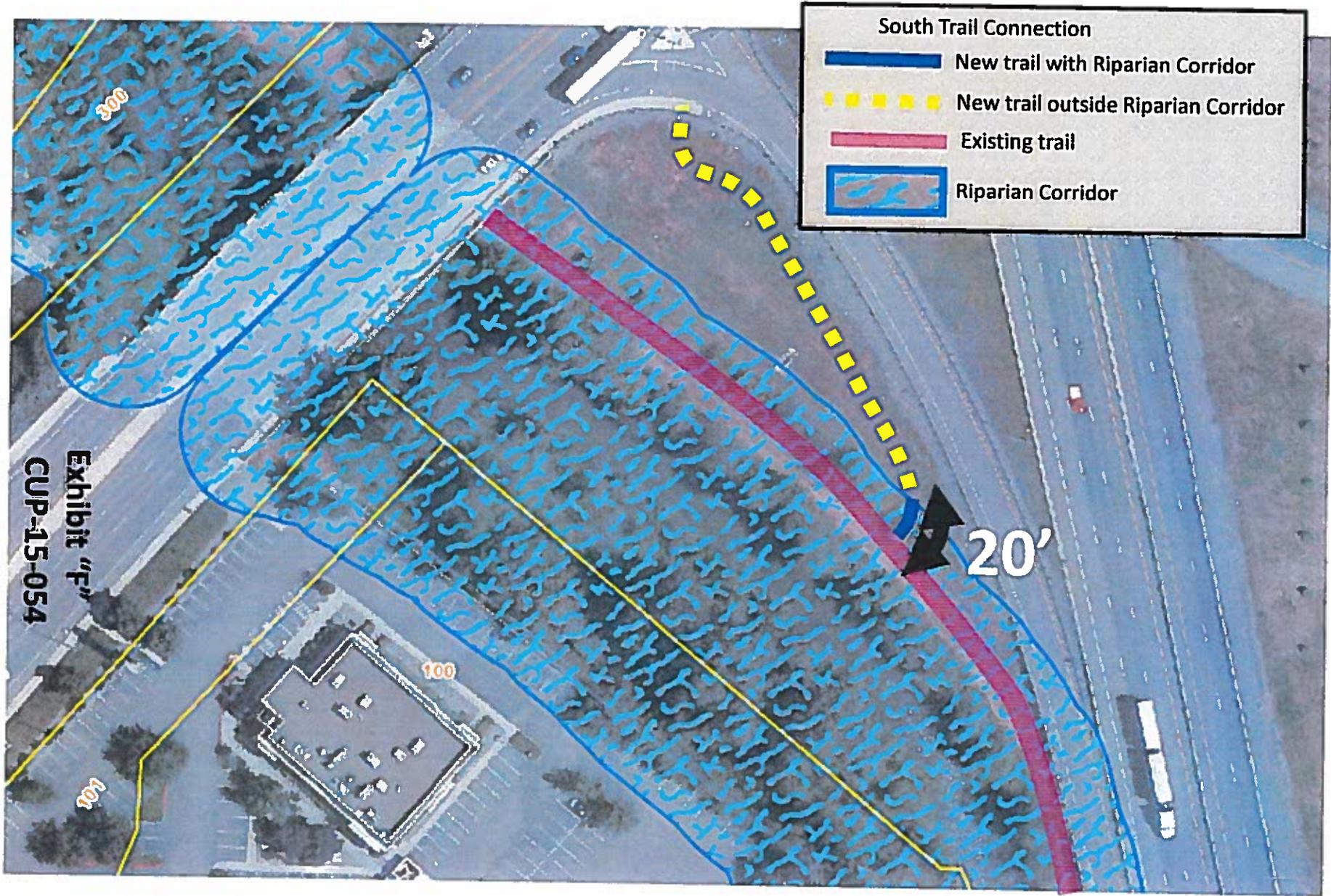
-  New trail with Riparian Corridor
-  New trail outside Riparian Corridor
-  Existing trail
-  Riparian Corridor

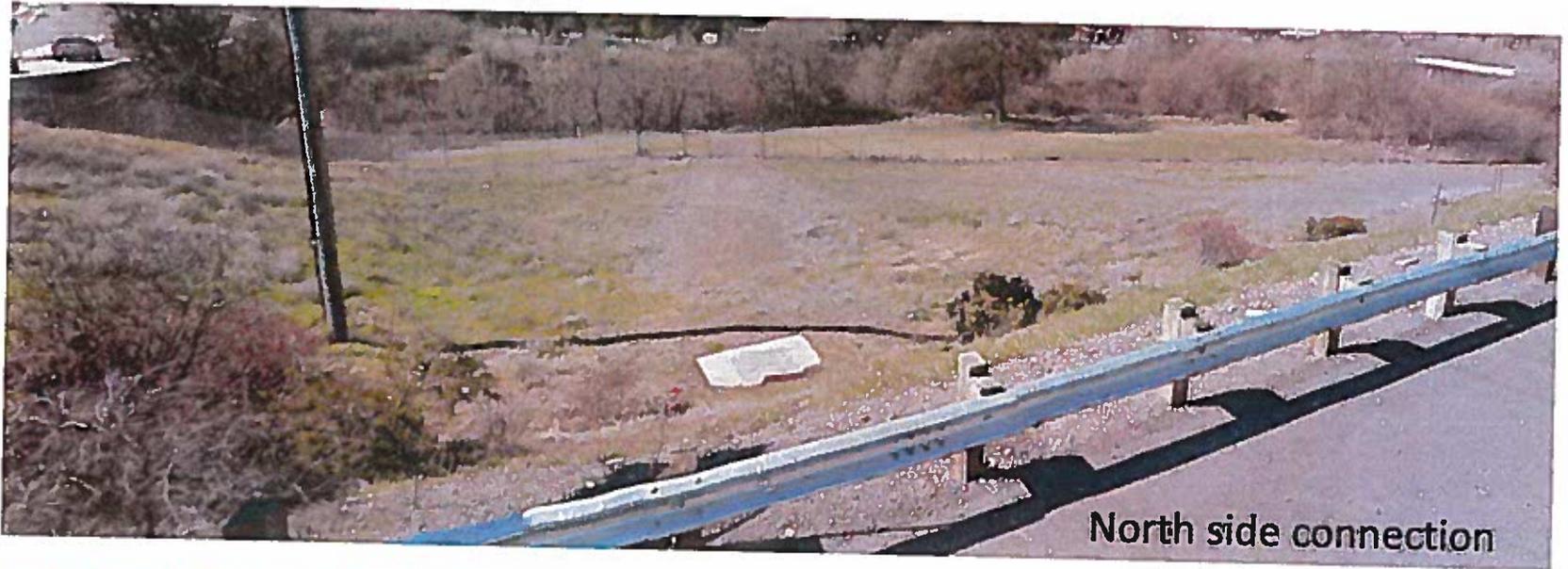
96'



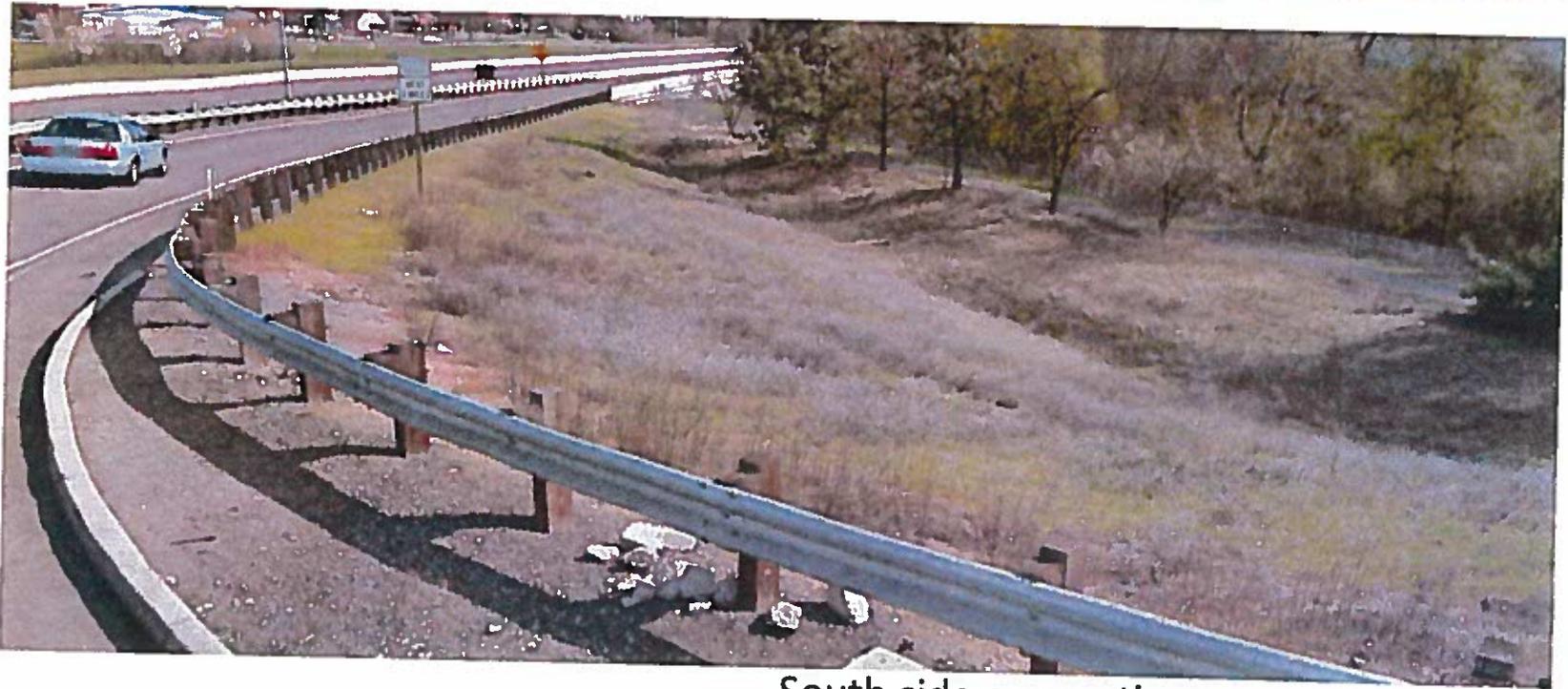
Exhibit "E"  
CUP-15-054

Exhibit "F"  
CUP-15-054





North side connection



South side connection

Exhibit "G"  
CUP-15-054

# CITY OF MEDFORD

## INTEROFFICE MEMORANDUM

**TO:** Desmond McGeough, Planning Department

**DATE** May 14, 2015

**FROM:** Doug Burroughs, Engineering Division of Public Works



**SUBJECT:** CUP-15-054 – Multi-use Trail Ramp Connections to Bear Creek Greenway

---

The Public Works Department doesn't have any comments regarding the proposed project.

CITY OF MEDFORD  
EXHIBIT # 11  
File # CUP-15-054  
LL



BOARD OF WATER COMMISSIONERS  
**Staff Memo**

**TO:** Planning Department, City of Medford  
**FROM:** Rodney Grehn P.E., Water Commission Staff Engineer  
**SUBJECT:** CUP-15-054  
**PARCEL ID:** 372W13DA TL's 200, 300, and R/W  
**PROJECT:** Consideration of a request for a Conditional Use Permit to allow the construction of two multi-use trail ramp connections, of which portions lie within the Bear Creek Riparian Corridor. Subject trail connections will connect Bear Creek Greenway to the Highway 62/Interstate 5 interchange, located on the southwest and northwest corners of interchange within an SFR-4 (Single Family Residential – 4 dwelling units per gross acre) and C-R (Regional Commercial) zone districts; Jackson County, Applicant/Agent. Desmond McGeough, Planner.  
**DATE:** May 27, 2015

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

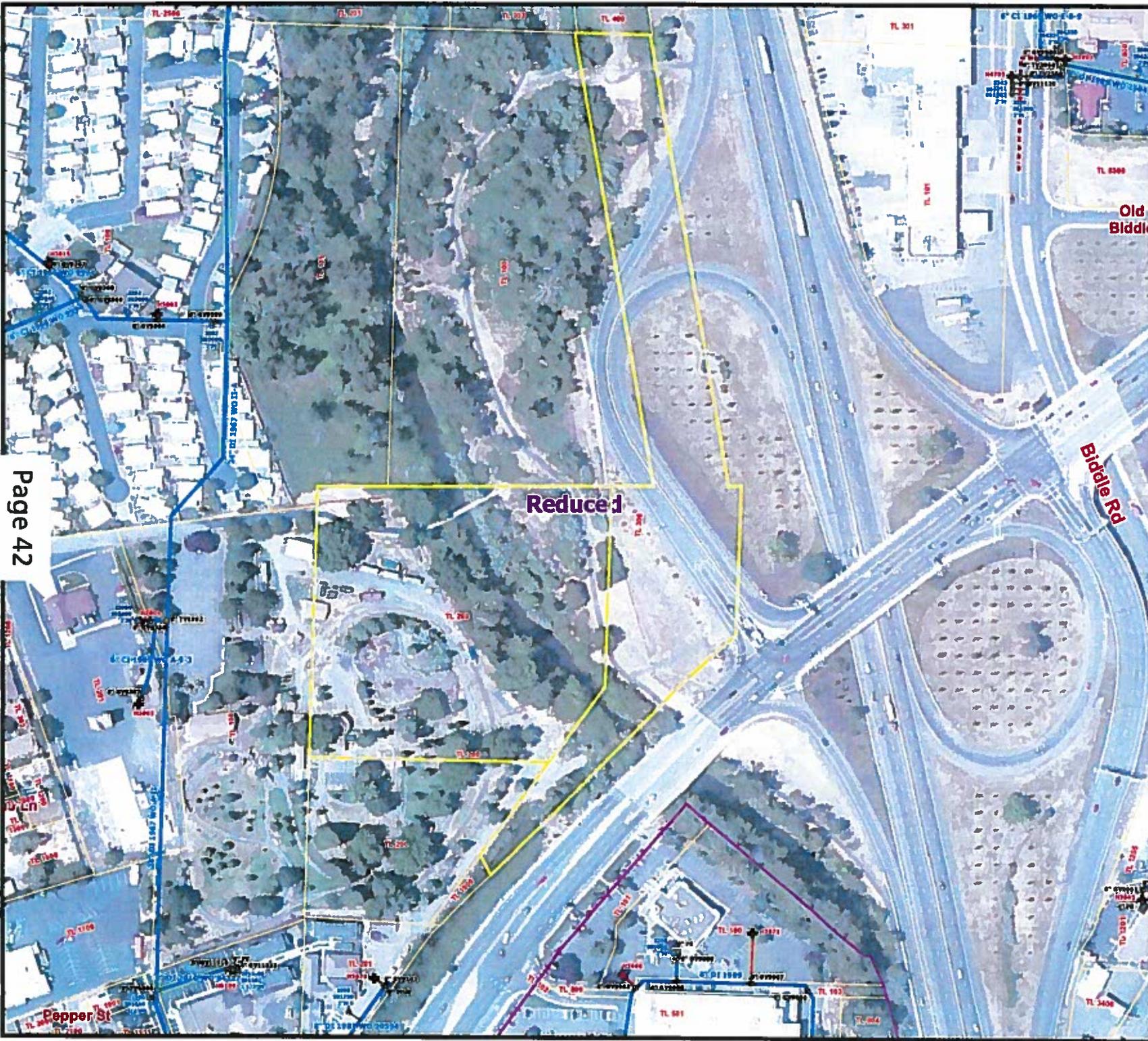
**CONDITIONS**

1. No conditions

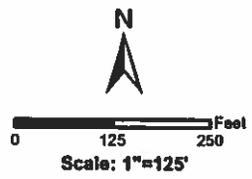
**COMMENTS**

1. No comments

CITY OF MEDFORD  
EXHIBIT #   I    
File # CUP-15-054  
10/2



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**Water Facility Map  
for  
CUP-15-054**

**Legend**

- ▲ Air Valve
- Sample Station
- Fire Service
- ◆ Hydrant
- ▲ Reducer
- Blow Off
- ⊕ Plugs-Caps

**Water Meters:**

- Active Meter
- On Well
- Unknown
- Vacant

**Water Valves:**

- Butterfly Valve
- Gate Valve
- Tapping Valve

**Water Mains:**

- Active Main
- - - Abandoned Main
- Reservoir Drain Pipe
- Pressure Zone Line

**Boundaries:**

- ▭ Urban Growth Boundary
- ▭ City Limits
- ▭ Tax Lots

**MWC Facilities:**

- C** Control Station
- P** Pump Station
- R** Reservoir

*2012  
I, Inc*



This map is based on a 2011 Aerial Photo and is not intended to be used for legal purposes. The City of Neaford Water Commission is not responsible for any errors or omissions. The City of Neaford Water Commission is not responsible for any errors or omissions. The City of Neaford Water Commission is not responsible for any errors or omissions.



# Medford Fire Department

200 S. Ivy Street, Room #180  
Medford, OR 97501  
Phone: 774-2300; Fax: 541-774-2514;  
E-mail [www.fire@ci.medford.or.us](mailto:www.fire@ci.medford.or.us)

## LAND DEVELOPMENT REPORT - PLANNING

To: Desmond McGeough

LD Meeting Date: 05/27/2015

From: Fire Marshal Kleinberg

Report Prepared: 05/18/2015

File #: CUP - 15 - 54

### Site Name/Description: Two multi-use trail ramp connections

Consideration of a request for a Conditional Use Permit to allow the construction of two multi-use trail ramp connections, of which portions lie within the Bear Creek Riparian Corridor. Subject trail connections will connect Bear Creek Greenway to the Highway 62/Interstate 5 interchange, located on the southwest and northwest corners of interchange within an SFR-4 (Single Family Residential - 4 dwelling units per gross acre) and C-R (Regional Commercial) zone districts; Jackson County, Applicant/Agent. Desmond McGeough, Planner.

### DESCRIPTION OF CORRECTIONS

### REFERENCE

#### Approved as Submitted

Meets Requirement: No Additional Requirements

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

Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site.

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

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

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

CITY OF MEDFORD  
EXHIBIT # 5  
File # CUP-15-54  
1051



# Vicinity Map

Application Name/Description:  
**Jackson County**

Proposal:  
**Connect Bear Creek  
Greenway to Highway 62**

File Numbers:  
**CUP-15-054**

Applicant:  
**Jackson County - James  
Philp**

Map/Taxlot:  
**372W13DA TL's 200, 300  
& R/W**

-  Subject Area
-  Medford Zoning
-  UGB
-  Tax Lots
-  Freeway
-  PUD

Area of Map



04/09/2015

