



## Medford City Council Meeting

# Agenda

**April 18, 2019**

**6:00 P.M.**

**Medford City Hall, Council Chambers  
411 West 8<sup>th</sup> Street, Medford, Oregon**

### **10. Roll Call**

#### **Employee of the Quarter**

### **20. Recognitions, Community Group Reports**

20.1 Quarterly Travel Medford update by Eli Matthews

20.2 RVMPO Report by Al Densmore

### **30. Oral Requests and Communications from the Audience**

Comments will be limited to 4 minutes per individual, group or organization. PLEASE SIGN IN.

### **40. Public Hearings**

### **50. Approval or Correction of the Minutes of the April 4, 2019 Regular Meeting**

### **60. Consent Calendar**

60.1 COUNCIL BILL 2019-25 An ordinance authorizing amendment to the Intergovernmental Agreement (IGA) No. 30143, between the City of Medford and the Oregon Department of Transportation for the Larson Creek Greenway Segment II Project.

60.2 COUNCIL BILL 2019-26 An ordinance awarding a contract in an amount of \$993,993.99 to Knife River Materials to perform asphalt pavement overlays on various streets in the City of Medford.

60.3 COUNCIL BILL 2019-27 A resolution supporting the east side retrofit of the Interstate 5 Viaduct Bridge in Medford, Oregon.

### **70. Items Removed from Consent Calendar**

### **80. Ordinances and Resolutions**

80.1 COUNCIL BILL 2019-28 An ordinance amending sections 9.600 and 9.620 of the Medford Municipal Code pertaining to seismic design requirements for existing buildings.

80.2 COUNCIL BILL 2019-29 An ordinance amending sections 3.023 (1), (4), (6) and (7) of the Medford Municipal Code pertaining to notice of sidewalk repair.

### **90. Council Business**

90.1 Proclamations issued:  
Administrative Professionals Day – April 24, 2019

90.2 Committee Reports and Communications

**100. City Manager and Staff Reports**

100.1 Police Chief Selection update

100.2 Further reports from City Manager

**110. Adjournment**





# CITY OF MEDFORD AGENDA ITEM COMMENTARY

Item No: 60.1

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provide a safer, off-street travel alternative for bicycling and walking that maintains connections to key destinations within the community. Development of the trail corridor was established as a priority in the Medford Transportation Plan (TSP) in 2003 and is currently listed on the Shared Use Path Projects list (Table 16) in the recently-adopted 2018-2038 TSP.

Subsequent recommendations by the Medford Bicycle Advisory Committee confirmed the corridor as a high priority project and noted its importance as a non-motorized alternative to Barnett Road. In 2007, the City completed the Larson Creek Multi-Use Path Route Assessment which serves as the Master Plan for the project. The City completed the first segment of the trail (Bear Creek Greenway to Ellendale Drive) in 2014 and in 2015 began work for the second segment (Ellendale Drive to Black Oak Drive).

## **FINANCIAL AND/OR RESOURCE CONSIDERATIONS**

The amendment does not increase grant funding.

## **TIMING ISSUES**

The project is in the construction phase and approval of this amendment will allow the City to continue to receive Grant Funds.

## **COUNCIL OPTIONS**

Approve the ordinance as presented.

Modify the ordinance as presented.

Deny the ordinance and provide direction to staff regarding the Larson Creek Greenway.

## **STAFF RECOMMENDATION**

Staff recommends approval of the ordinance.

## **SUGGESTED MOTION**

I move to approve the ordinance for an amendment to Intergovernmental Agreement (IGA) No. 30143 between the City of Medford and the Oregon Department of Transportation (ODOT) for the Larson Creek Greenway Segment II Project.

## **EXHIBITS**

Ordinance

Amendment Number 01 to IGA No. 30143

Site Map

IGA No. 30143 is file at the City Recorder's office

ORDINANCE NO. 2019-25

AN ORDINANCE authorizing amendment to the Intergovernmental Agreement (IGA) No. 30143, between the City of Medford and the Oregon Department of Transportation for the Larson Creek Greenway Segment II Project.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

That amendment of the Intergovernmental Agreement between the City of Medford and the Oregon Department of Transportation for the Larson Creek Greenway Segment II project, is hereby authorized.

PASSED by the Council and signed by me in authentication of its passage this \_\_\_\_ day of April, 2019.

ATTEST: \_\_\_\_\_  
City Recorder

\_\_\_\_\_  
Mayor

APPROVED \_\_\_\_\_, 2019.

\_\_\_\_\_  
Mayor

**AMENDMENT NUMBER 01  
GRANT AGREEMENT  
CONNECTOREGON V  
OREGON DEPARTMENT OF TRANSPORTATION  
MULTIMODAL TRANSPORTATION FUND PROGRAM 2014  
Project Name: Larson Creek Segment II**

This is Amendment No. 01 to the Agreement between the **State of Oregon**, acting by and through its Department of Transportation, hereinafter referred to as "State," and **City of Medford**, acting by and through its elected officials, hereinafter referred to as "Recipient," entered into on November 25, 2014.

It has now been determined by ODOT and Recipient that the Agreement referenced above shall be amended to increase funds, update milestones, change scope and update language.

1. **Effective Date.** This Amendment shall become effective on the date it is fully executed and approved as required by applicable law.
2. **Amendments to Agreement.**
  - a. **Exhibit A shall be deleted in its entirety and replaced with the attached Revised Exhibit A. All references to "Exhibit A" shall hereinafter be referred to as "Revised Exhibit A."**
  - b. **SECTION 3, Page 1, which reads:**
3. **Project Cost; Grant Funds; Match.** The total Project Cost is estimated at \$1,085,000. In accordance with the terms and conditions of this Agreement, ODOT shall provide Recipient Grant Funds in an amount not to exceed \$868,000 or eighty (80) percent of the total eligible Project Costs, whichever is less, of eligible Project Costs described in Section 6 hereof. Recipient shall provide matching funds for all Project Costs as described in Exhibit A. ODOT will withhold five (5) percent of the Grant Funds to be distributed as provided in Section 6.c.

**Shall be deleted in its entirety and replaced with the following:**

3. **Project Cost; Grant Funds; Match.** The total Project Cost is estimated at \$2,000,000. In accordance with the terms and conditions of this Agreement, ODOT shall provide Recipient Grant Funds in an amount not to exceed \$868,000 or eighty (80) percent of the total eligible Project Costs, whichever is less, of eligible Project Costs described in Section 6 hereof. Recipient shall provide matching funds for all Project Costs as described in Exhibit A. ODOT will withhold five (5) percent of the Grant Funds to be distributed as provided in Section 6.c.

- c. **Insert new Paragraph XII.B. in Exhibit B, “Recipient Requirements,” to read as follows:**

**B. Americans with Disabilities Act Compliance:**

- a. **State Highway: For portions of the Project located on or along the State Highway System or a State-owned facility (“state highway”):**

- i. Recipient shall utilize ODOT standards to assess and ensure Project compliance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended (together, “ADA”), including ensuring that all sidewalks, shared use path, curb ramps, and pedestrian-activated signals meet current ODOT Highway Design Manual standards;
- ii. Recipient shall follow ODOT’s processes for design, modification, upgrade, or construction of sidewalks, curb ramps, and pedestrian-activated signals, including using the ODOT Highway Design Manual, ODOT Design Exception process, ODOT Standard Drawings, ODOT Construction Specifications, providing a temporary pedestrian accessible route plan and current ODOT Curb Ramp Inspection form;
- iii. At Project completion, Recipient shall send a completed ODOT Curb Ramp Inspection Form 734-5020 to the address on the form and to State’s Project Manager for each curb ramp constructed, modified, upgraded, or improved as part of the Project. The completed form is the documentation required to show that each curb ramp meets ODOT standards and is ADA compliant. ODOT’s fillable Curb Ramp Inspection Form and instructions are available at the following address:

<http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/Pages/HwyConstForms1.aspx>

- iv. Recipient shall promptly notify ODOT of Project completion and allow ODOT to inspect Project sidewalks, curb ramps, and pedestrian-activated signals located on or along a state highway prior to acceptance of Project by Recipient and prior to release of any Recipient contractor.
- v. Recipient shall ensure that temporary pedestrian routes are provided through or around any Project work zone. Any such temporary pedestrian route shall include directional and informational signs, comply with ODOT standards, and include accessibility features equal to or better than the features present in the existing pedestrian facility. Recipient shall also ensure that advance notice of any temporary pedestrian route is provided in accessible format to the public, people with disabilities, and disability organizations at least 10 days prior to the start of construction, to the greatest extent possible.

**b. Local Roads: For portions of the Project located on Recipient roads or facilities that are not on or along a state highway:**

- i. Recipient shall ensure that the Project, including all sidewalks, shared use path, curb ramps, and pedestrian-activated signals, is designed, constructed and maintained in compliance with the ADA.
- ii. Recipient may follow its own processes or may use ODOT's processes for design, modification, upgrade, or construction of Project sidewalks, curb ramps, and pedestrian-activated signals, including using the ODOT Highway Design Manual, ODOT Design Exception process, ODOT Standard Drawings, ODOT Construction Specifications, providing a temporary pedestrian accessible route plan and current Curb Ramp Inspection form, available at: <http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/Pages/HwyConstForm s1.aspx>;

Additional ODOT resources are available at: <http://www.oregon.gov/ODOT/Engineering/Pages/Accessibility.aspx>

**ODOT has made its forms, processes, and resources available for Recipient's use and convenience.**

- iii. Recipient assumes sole responsibility for ensuring that the Project complies with the ADA, including when Recipient uses ODOT forms and processes. Recipient acknowledges and agrees that ODOT is under no obligation to review or approve Project plans or inspect the completed Project to confirm ADA compliance.
  - iv. Recipient shall ensure that temporary pedestrian routes are provided through or around any Project work zone. Any such temporary pedestrian route shall include directional and informational signs and include accessibility features equal to or better than the features present in the existing pedestrian route. Recipient shall also ensure that advance notice of any temporary pedestrian route is provided in accessible format to the public, people with disabilities, and disability organizations prior to the start of construction, to the greatest extent possible.
- c. Recipient shall ensure that any portions of the Project under Recipient's maintenance jurisdiction are maintained in compliance with the ADA throughout the useful life of the Project. This includes, but is not limited to, Recipient ensuring that:
- i. Pedestrian access is maintained as required by the ADA,
  - ii. Any complaints received by Recipient identifying sidewalk, shared use path, curb ramp, or pedestrian-activated signal safety or access issues are promptly evaluated and addressed,

- iii. Any repairs or removal of obstructions needed to maintain Project features in compliance with the ADA requirements that were in effect at the time of Project construction are completed by Recipient or abutting property owner pursuant to applicable local code provisions,
  - iv. Any future alteration work on Project or Project features during the useful life of the Project complies with the ADA requirements in effect at the time the future alteration work is performed, and
  - v. Applicable permitting and regulatory actions are consistent with ADA requirements.
- d. Maintenance obligations in this section shall survive termination of this Agreement.
3. **Counterparts.** This Amendment may be executed in two or more counterparts (by facsimile or otherwise) each of which is an original and all of which when taken together are deemed one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart.
4. **Original Agreement.** Except as expressly amended above, all other terms and conditions of the original Agreement are still in full force and effect. Recipient certifies that the representations, warranties and certifications in the original Agreement are true and correct as of the effective date of this Amendment and with the same effect as though made at the time of this Amendment.

**THE PARTIES**, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

The Oregon Transportation Commission at its August 2014 meeting approved the *ConnectOregon V* project application list and delegated authority to the Director of the Oregon Department of Transportation to enter into project agreements.

Recipient/State  
Agreement No. 30143

**CITY OF MEDFORD**, by and through its  
elected officials

By \_\_\_\_\_

Date \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_

**Recipient Contact:**

Cory Crebbin  
Public Works Director  
200 South Ivy  
Medford, OR 97501  
Phone: 541-774-2100  
Fax: 541-774-2552  
Cory.crebbin@cityofmedford.org

**ODOT Contact:**

Katie Thiel  
Statewide Programs Lead  
Statewide Programs Unit, Ste. 2  
555 13<sup>th</sup> St NE  
Salem, OR 97301-4178  
Phone: 503-986-3327  
Fax: 503-986-3920  
Katie.thiel@odot.state.or.us

**STATE OF OREGON**, by and through  
its Department of Transportation

By \_\_\_\_\_

Director

Date \_\_\_\_\_

**APPROVAL RECOMMENDED**

By \_\_\_\_\_

Freight Planning Program Manager

Date \_\_\_\_\_

By \_\_\_\_\_

Active Transportation Section Manager

Date \_\_\_\_\_

**APPROVED AS TO LEGAL  
SUFFICIENCY**

By Samuel B. Zeigler Via E-mail

Assistant Attorney General

Date: 1/4/2019

**REVISED EXHIBIT A**  
**Project Description, Key Milestones, Schedule and Budget**  
Agreement No. 30143  
Application Number: 3B0284  
Project Name: Larson Creek Segment II

**A. PROJECT DESCRIPTION**

The Project consists of design and construction of an 8-foot-wide paved shared-use path approximately 40 feet long, east of Ellendale Drive and a 10-foot-wide paved shared-use path approximately 3,460 feet long, from Ellendale Drive to Black Oak Drive. The Project will include the street crossings on each end, at Ellendale Drive and Black Oak Drive.

**B. PROJECT KEY MILESTONES AND SCHEDULE**

Project has six (6) Key Milestone(s). Key Milestones are used for evaluating performance on Project as described in the Agreement. Key Milestones cannot be changed without an amendment to the Agreement.

If Recipient anticipates Project Key Milestones will be delayed by more than ninety (90) days, Recipient shall submit a Request for Change Order, as described in Section 4(b) of the Agreement, to the ODOT Project Liaison as soon as Recipient becomes aware of any possible delay. The Request for Change Order must be submitted prior to the Key Milestone completion date shown in this Exhibit.

The anticipated start date of Project is: 10/31/2014

The estimated completion date of Project is: 10/31/19

**Table 1: Key Milestones**

Key Milestone	Description	Estimated Due Date
1	Scoping and planning	3/31/17
2	Right of way and land acquisition	12/31/18
3	Permits	3/2/18
4	Final plans/bidding engineering documents	10/16/18
5	Construction contract award	12/20/18

Recipient/State  
Agreement No. 30143

6	Project completion	10/31/19
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Table 2 – Funding Breakdown

A	Total Not To Exceed Grant Fund Allocation	\$868,000	
B	ConnectOregon V twenty (20) percent required match	\$217,000	
C	ConnectOregon V Total		\$1,085,000
D	Other Funds In Addition to twenty (20) percent Required Match	\$915,000	
E	Total Project Funding		\$2,000,000



Scale: 1" = 300'

CITY OF MEDFORD - ENGINEERING DEPARTMENT

**Larson Creek Trail Segment II**  
**Ellendale Drive To Black Oak Drive**  
**Exhibit Map**

DRAWN BY: CSH	DATE	PROJECT NO.
CHECKED BY:	DATE	
APPROVED	DATE	SHEET NO. <b>1</b>
REVIEWED CITY TRANSPORTATION MANAGER	DATE	
REVIEWED BY CITY ENGINEER	DATE	
APPROVED BY ORDINANCE NO.	DATE	



# CITY OF MEDFORD AGENDA ITEM COMMENTARY

Item No: 60.2

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**DEPARTMENT:** Public Works  
**PHONE:** (541) 774-2100  
**STAFF CONTACT:** Cory Crebbin, Public Works Director

**AGENDA SECTION:** Consent Calendar  
**MEETING DATE:** April 18, 2019

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## **COUNCIL BILL 2019-26**

An ordinance awarding a contract in an amount of \$993,993.99 to Knife River Materials to perform asphalt pavement overlays on various streets in the City of Medford.

## **SUMMARY AND BACKGROUND**

The City Council is requested to consider approval of a contract in the amount of \$993,993.99 to Knife River Materials to perform asphalt pavement overlays on various streets in the City of Medford. The City contracts for a large portion of pavement maintenance because it is seasonal work that exceeds the capacity of Public Works crews.

Timely repair of streets decreases long-term maintenance costs by postponing the need for more costly reconstructions and produces a smoother ride for the traveling public. This contract includes overlays of failed pavement areas. Overlays are a cost-effective option for restoring structural integrity to an otherwise sound street section.

## **PREVIOUS COUNCIL ACTIONS**

On April 19, 2018, Council approved Council Bill 2018-35 awarding a contract to Knife River Materials for asphalt repairs and overlays on streets in the city.

## **ANALYSIS**

Three bids were received and Knife River Materials Inc. was the apparent low bidder with a bid of \$993,993.99. The other two bids submitted were: CPI Acquisitions LLC - \$1,593,920.00 and Central Pipeline Inc. - \$1,464,402.00.

The proposed contract contains a provision that allows the City to cancel this contract if funds for the work are not budgeted.

This work will be on four street sections that include E. 8<sup>th</sup> Street, Biddle Road, Delta Waters Road and E. Main Street. The existing pavement condition has been analyzed and has been determined that this maintenance option will produce a smoother and safer ride for the traveling public at the lowest life-cycle cost. The City's Pavement Management Analysis Report is used to determine which pavements will receive asphalt overlays.

## **FINANCIAL AND/OR RESOURCE CONSIDERATIONS**

Expenditure of \$993,993.99 which is included on page 9-18 in the proposed 2019-21 biennial budget to be considered by Council in June 2019.

## **TIMING ISSUES**

Work will start after July 8, 2019, and is scheduled to be complete by September 12, 2019.

## **COUNCIL OPTIONS**

- Approve the ordinance as presented.
- Modify the ordinance.
- Deny the ordinance and provide direction to staff regarding pavement maintenance.



**CITY OF MEDFORD**  
**AGENDA ITEM COMMENTARY**

Item No: 60.2

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**STAFF RECOMMENDATION**

Approve the ordinance for a contract with Knife River Materials.

**SUGGESTED MOTION**

I move to approve the ordinance for a contract in the amount of \$993,993.99 to Knife River Materials for asphalt pavement overlays.

**EXHIBITS**

Ordinance

Bid Tabulation

Work To Be Done

Map

Contract documents are on file in the City Recorder's office

ORDINANCE NO. 2019-26

AN ORDINANCE awarding a contract in an amount of \$993,993.99 to Knife River Materials to perform asphalt pavement overlays on various streets in the City of Medford.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

That a contract in the amount of \$993,993.99 for asphalt pavement overlays on various city streets, which is on file in the City Recorder's office, is hereby awarded to Knife River Materials.

PASSED by the Council and signed by me in authentication of its passage this \_\_\_\_ day of April, 2019.

ATTEST: \_\_\_\_\_  
City Recorder

\_\_\_\_\_  
Mayor

APPROVED \_\_\_\_\_ 2019.

\_\_\_\_\_  
Mayor

**BID TABULATIONS Overlay Various Streets in the City of Medford**

**Project; Overlay Various Streets in the City of Medford**  
**Location: Various Streets in the City of Medford 2019**  
**Project No: MST-2001**  
**Date of Bid Opening: March 19, 2019**

**CITY OF MEDFORD**  
**PUBLIC WORKS - OPERATIONS**

**Peter Brown**  
**Public Works Operations**  
**Engineering Tech IV**



Item No.	Item Description	Unit of Measure	Estimated Quantity	Low Bidder Knife River Materials		CPI Acquisitions	Central Pipeline Inc.
				Unit Bid	Amount	Unit Bid	Unit Bid
1	MOBILIZATION	LS	1	\$48,698.99	\$48,698.99	\$85,000.00	\$133,127.00
2	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	\$86,000.00	\$86,000.00	\$150,000.00	\$85,000.00
3	EROSION CONTROL	LS	1	\$300.00	\$300.00	\$1,800.00	\$1,500.00
4	MINOR ADJUSTMENT OF MANHOLES	EACH	43	\$1,100.00	\$47,300.00	\$2,000.00	\$1,200.00
5	MINOR ADJUSTMENT OF MANHOLES CAST IRON	EACH	1	\$300.00	\$300.00	\$600.00	\$500.00
6	COLD PLANE PAVEMENT REMOVAL, 0 - 4 INCHES DEEP	SQYD	52700	\$2.10	\$110,670.00	\$3.60	\$2.25
7	LEVEL 3, 1/2 INCH DENSE HMAC	TON	5700	\$69.25	\$394,725.00	\$110.00	\$110.00
8	LEVEL 3, 3/8 INCH DENSE HMAC IN LEVELING	TON	1500	\$84.00	\$126,000.00	\$130.00	\$130.00
9	FIBER REINFORCEMENT IN HMAC	POUND	5700	\$10.00	\$57,000.00	\$11.00	\$12.00
10	4 INCH ASPHALT CONCRETE PAVEMENT REPAIR	SQYD	3200	\$23.00	\$73,600.00	\$43.00	\$38.00
11	EXTRA FOR ASPHALT APPROACHES	EACH	1	\$500.00	\$500.00	\$6,000.00	\$12,000.00
12	LOOP DETECTOR INSTALLATION LOOPS	EACH	87	\$300.00	\$26,100.00	\$300.00	\$300.00
13	LOOP DETECTOR INSTALLATION HOMERUNS	FOOT	1200	\$19.00	\$22,800.00	\$22.00	\$20.00
14	LOOSEN WATER VALVES	T & M	0	\$0.00	\$0.00	\$0.00	\$0.00
				<b>Total Bid =</b>	<b>\$993,993.99</b>	<b>\$1,593,920.00</b>	<b>\$1,464,402.00</b>

## WORK TO BE DONE

The Work to be done under this Contract consists of asphalt repairs, cold plane removal of pavement and overlay of various streets, manhole adjustments and other appurtenances, etc. on four (4) street sections, in the City of Medford, Oregon.

1. Minor Adjustment of Manholes & Minor Adjustment of Manholes Cast Iron.
2. Cold Plane Removal of Pavement.
3. 4 inch Asphalt Concrete Repairs.
4. Place Level 3, 3/8 Dense HMAC or WMAC in Leveling.
5. Place Level 3, 1/2 Dense HMAC or WMAC.
6. Install Traffic Loops & Home Runs.
7. Perform additional and incidental Work as called for by the Specifications and Plans.

This project includes work at the following locations:

Street	From	To
E 8TH ST	BEAR CREEK BRIDGE	E MAIN ST
BIDDLE RD	515' N of MORROW RD	E MCANDREWS RD
DELTA WATERS RD	CRATER LAKE AV	TAHITIAN AV
E MAIN ST	BEAR CREEK BRIDGE	PORTLAND AVE

## APPLICABLE SPECIFICATIONS

The Specification that is applicable to the Work on this Project is the 2008 edition of the "Oregon Standard Specifications for Construction".

All number references in these Special Provisions shall be understood to refer to the Sections and subsections of the Standard Specifications and Supplemental Specifications bearing like numbers and to Sections and subsections contained in these Special Provisions in their entirety.

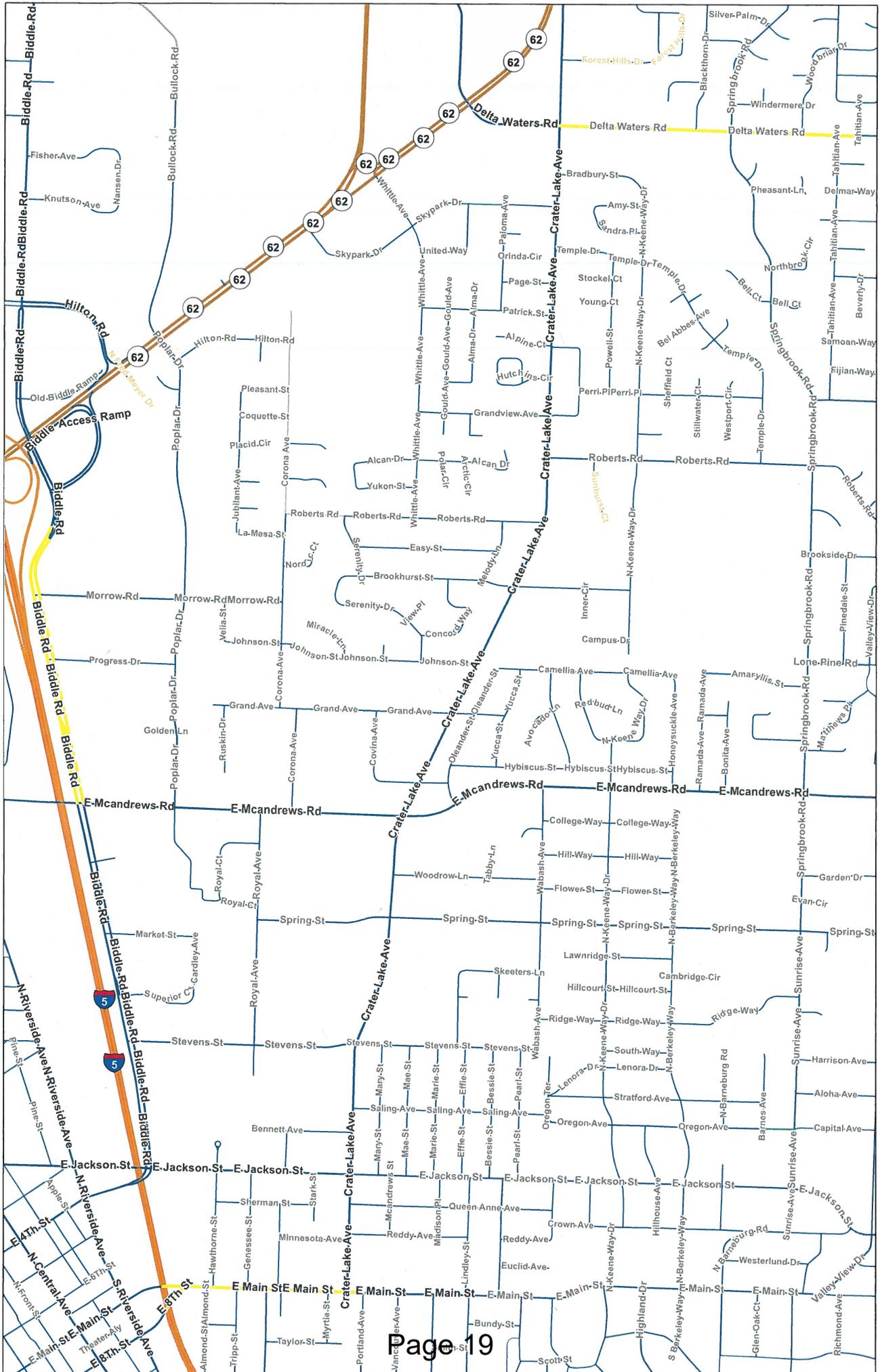
## CLASS OF PROJECT

This is a City of Medford Project.

## APPLICABLE SPECIAL PROVISIONS

The Special Provisions booklet applicable to the above-described work, for which Bids will be opened at the time and place stated above, is that which contains the exact information as shown above on this page.

Bidders are cautioned against basing their Bids on a booklet bearing any different description, date(s), class of project, or class of work.





# CITY OF MEDFORD AGENDA ITEM COMMENTARY

Item No: 60.3

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**DEPARTMENT:** City Manager  
**PHONE:** (541) 774-2000  
**STAFF CONTACT:** Brian Sjothun, City Manager

**AGENDA SECTION:** Consent Calendar  
**MEETING DATE:** April 18, 2019

## COUNCIL BILL 2019-27

A resolution supporting the east side retrofit of the Interstate 5 Viaduct Bridge in Medford, Oregon.

### SUMMARY AND BACKGROUND

Council is requested to approve a resolution supporting the east side retrofit and expansion of the Interstate 5 (I-5) Viaduct Bridge. Council was presented information in various study sessions with the latest being held on March 14, 2019. Oregon Department of Transportation (ODOT) staff provided the Council with three options for consideration. Council provided comments in support of the east side seismic retrofit and widening with 4 standard lanes and shoulders.

ODOT is requesting approval of this resolution in order to seek funding for the \$85 million project and to move forward with necessary property acquisitions and easements.

### PREVIOUS COUNCIL ACTIONS

On March 14, 2019, a study session was held and ODOT provided the three options for consideration in addressing the seismic and narrowness issues with the Viaduct. Council commented that they preferred the east side seismic retrofit and widening option.

On January 28, 2016, a study session was held where ODOT staff along with the consultant for the Viaduct project provided details about the study. There was no discussion about any preferred options at that time.

On February 12, 2015, a study session was held where ODOT staff addressed the Council regarding the Viaduct study that was about to begin. There was no discussion about any preferred options at that time.

### ANALYSIS

The Oregon Department of Transportation completed the I-5 Medford Viaduct Planning and Environmental Study in December 2018. This study was provided to the Council for review in January at the monthly group meetings as well as part of the materials submitted for the March 14, 2019 study session.

This study concluded that there were three initial alternative concepts that were considered for this project:

- **Retrofit** – Improve the existing Viaduct structure to meet current seismic standards and consider potential widening of existing structure. Estimated cost for this option ranged from \$84.2 million to \$89 million based on which direction to widen the structure.
- **Rebuild** – Construct a new facility along the existing alignment to meet current seismic standards and provide operational and safety improvements for I-5 through Medford. Estimated cost is at least \$250 million. There was additional alternative in this category and that was to rebuild I-5 through a tunnel. Estimated cost for this option exceeded \$500 million.
- **Reroute** – Realign I-5 through Medford to eliminate the need for the existing viaduct structure. Estimated to cost at least \$1.1 billion as approximately 12 miles of new freeway would need to be constructed.

Through the final analysis, the preferred option was to retrofit the existing structure and widen by 28 feet to the east in order to provide emergency lanes on both sides of the Viaduct. The retrofit findings concluded:

- Seismic results indicated that one-sided widening performed better than two-sided widening.
- One sided widening is less expensive and impactful compared to two-sided widening.



# CITY OF MEDFORD AGENDA ITEM COMMENTARY

Item No: 60.3

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ODOT staff and consultant detailed the environmental impacts to Bear Creek if a permit could be obtained from the various State and Federal agencies for a west side expansion. The most notable impact would be the 16 new columns that would need to be constructed in Bear Creek compared to just one for an east side expansion.

There is much support from the local business and development community for this project. The Council through the previously mentioned study sessions was supportive and understanding of the need to upgrade the seismic resiliency of the structure as it is within the Cascadia Subduction Zone. The project is also included in the City's Federal Legislative Agenda in support of ODOT to obtain funding.

## **FINANCIAL AND/OR RESOURCE CONSIDERATIONS**

Cost for the project will be the responsibility of the Oregon Department of Transportation. ODOT will be responsible for mitigating the loss of property within Hawthorne Park and the Parking District.

## **TIMING ISSUES**

ODOT is seeking approval of the resolution in order to begin a request to fund the project.

## **COUNCIL OPTIONS**

- Approve the resolution as presented.
- Modify the resolution.
- Deny the resolution and provide direction to staff.

## **STAFF RECOMMENDATION**

Staff recommends approval of the resolution as presented.

## **SUGGESTED MOTION**

I move to approve the resolution supporting the east side retrofit and expansion of the Interstate 5 Viaduct Bridge.

## **EXHIBITS**

Resolution

I-5 Viaduct Planning and Environmental Study Update – March 14 Study Session

RESOLUTION NO. 2019-27

A RESOLUTION supporting the east side retrofit of the Interstate 5 Viaduct Bridge in Medford, Oregon.

BE IT RESOLVED BY THE CITY OF MEDFORD:

WHEREAS, Interstate 5 is a corridor of national significance that serves the entire west coast of the United States, as well as international commerce with Canada and Mexico; and

WHEREAS, the existing Interstate 5 Viaduct Bridge structure is functionally obsolete and does not meet current seismic standards; and

WHEREAS, the narrow shoulders limit the ability for emergency service and maintenance personnel to safely access crash sites and perform routine maintenance ; and

WHEREAS, the Interstate 5 Viaduct Bridge is not expected to survive a Cascadia level seismic event; and

WHEREAS, the Oregon Department of Transportation in partnership with the City of Medford conducted an extensive planning and environmental study of the Interstate 5 Viaduct Bridge; and

WHEREAS, results from the study found that the structure requires widening to add standard shoulders and seismic retrofit to strengthen the structure to today's standard; and

WHEREAS, additional findings from the study found that one-sided widening performed better than two-sided widening and is less expensive and impactful compared to two-sided widening; and

WHEREAS, the City of Medford adopted the Bear Creek Master Plan on November 6, 2003; and

WHEREAS, the Bear Creek Master Plan is an action plan for redeveloping Bear Creek into the crown jewel of Medford; and

WHEREAS, the Interstate 5 Viaduct Bridge alternative for widening to the west side will place sixteen (16) new columns into Bear Creek in comparison to one (1) for the east side widening option; and

WHEREAS, the Interstate 5 Viaduct Bridge alternative for widening to the west side will impact nine (9) units within the 12<sup>th</sup> Street Mobile Home Park in comparison to six (6) units for the east side widening option; and



# I-5 Medford Viaduct Planning and Environmental Study Update

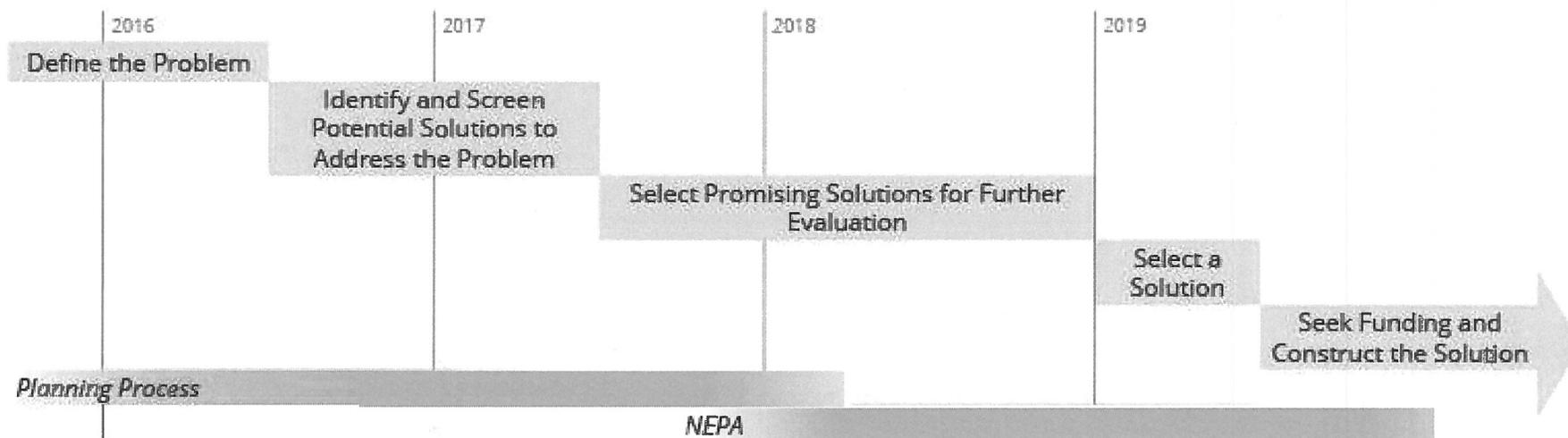
March 14, 2019

# Presentation Topics

- Project Update and Overview
- Understanding the Tradeoffs Between Retrofit Options
- Project Team Recommendation
- Council Discussion

# Project Schedule

## Preliminary Project Schedule



## Updated schedule



# Project Phases

- Phase 1: Planning Process
  - Phase 1A: High-Level Planning and Early “Anchoring” Memos
  - Phase 1B: Planning & Alternatives Development and Seismic Analysis
- Phase 2: Conceptual Design and Cost Estimating Work

# Phase 1A - Refresher

- High-Level Planning
- Stakeholder Interviews
- Early “Anchoring” Memos
- Maintenance and First Responder Interviews
- City Council Presentation (January 2016)

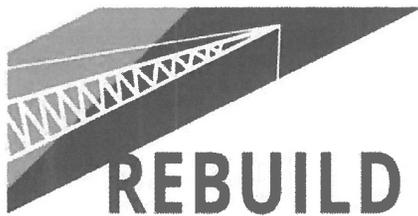
# Key Phase 1A Findings

- **No capacity issues within planning horizon (2040)**
- **No demonstrated operational safety issues**
- **Seismic structural deficiencies under a Cascadia Subduction Zone event**
- **Several substandard design features**
- **Maintenance & incident management working area deficiencies**

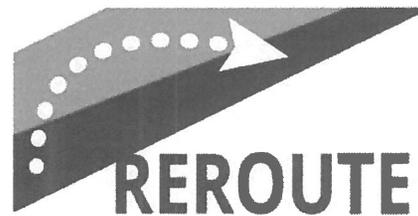
# Initial Alternative Concepts



- Improve the existing Viaduct structure to meet current seismic standards AND consider potential widening of existing structure.



- Construct a new facility along the existing alignment to meet current seismic standards AND provide operational and safety improvements for I-5 through Medford.

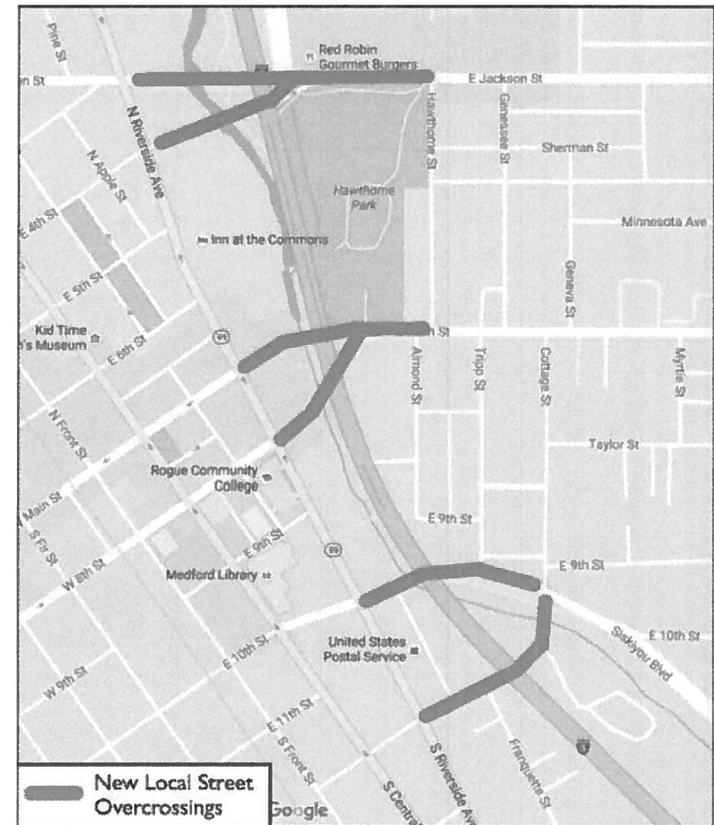


- Realign I-5 through Medford to eliminate the need for the existing viaduct structure.

# Dismissed Viaduct Options

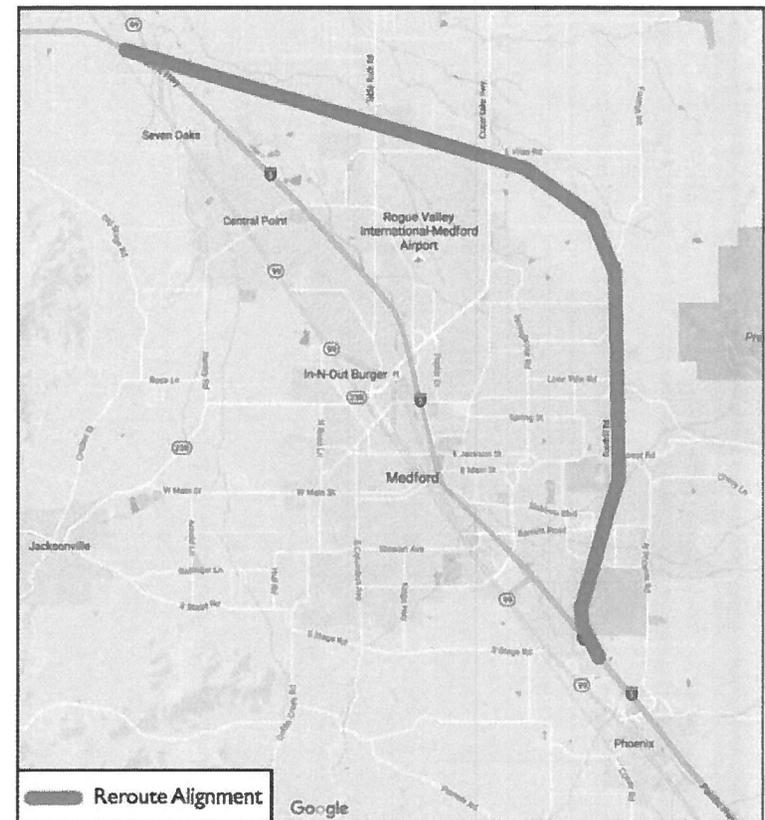
- **Alternative 1: Rebuild I-5 At-Grade**

- Requires local roadway overcrossings
- Requires Bear Creek to be realigned or placed in a culvert
- Creates a new barrier between the Bear Creek Greenway and Hawthorne Park
- Estimated to cost at least \$250 million



# Dismissed Viaduct Options

- **Alternative 2: Reroute I-5**
  - Approximately 12 miles of new freeway
  - Requires reconstruction of the Blackwell Rd/Hwy 99 interchange and construction of new interchanges at Crater Lake Hwy and Table Rock Rd.
  - Has environmental impacts over a large portion of the region.
  - Estimated to cost at least \$1.1 Billion

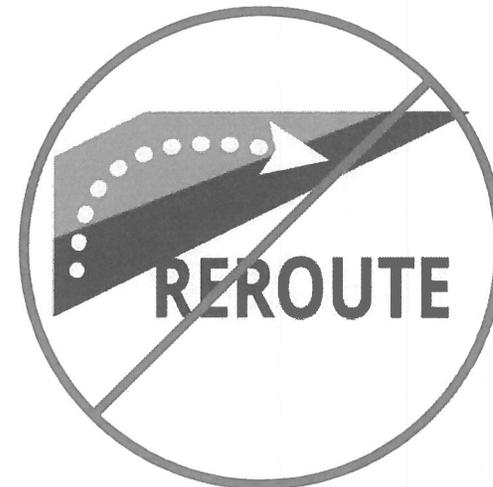


# Dismissed Viaduct Options

- **Alternative 3: Rebuild I-5 through a Tunnel**
  - Two 50-foot diameter tunnels with a minimum of 50 feet of overburden resulting in a minimum depth of one hundred feet
  - Removes barrier between Hawthorne Park, Bear Creek, and downtown
  - Creates opportunity to improve the recreational experience along Bear Creek Greenway and Hawthorne Park
  - Estimated to exceed \$500 million



# Phase 1A Findings and Updated Problem Statement Guidance



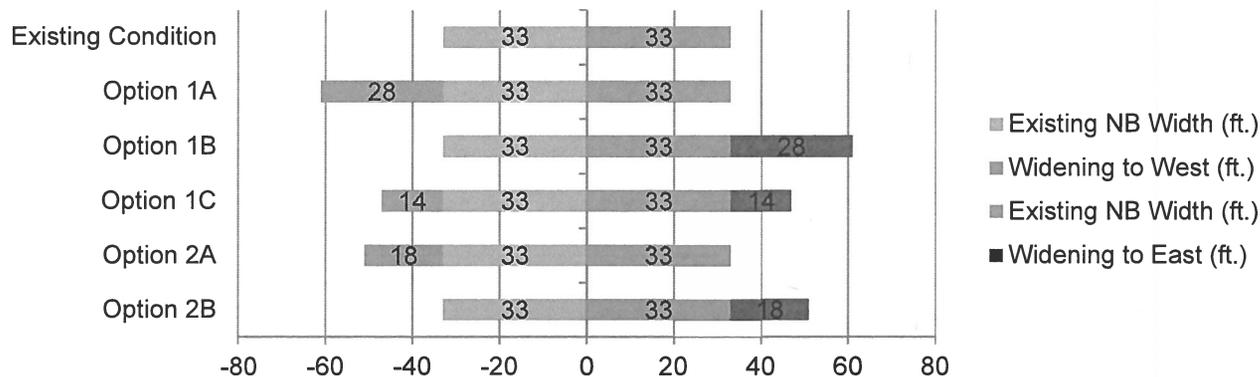
# Phase 1B

- Retrofit Design Options
- Seismic Analysis

# Seismic Retrofit Concept Options

- **Retrofit widening options**

- Option 1A – Widen to 94' Standard - 28-foot widening to the west
- Option 1B – Widen to 94' Standard - 28-foot widening to the east
- Option 1C – Widen to 94' Standard - 14-foot widening to both sides
- Option 2A – Widen to 84' - 18-foot widening to the west
- Option 2B – Widen to 84' - 18-foot widening to the east



# Construction Impact Comparison

## 1A – West side widening impacts:

- **Bear Creek Greenway**
- **Sidewalks at two locations**
- **8<sup>th</sup> Street Bridge**
- **Bear Creek**
- **Twelfth Street Mobile Home Park**

## 1B – East side widening impacts:

- **Biddle Road**
- **Hawthorne Park parking lot**
- **Bear Creek Greenway**
- **8<sup>th</sup> Street**
- **Medford Senior Center parking lot and driveway**
- **10<sup>th</sup> Street Bridge**
- **Twelfth Street Mobile Home Park**

# Environmental Impact Comparison

## 1A – West side widening impacts:

- 16 new columns in Bear Creek
- 9 Twelfth Street Mobile Home Park units
- Artwork on the columns and skate park underneath the viaduct within Hawthorne Park.
- Bear Creek Greenway trail north of Jackson Street

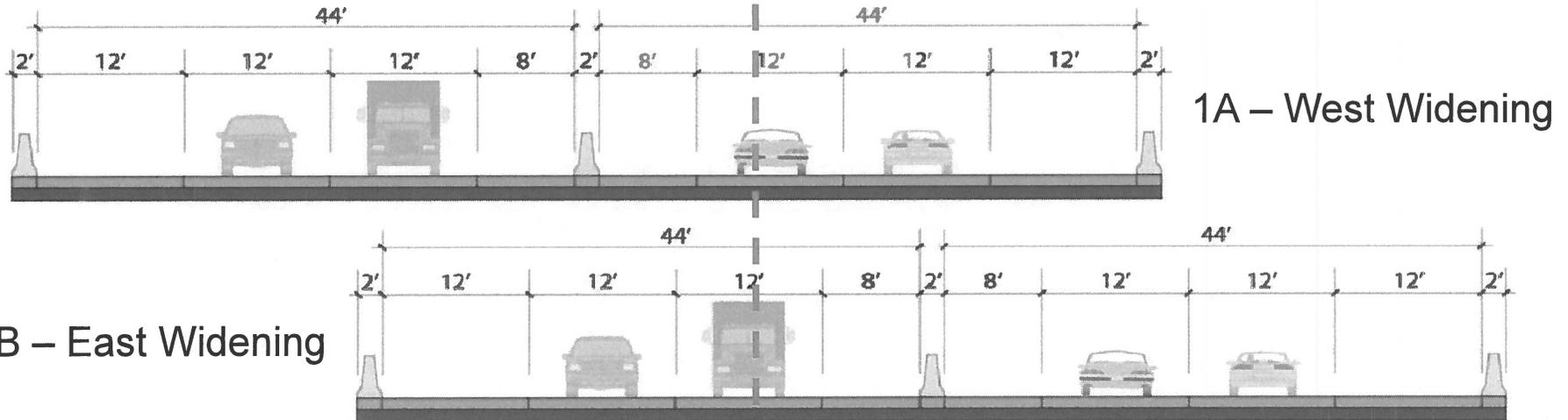
## 1B – East side widening impacts:

- 1 new column in Bear Creek
- 6 Twelfth Street Mobile Home Park units
- Artwork on the columns and skate park underneath the viaduct within Hawthorne Park
- Hawthorne dog leash park (partial)

# Cost Comparison

Design Options	Total Cost	Bridge	ROW & Easements	Traffic Control	Storm & Drainage	I-5 Mainline	Surface Streets	Retaining Walls
1A - Widening to West	\$89.0M	\$59.5M	\$0.3M	\$6.4M	\$4.1M	\$17.0M	\$0.7M	\$1.0M
1B - Widening to East	\$84.2M	\$54.5M	\$1.7M	\$5.8M	\$3.7M	\$16.7M	\$1.3M	\$0.6M

Existing Bridge Centerline  
(Looking North)



# Project Team Recommendation

## Retrofit the Viaduct by Widening to East (Option 1B) by 28 feet

- Less Impactive to Bear Creak
- Less Impact to 12<sup>th</sup> Street Mobile Home Park
- Minimal Impacts to Hawthorne Park
- Less Expensive and Shorter Construction Period

# Almond Street Update

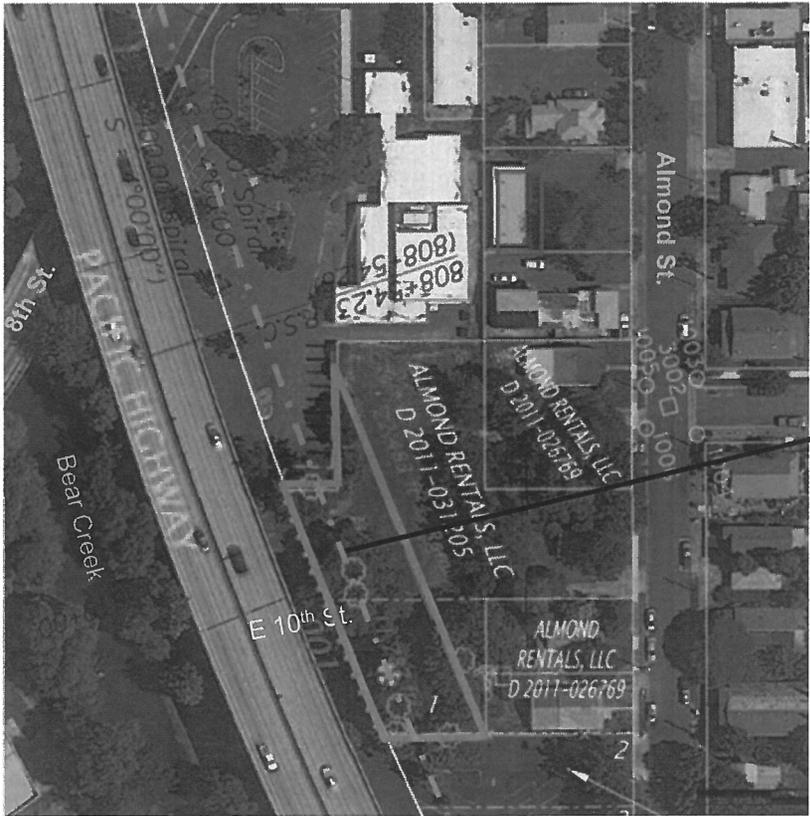


# Area 2 – Almond Street Property



Protective  
Right of Way  
Purchase  
(60' strip)

# Area 2 – Almond Street Property



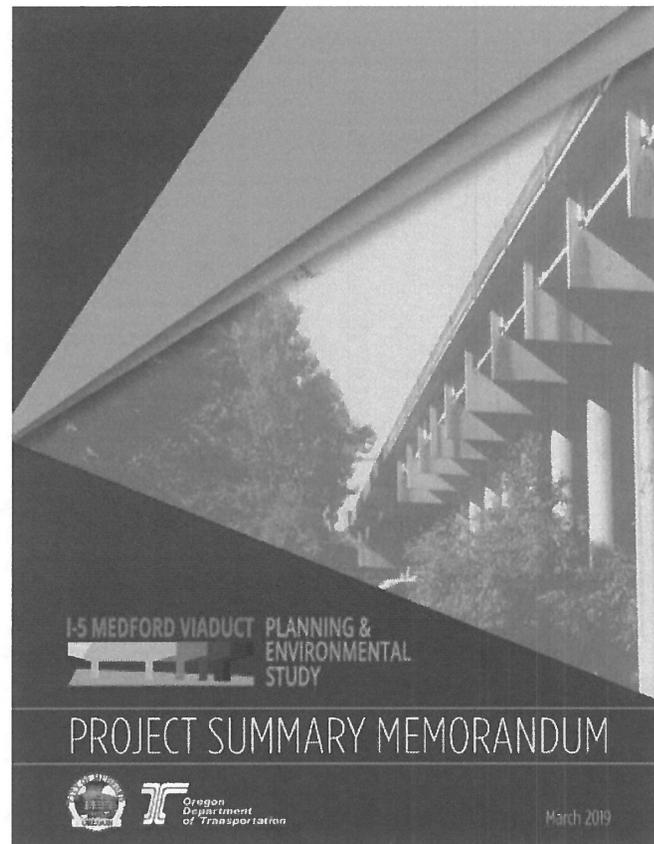
1B – East Widening  
ROW need  
estimated to be 10'  
beyond widened  
edge of bridge

# Almond Street Property - History

- An 104-unit multi-family housing structure was planned for development on the site
- In advance of development, ODOT pursued early acquisition of the site as a protective right of way purchase
- In October 2016, RVMPO Technical Advisory Committee and Policy Advisory Committee recommended purchase
- ODOT staff and property developer are working towards a mutually beneficial solution

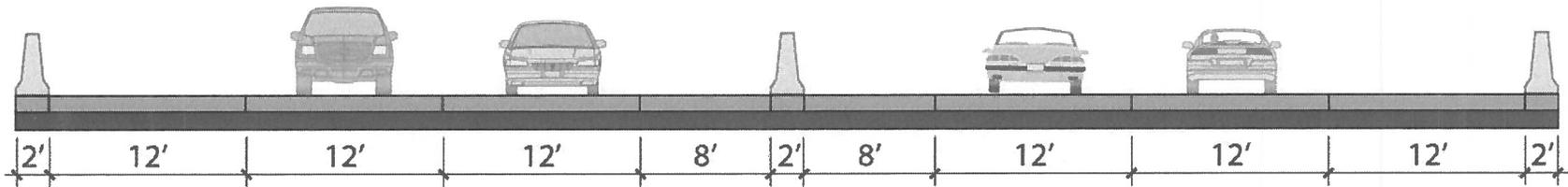
# Discussion

- Questions
- Potential Motion
  - City of Medford Resolution to endorse the summary report and the retrofit widening to the east (Option 1B)

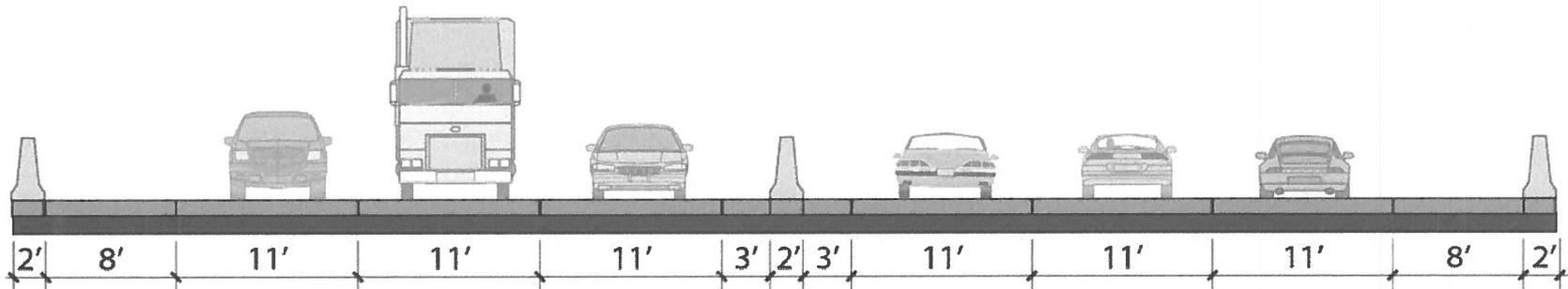


# Why Widen 28 Feet?

## Preferred Option 1B (East Widening) Cross-Section



## Potential Forward Compatability of Option 1B—Future Restriping to Six Lanes



# Seismic Retrofit Findings

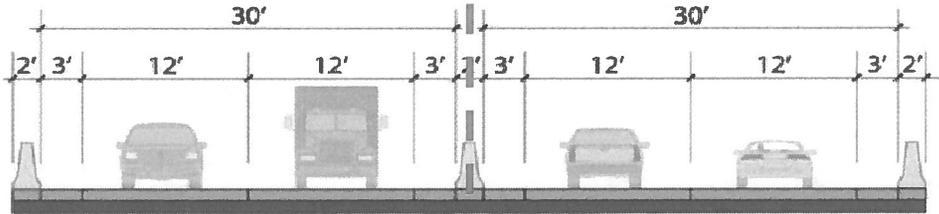
- Seismic
  - Results indicated that **one-sided widening** (Option 1B) **performed better** than two-sided widening (Option 1C)
  - Options 1B and 1C **performed better** than non-widened Viaduct (No-Build)
  - **One sided widening** (Option 1B) is **less expensive and impactful** compared to two-sided widening (Option 1C)

# Phase 2A Tasks

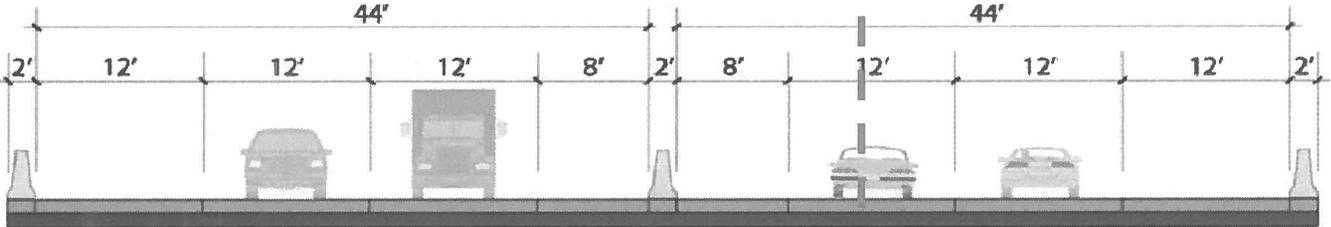
- Conceptual design of I-5 mainline transitions north and south of the Viaduct
- Understand potential modifications to surface streets
- Assess retaining wall needs for the mainline transitions
- Determine right-of-way and easement needs
- Assess stormwater needs and infrastructure
- Assess traffic control and staging requirements during construction.

# Conceptual Retrofit Design Options 1A and 1B

Existing Bridge Centerline  
(Looking North)

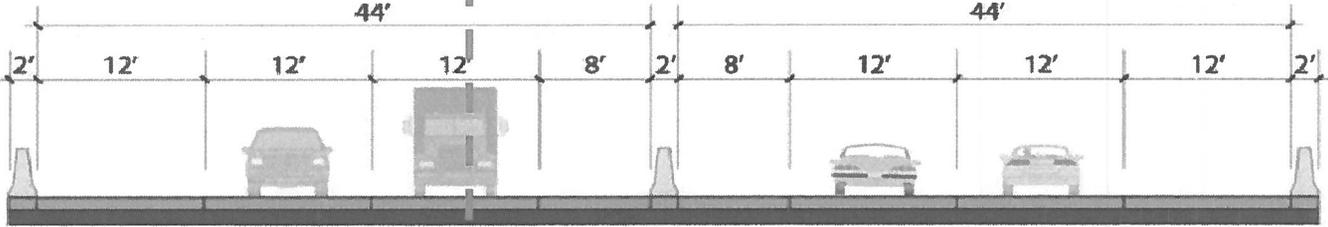


Page 49

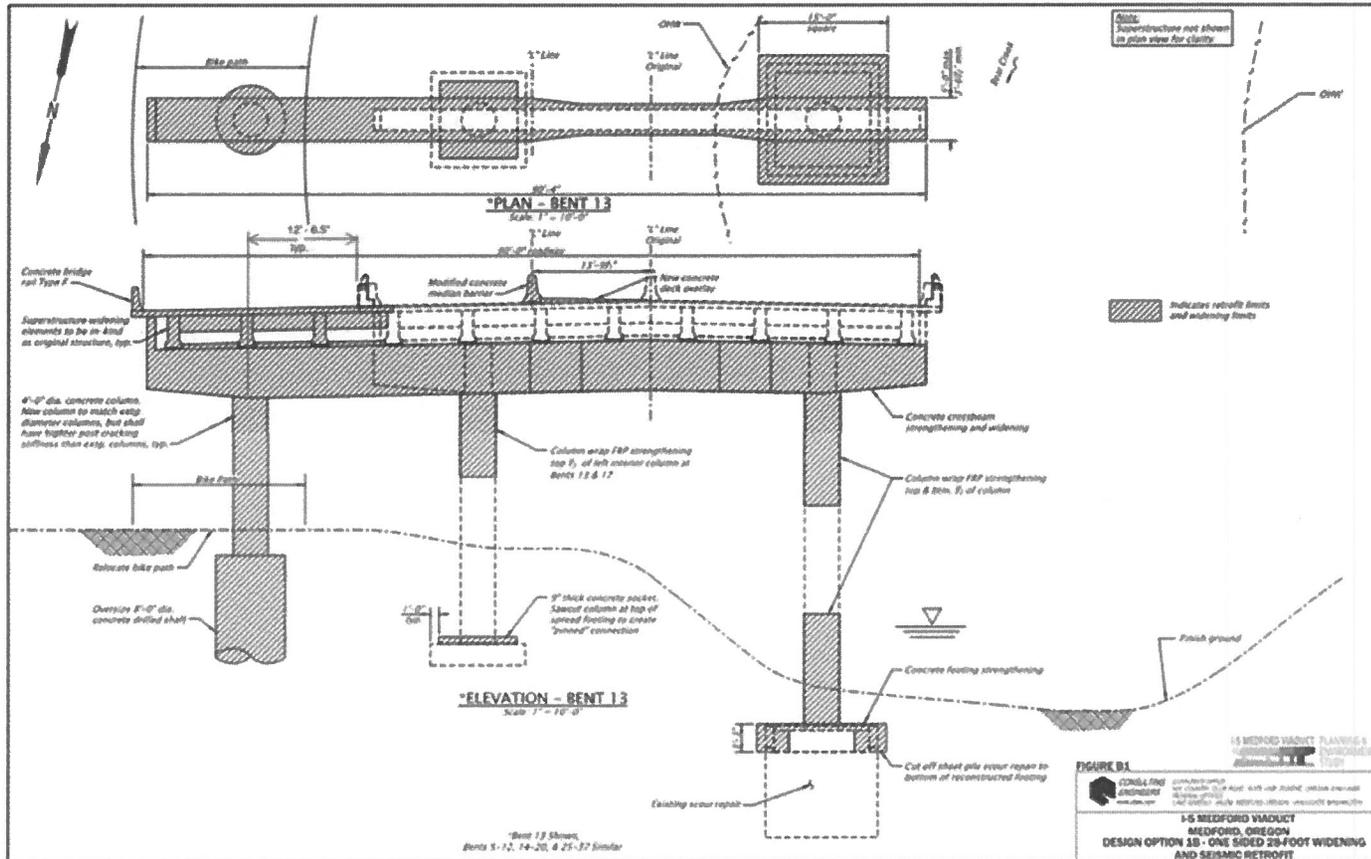


1A - West Widening

1B - East Widening

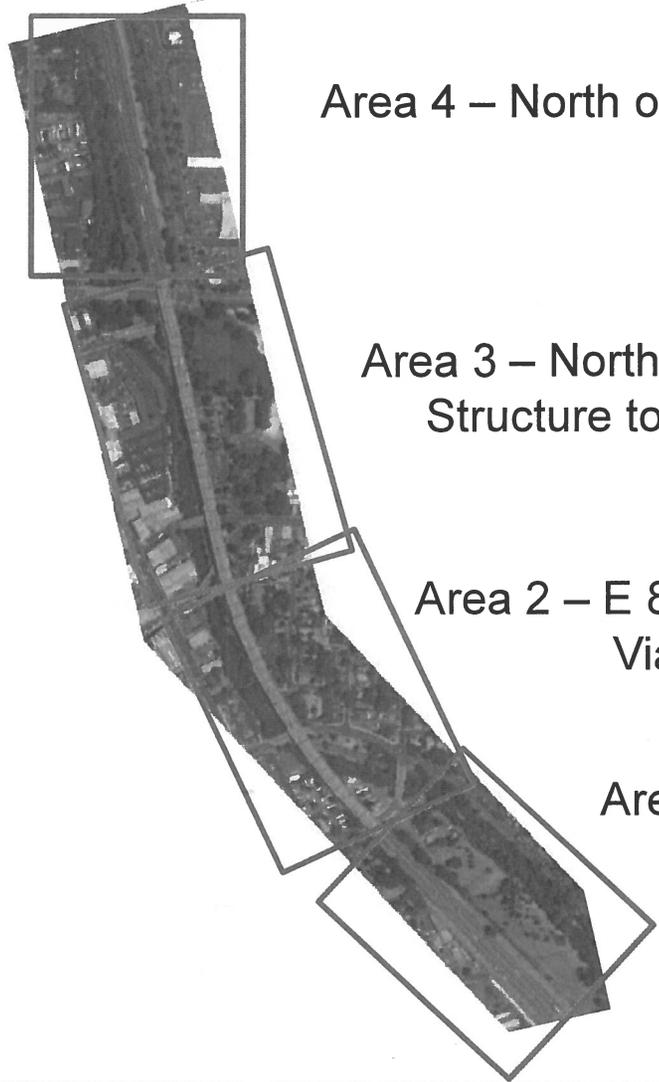


# Typical Bridge Cross-Section



East Widening (Option 1B) Shown – Similar column layout assumed for West Widening (Option 1A)

# Comparison of Design Option Impacts



Area 4 – North of the Viaduct

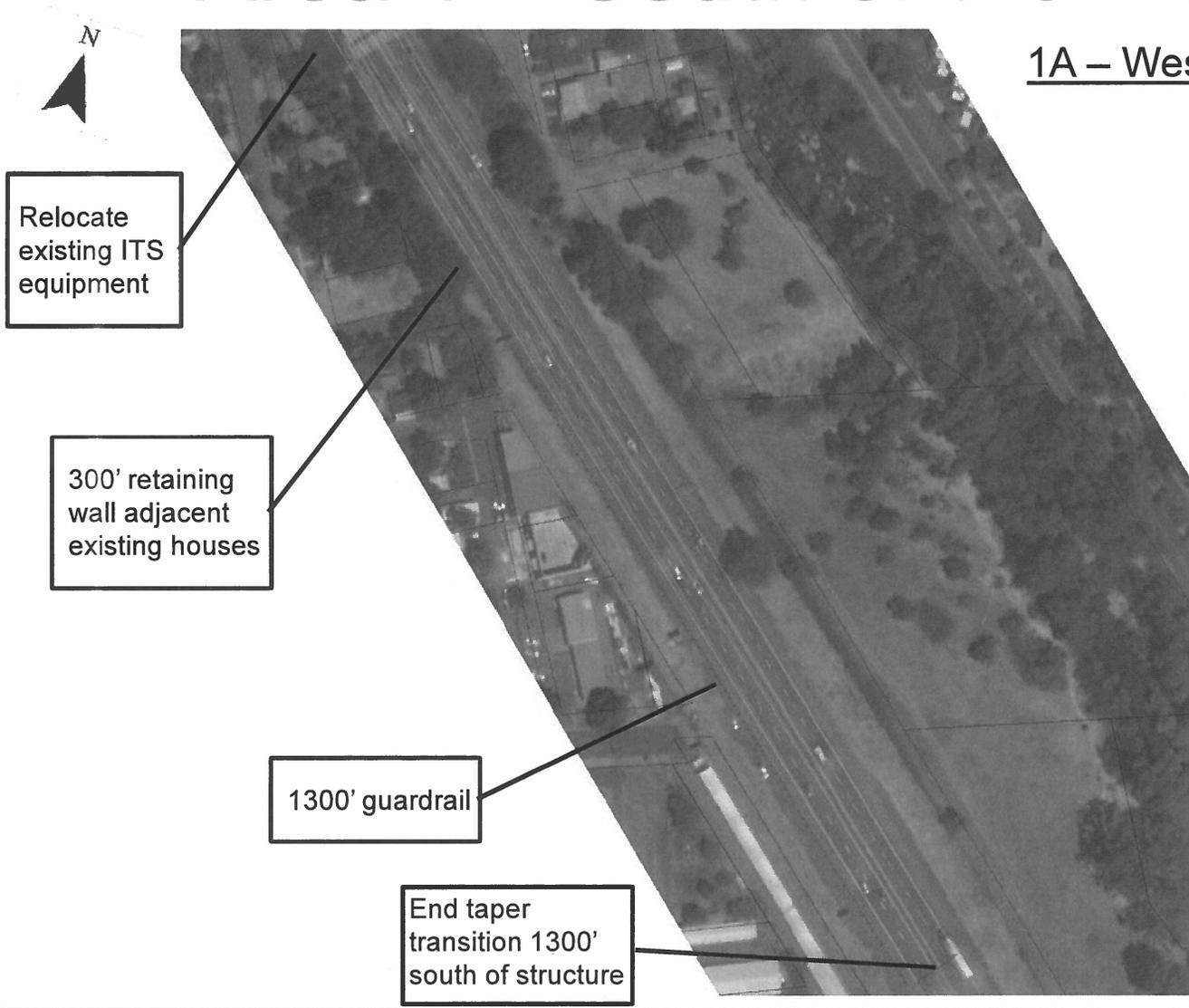
Area 3 – North End of Viaduct  
Structure to E 8<sup>th</sup> Street

Area 2 – E 8<sup>th</sup> Street to South End of  
Viaduct Structure

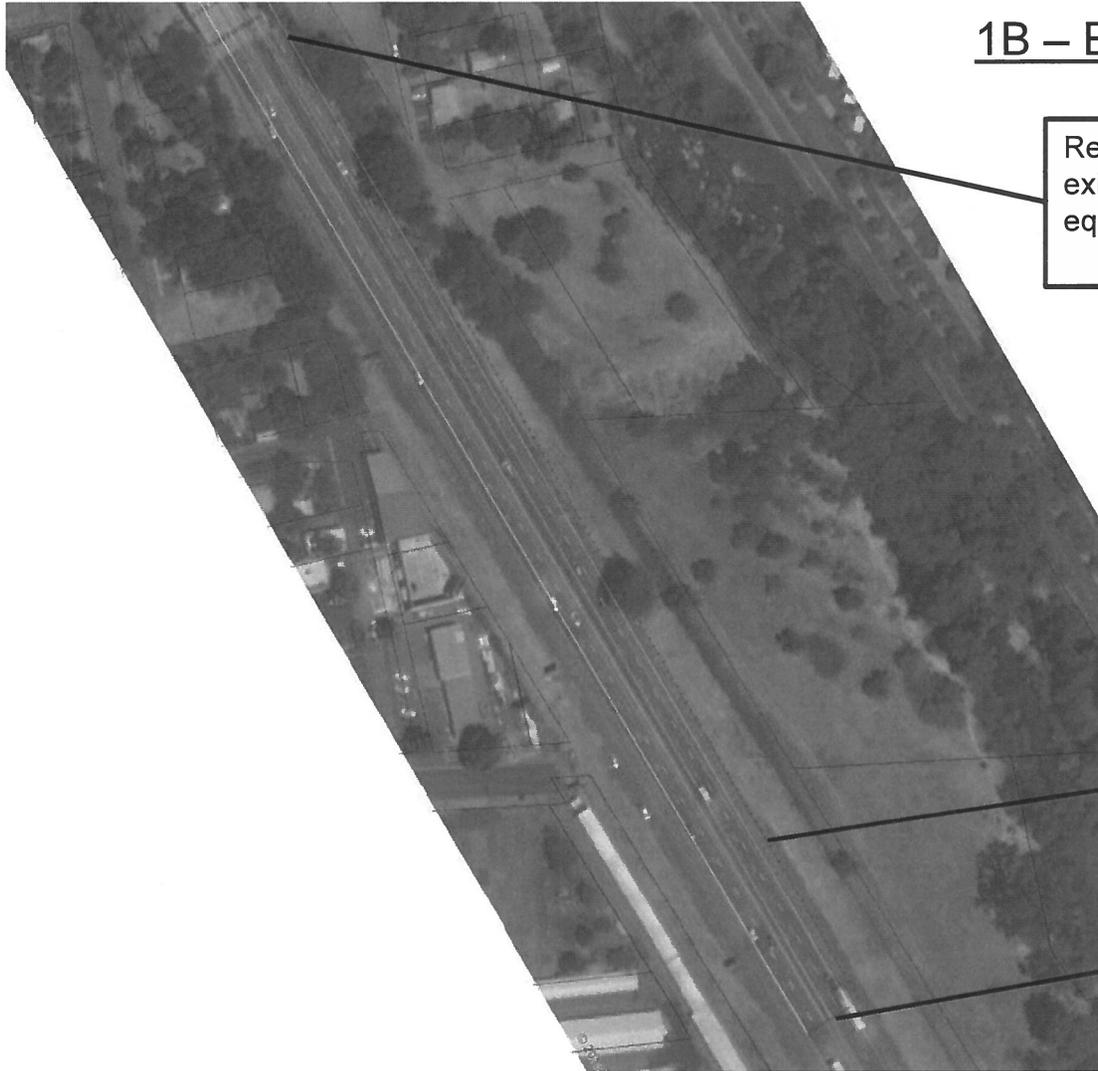
Area 1 – South of the Viaduct

# Area 1 – South of the Viaduct

## 1A – West Widening Impacts



# Area 1 – South of the Viaduct



## 1B – East Widening Impacts

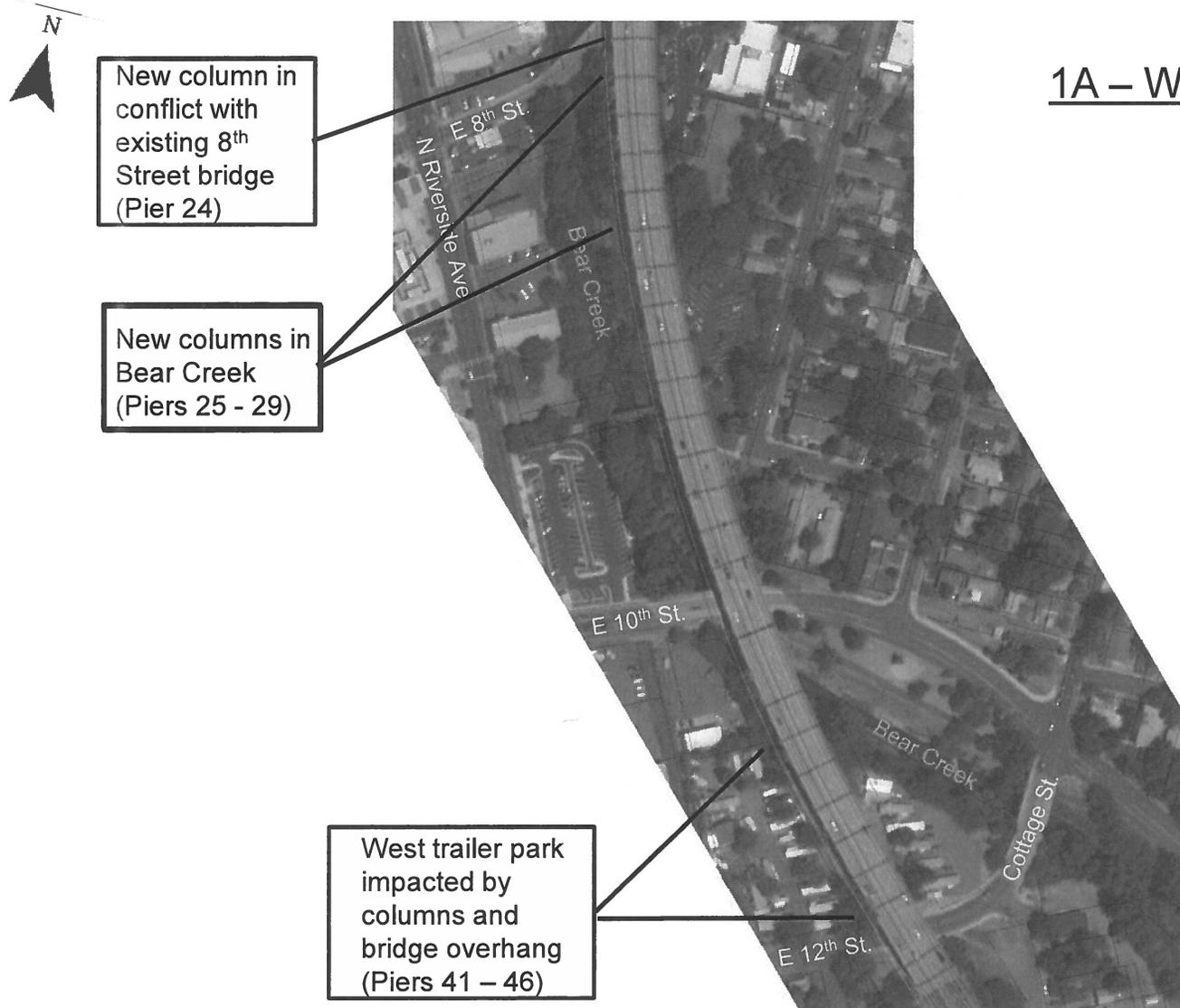
Relocate  
existing ITS  
equipment

1300' guardrail

End taper  
transition 1300'  
south of structure

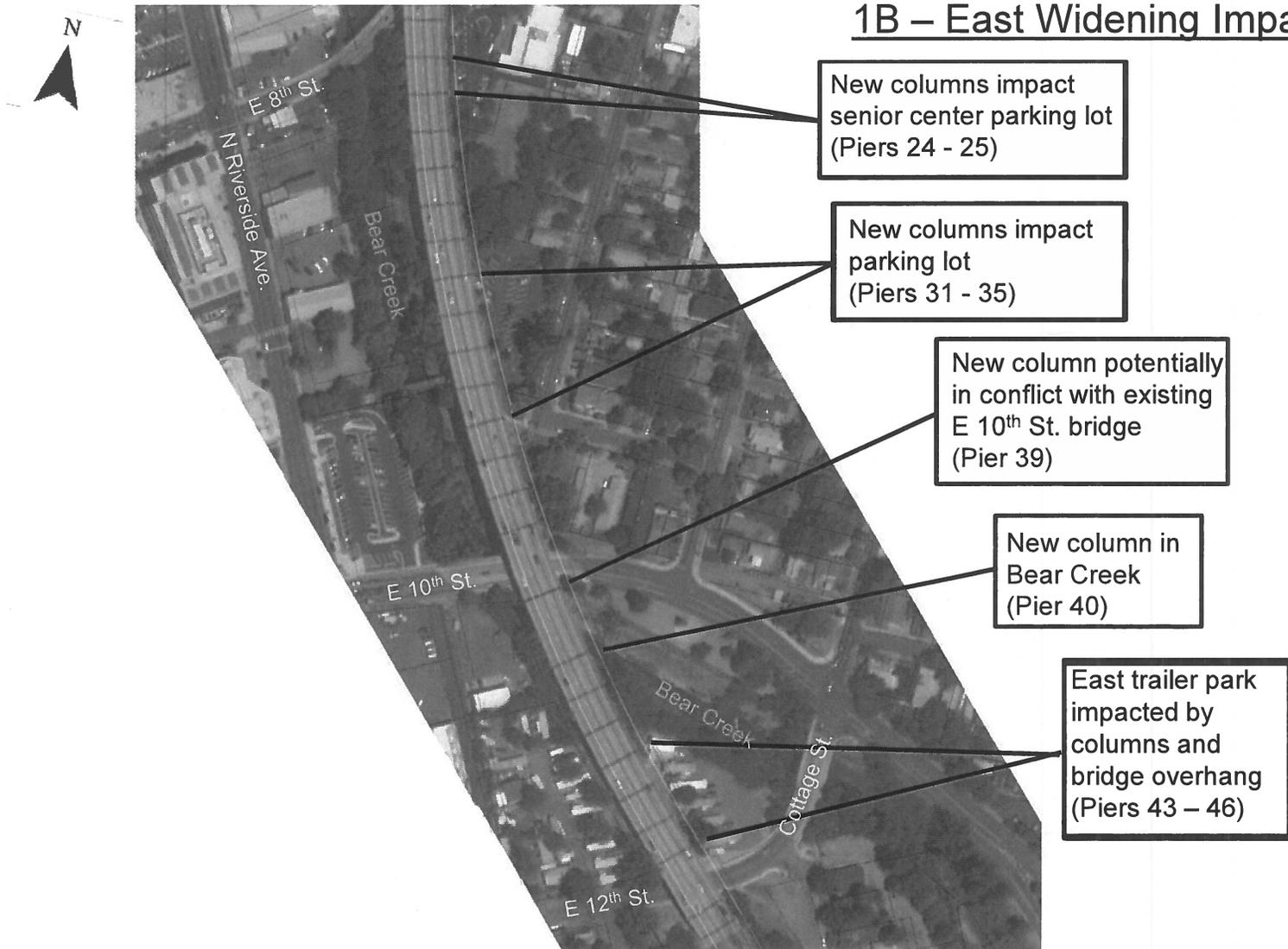
# Area 2 – E 8<sup>th</sup> Street to South End of Viaduct

## 1A – West Widening Impacts



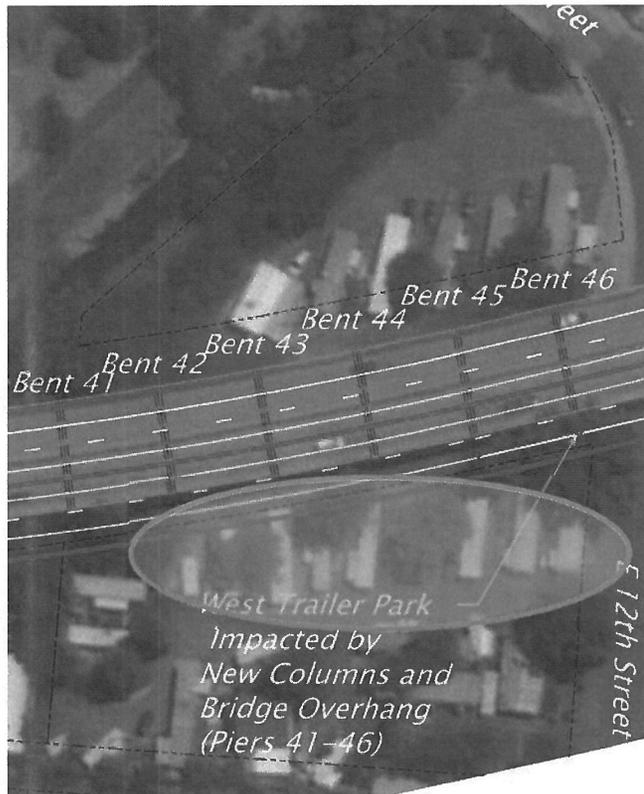
# Area 2 – E 8<sup>th</sup> Street to South End of Viaduct

## 1B – East Widening Impacts

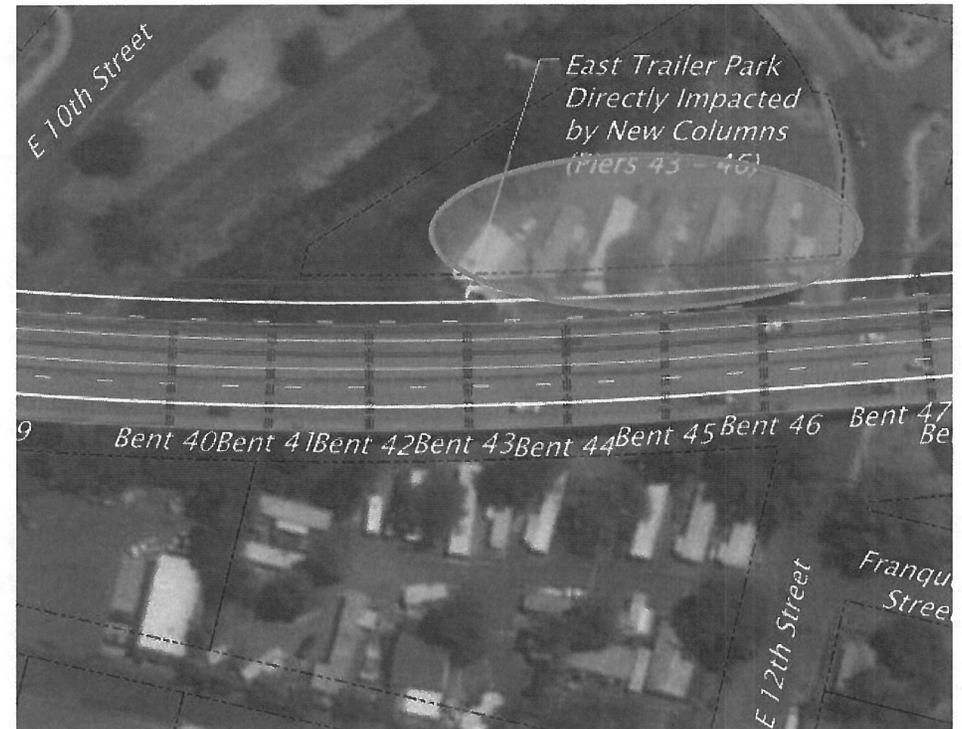


# 12<sup>th</sup> Street Mobile Home Park Impacts

## 1A West Widening Impacts 9 units



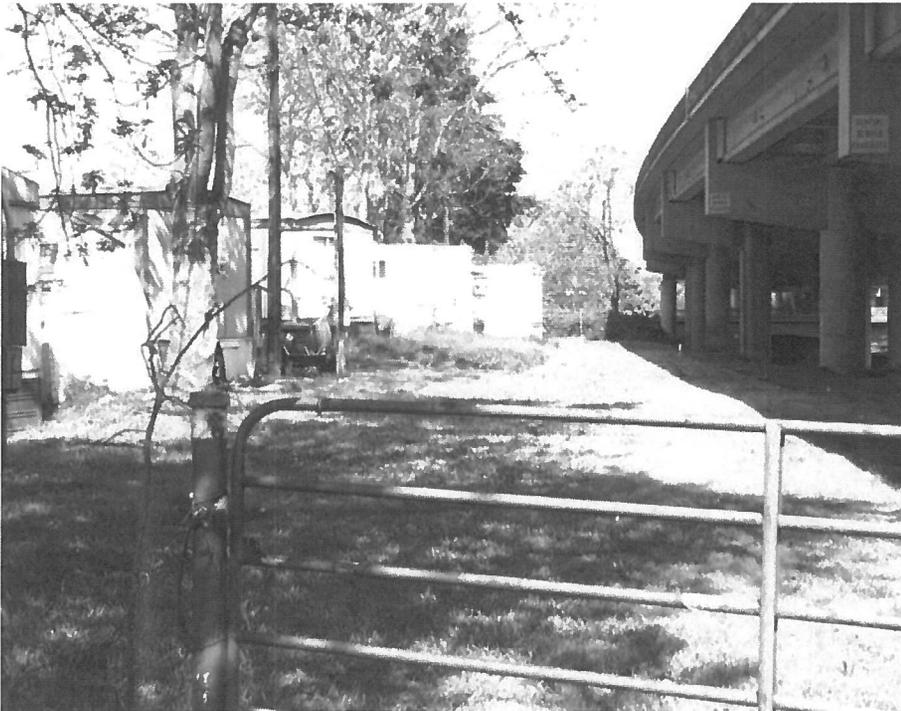
## 1B East Widening Impacts 6 units



# 12<sup>th</sup> Street Mobile Home Park Impacts

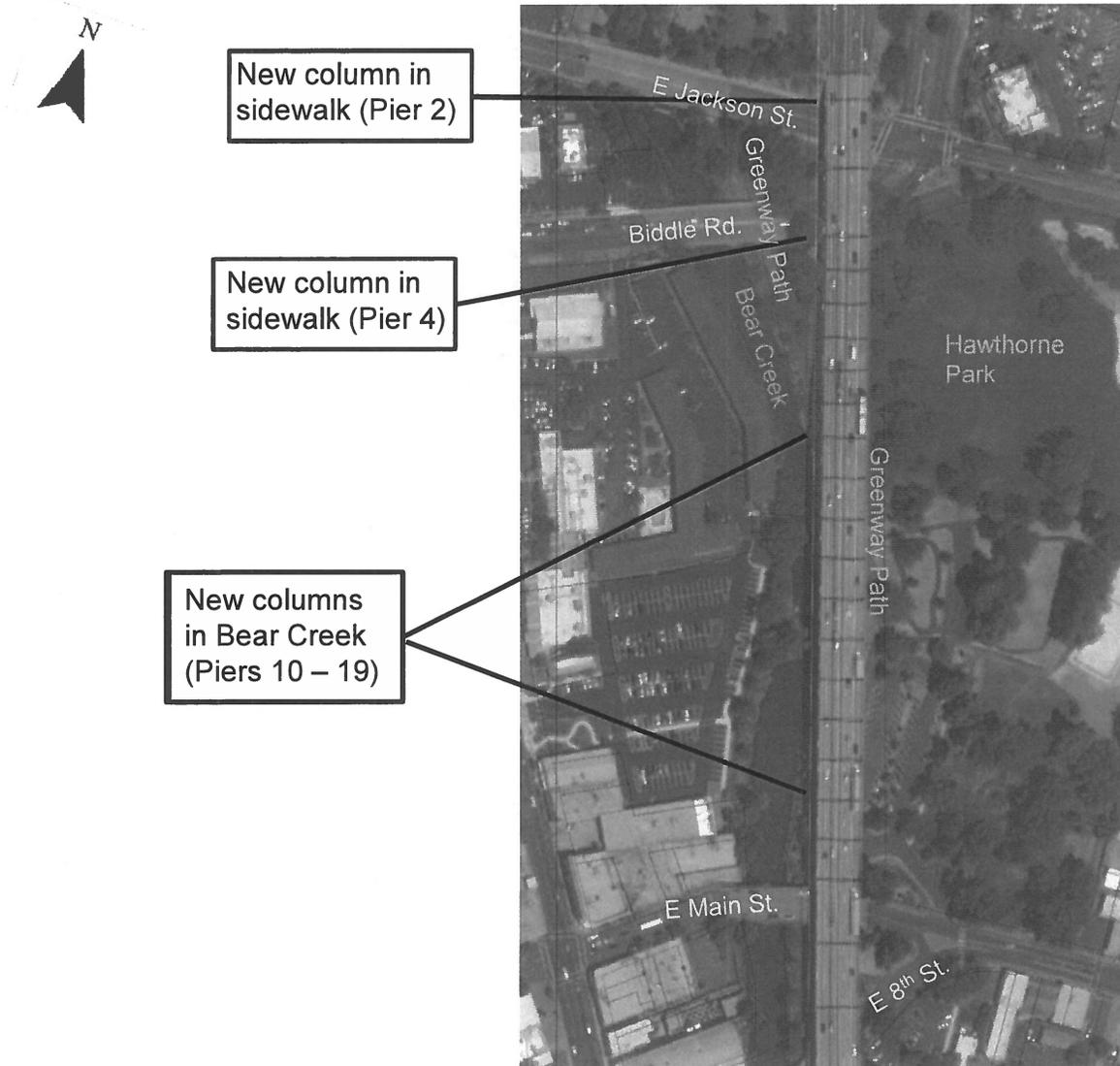
**1A West Widening Impacts 9 units**

**1B East Widening Impacts 6 units**



# Area 3 –North End of Viaduct to E 8<sup>th</sup> Street

## 1A – West Widening Impacts



# 1A – West Widening Impacts to Bear Creek

EXISTING CONDITIONS



PROPOSED WIDENING



# 1A – West Widening Impacts to Bear Creek

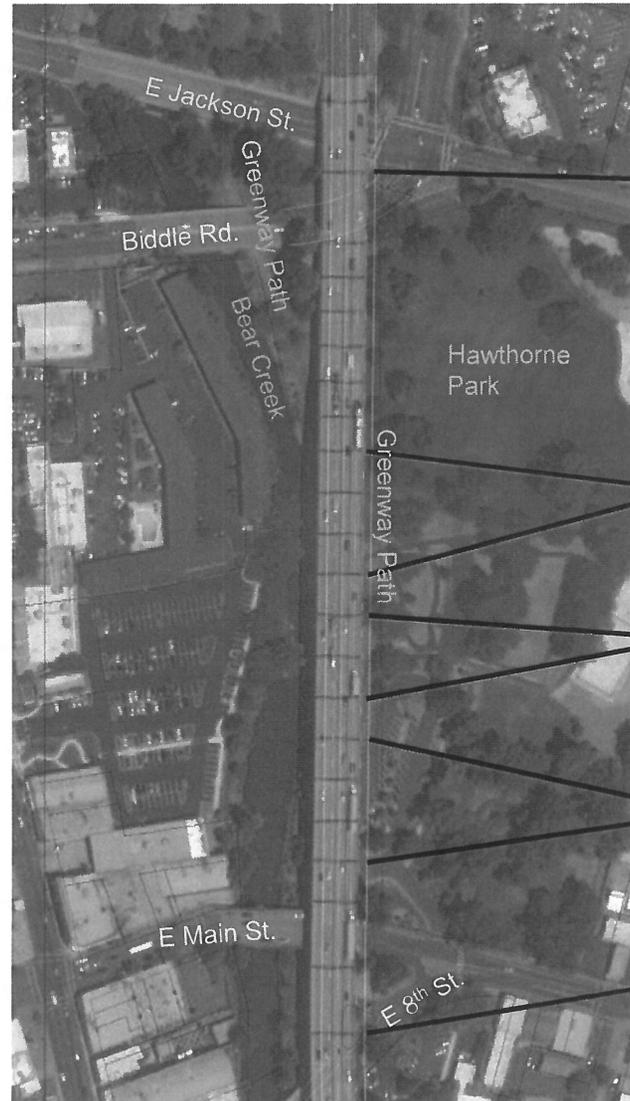
EXISTING CONDITIONS



PROPOSED WIDENING



# Area 3 –North End of Viaduct to E 8<sup>th</sup> Street



## 1B – East Widening Impacts

New column in lane, reconstruct curb and sidewalk, plus signal equipment modification (Pier 3)

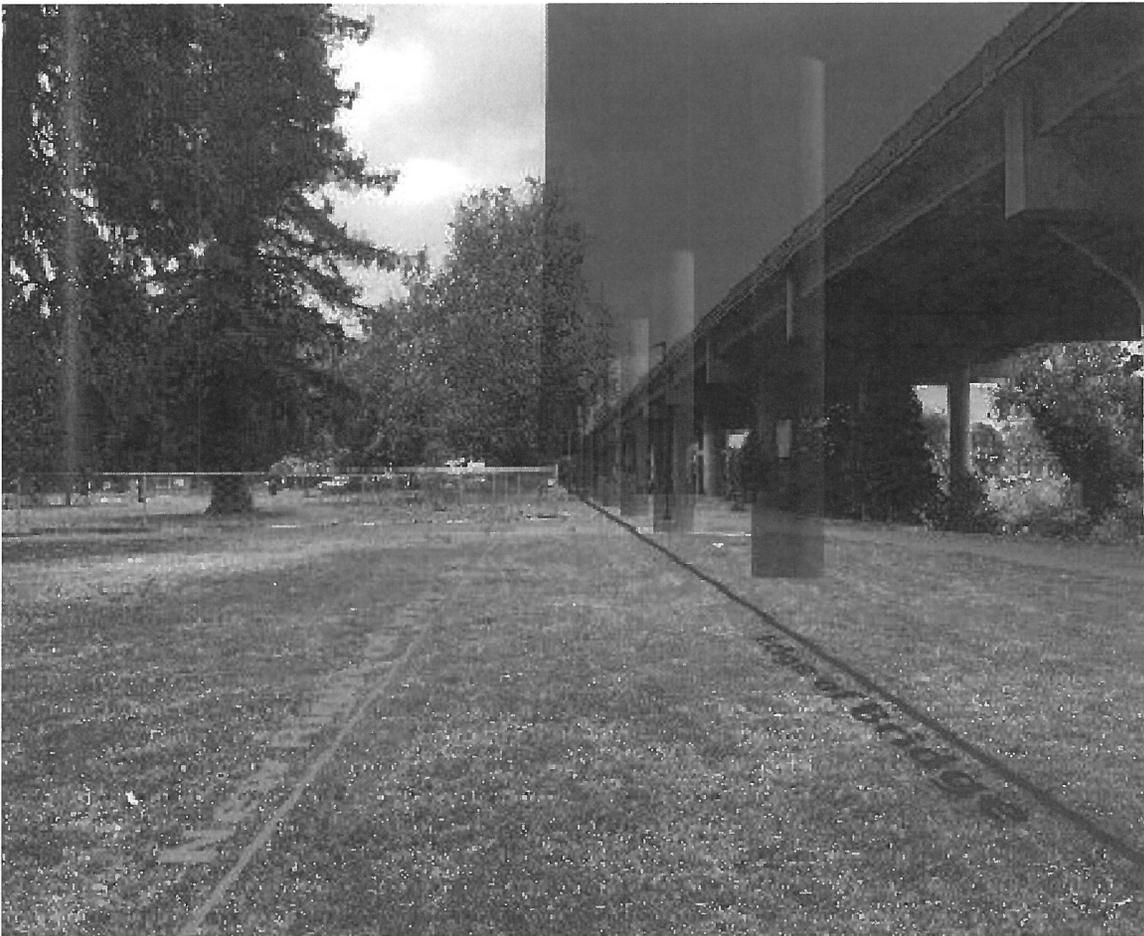
New columns avoid path but will need detour during construction (Piers 10 -13)

New columns may require re-route of path and relocation of Rogue Valley Irrigation Facility perimeter fencing (Piers 14 – 16)

New columns impact parking lot (Piers 17 – 20)

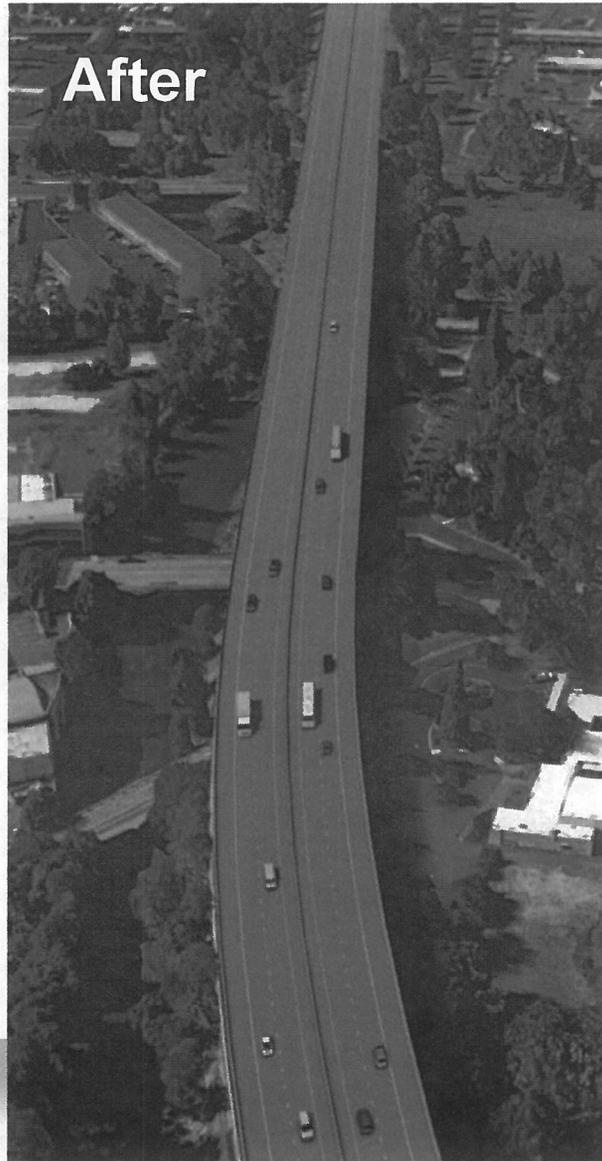
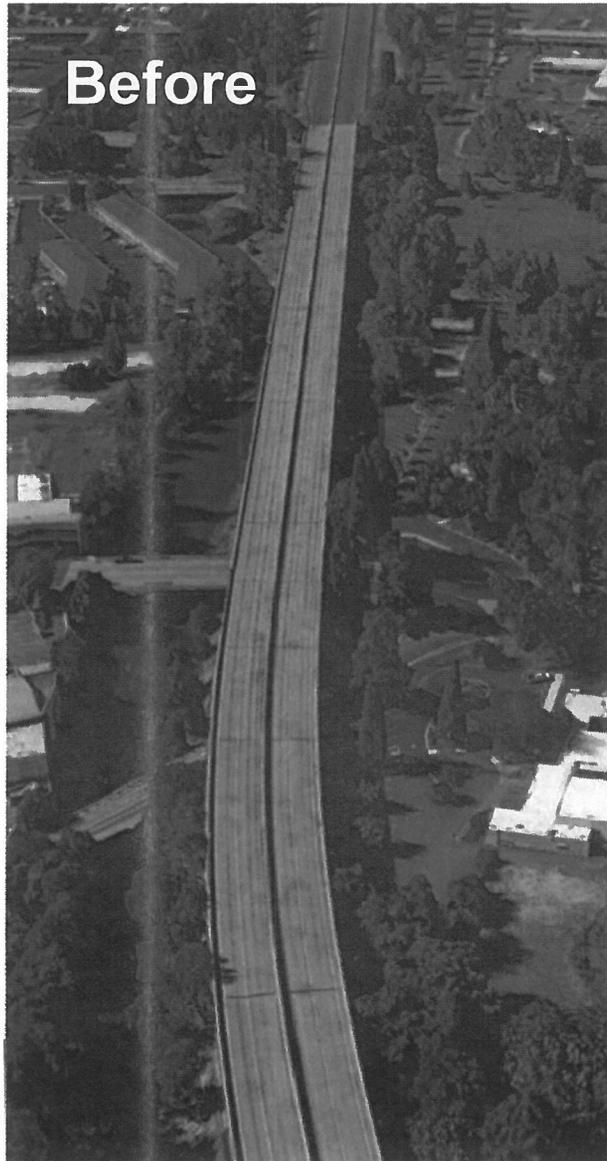
New column (Pier 23) potentially in conflict with E 8<sup>th</sup> St., reconfigure curb and striping

## 1B - East Widening Impacts to Hawthorne Park



- **Partial impacts to Dog Park**
- **Impacts to Skate Park**

# 1B - East Widening Impacts to Hawthorne Park



**East Jackson  
to East 8<sup>th</sup>  
Street**

# Area 4 – North of the Viaduct

## 1A – West Widening Impacts

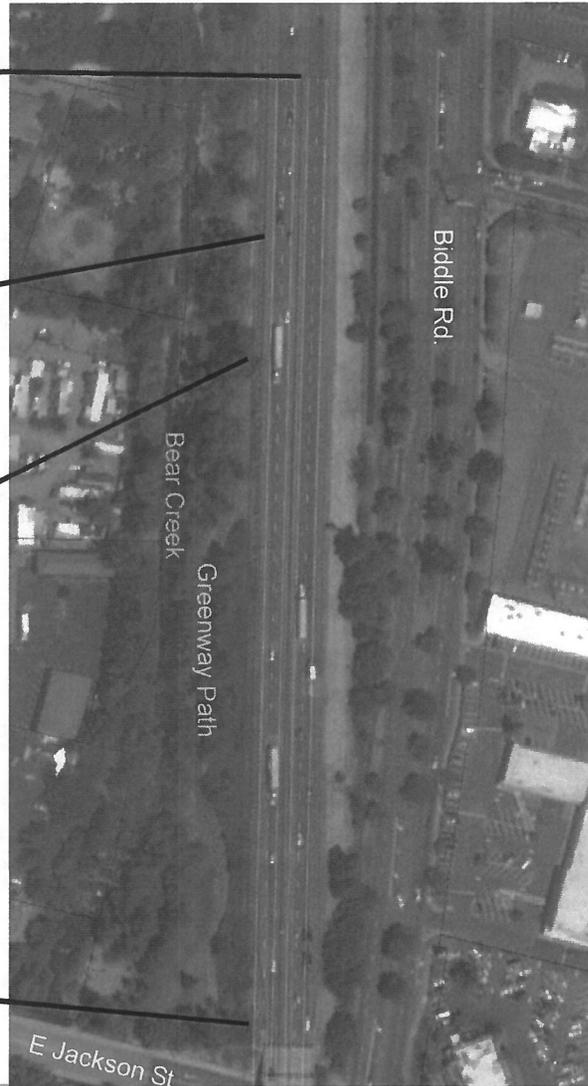


End taper transition 1300' north of structure

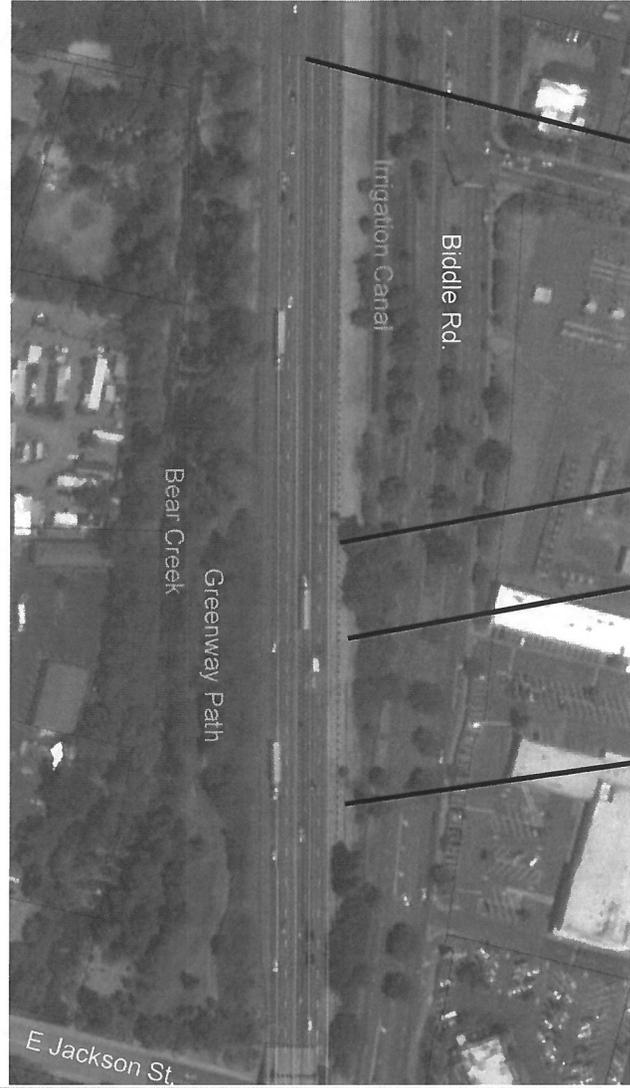
1300' guardrail

1300' retaining wall adjacent Greenway Path

Relocate existing ITS equipment



# Area 4 – North of the Viaduct



## 1B – East Widening Impacts

End taper transition 1300' north of structure

1300' guardrail

Existing gas utility in slope

480' retaining wall adjacent Biddle Road



# CITY OF MEDFORD AGENDA ITEM COMMENTARY

Item No: 80.1

[www.ci.medford.or.us](http://www.ci.medford.or.us)

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**DEPARTMENT:** Building Department

**PHONE:** 541-774-2350

**STAFF CONTACT:** Sam Barnum, Building Safety Director

**AGENDA SECTION:** Ordinances and Resolutions

**MEETING DATE:** April 18, 2019

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## **COUNCIL BILL 2019-28**

An ordinance amending sections 9.600 and 9.620 of the Medford Municipal Code pertaining to seismic design requirements for existing buildings.

## **SUMMARY AND BACKGROUND**

Council is requested to consider an ordinance amending Medford Municipal Code section 9.600 and section 9.620 relating to the Seismic Design Requirements for Existing Buildings.

Council adopted Seismic Design Requirements for Existing Buildings in 2001. Substantial revisions were adopted in 2013 to increase the seismic resistance of existing buildings undergoing renovations, thereby updating the seismic retrofit standards to the most current available. These new requirements also simplified the process used to determine the need for seismic retrofitting, identified additional at-risk structural types, and addressed specific hazards.

This recommended code change to Medford Municipal Code section 9.600 and section 9.620 specifically triggers seismic requirements for occupant loads of 150 persons or more and that are undergoing changes to a higher Relative Hazard Occupancy Classification. The current *Oregon Structural Specialty Code* requires seismic upgrades with an occupant load greater than 300 persons. This recommended code change is based on feedback from the Engineering community and business owners. This update to the Medford Municipal Code aligns more closely with what the *2014 State of Oregon Structural Specialty Code* requires.

## **PREVIOUS COUNCIL ACTIONS**

On June 22, 2001, Ordinance No. 2001-1 was approved, prescribing the seismic design requirements for existing buildings undergoing changes of occupancy, additions, or alterations.

On July 11, 2013, Ordinance No. 2013-100 was approved, revising the Municipal Code to align more closely with the then current *State of Oregon Structural Specialty Code*.

On March 21, 2019 Council directed staff to present code changes for consideration that would allow for flexibility between Medford Municipal Code and the *2014 State of Oregon Structural Specialty Code*.

## **ANALYSIS**

The current Municipal Code calls for seismic design requirements for existing buildings undergoing changes of occupancy to a higher Relative Hazard Classification whether the occupant load remains the same or increases. This applies to additions, alterations, or repairs. This is inconsistent with the *2014 Oregon Structural Specialty Code* and can translate to an additional financial burden for business owners that may simply be performing repairs or remodeling a current commercial structure.

The proposed changes impose seismic requirements when there is a change to a higher Relative Hazard Classification on remodel/addition projects with an occupancy load of 150 or more. This aligns more closely with the *2014 Oregon Structural Specialty Code* requirements.

The proposed code change will remove financial burdens to business owners wishing to remodel current commercial structures and, therefore, encourage and stimulate business development in the city of Medford.



# CITY OF MEDFORD AGENDA ITEM COMMENTARY

Item No: 80.1

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## **FINANCIAL AND/OR RESOURCE CONSIDERATIONS**

There are no financial impacts to the General Fund or to the Building Safety Fund.

## **TIMING ISSUES**

There are currently four commercial businesses considering relocating in and around the downtown corridor. The Municipal Code, as currently written, imposes a financial burden to these businesses who may consider relocating their businesses elsewhere if it is necessary to incur the cost of seismic retrofit.

## **COUNCIL OPTIONS**

Approve the ordinance as presented.  
Modify the ordinance as presented.  
Deny the ordinance and provide direction to staff.

## **STAFF RECOMMENDATION**

Staff recommends approval of the ordinance.

## **SUGGESTED MOTION**

I move to approve the ordinance amending Sections 9.600 and 9.620 of the Medford Municipal Code pertaining to seismic rehabilitation of existing buildings.

## **EXHIBITS**

Ordinance

ORDINANCE NO. 2019-28

AN ORDINANCE amending sections 9.600 and 9.620 of the Medford Municipal Code pertaining to seismic design requirements for existing buildings.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

SECTION 1. Section 9.600 of the Medford Municipal Code is amended to read as follows:

9.600 General

(1) Scope. The provisions of this chapter shall prescribe the seismic design requirements for existing buildings undergoing changes of occupancy, **when the occupant load is 150 or greater**, additions, alterations, or repairs. The requirements of this chapter only apply to buildings for which a building permit has been applied for to change the occupancy classification, add square footage to the building, alter the building, or repair the building.

(2) Authority. Pursuant to ORS 455.202(4), the provisions of this chapter prescribing seismic rehabilitation standards for existing buildings can be used in lieu of meeting the requirements of the current edition of the *Oregon Structural Specialty Code*.

[Added, Sec. 1, Ord. No. 2001-120, June 21, 2001; Amd. Sec. 1, Ord. No. 2013-100, July 11, 2013.]

9.620 Change of Occupancy

\*\*\*

(2) Occupancy Change to the Same or Lower Relative Hazard Occupancy. An occupancy change to the same or a lower relative hazard classification number will not require seismic improvements, unless the change results in an occupant load ~~increase of more than 20%~~ or ~~100~~ **150** persons or more, or if the triggers in Section 9.635 are met.

(3) Occupancy Change to a Higher Relative Hazard Occupancy. An occupancy change to a higher relative hazard classification number (relative hazard number 2, 3, 4, or 5), **with an occupant load over 150**, will require seismic improvements in accordance with Table 9.620-A, to the entire structure.

3.1. When the area of the change of occupancy occupies less than 10% of the net floor area of the story in which it is located, and the occupant load of the area of change will not exceed ~~100~~ **150**, only the immediate area of the change of occupancy and the means of egress from the area of the change of occupancy will need seismic improvements.

\*\*\*

PASSED by the Council and signed by me in authentication of its passage this \_\_\_\_ day of \_\_\_\_\_, 2019.

ATTEST: \_\_\_\_\_  
City Recorder

\_\_\_\_\_  
Mayor

APPROVED \_\_\_\_\_, 2019

\_\_\_\_\_  
Mayor

NOTE: Matter in **bold** is new. Matter ~~struck out~~ is existing law to be omitted. Three asterisks (\* \* \*) indicate existing law which remains unchanged by this ordinance but was omitted for the sake of brevity.



# CITY OF MEDFORD AGENDA ITEM COMMENTARY

Item No: 80.2

[www.ci.medford.or.us](http://www.ci.medford.or.us)

**DEPARTMENT:** Public Works  
**PHONE:** (541) 774-2101  
**STAFF CONTACT:** Cory Crebbin, Director

**AGENDA SECTION:** Ordinances and Resolutions  
**MEETING DATE:** April 18, 2019

## **COUNCIL BILL 2019-29**

An ordinance amending section 3.023 (1), (4), (6) and (7) of the Medford Municipal Code pertaining to notice of sidewalk repair.

## **SUMMARY AND BACKGROUND**

The Council directed staff to develop proposed Medford Municipal Code changes to allow an additional time extension for property owners to complete repairs to defective sidewalks. The proposed Code changes were reviewed by the Council during a study session. As proposed these Code changes extend the time to complete sidewalk repairs from 30 to 60 days, retain the current 90-day extension, and allow for a second 90-day extension if any of the listed criteria are met.

## **PREVIOUS COUNCIL ACTIONS**

On August 2, 2018, Council directed staff to look into possible code changes to allow the Public Works Director to grant additional time to make repairs to defective sidewalks.

On March 14, 2019, during a Council study session Medford Municipal Code changes to extend the time to complete sidewalk repairs and allow for an additional time extension were presented and discussed.

## **ANALYSIS**

The Council directed that staff propose code language allowing for additional time extensions for property owner sidewalk repairs in order to avoid the need for appeals to the Council regarding additional time extensions. These proposed code changes allow for an additional 90-day time extension to be approved by staff if any one of three criteria are met:

- (a) The responsible property owner of a residential property is age 65 or older, or;
- (b) The original notice of defective sidewalk was mailed between November 1 and March 1, or;
- (c) The cost of sidewalk repairs for a single property exceeds \$1,500.

The reasons for the suggested criteria are:

- (a) Retired property owners on a fixed income often need additional time to budget for sidewalk repairs.
- (b) Winter weather often interferes with accomplishing the necessary work.
- (c) More expensive sidewalk work takes more time for property owners to accommodate in their budgets.

In addition, it is proposed to initially allow 60 days to complete sidewalk repairs instead of the current 30 days. Many 90-day time extensions are requested simply due to the time required for hiring a contractor and scheduling the work exceeds 30 days. Allowing 60 days is expected to significantly reduce how many property owners need to request a time extension.

## **FINANCIAL AND/OR RESOURCE CONSIDERATIONS**

Approval of this ordinance will reduce staff time currently devoted to processing sidewalk repair time extensions. There are no anticipated direct financial impacts to the City.

## **TIMING ISSUES**

None.



**CITY OF MEDFORD**  
**AGENDA ITEM COMMENTARY**

Item No: 80.2

[www.ci.medford.or.us](http://www.ci.medford.or.us)

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**COUNCIL OPTIONS**

Approve the ordinance as presented.

Modify and approve the ordinance.

Deny the ordinance and provide direction to staff regarding the sidewalk repair section of the Medford Municipal Code.

**STAFF RECOMMENDATION**

Staff recommends approval of the ordinance.

**SUGGESTED MOTION**

I move to approve the ordinance amending the Medford Municipal Code section 3.023.

**EXHIBITS**

Ordinance

ORDINANCE NO. 2019-29

AN ORDINANCE amending sections 3.023 (1), (4), (6) and (7) of the Medford Municipal Code pertaining to notice of sidewalk repair.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

SECTION 1. Section 3.023 of the Medford Municipal Code is amended to read as follows:

3.023 Notice of Sidewalk Repair.

(1) If the Public Works Director or designee determines that an existing sidewalk is in disrepair or presents an unsafe or hazardous condition for public use, the owner of the property abutting the sidewalk will have thirty ~~(30)~~ 60 days after receiving written notice from the City of the unsafe or disrepair condition to obtain a permit and complete repair of the sidewalk. The notice shall also state that if the repair is not made by the property owner, the City may repair the sidewalk and the cost of the repair and any administrative fees will be assessed against the owner of the property abutting the sidewalk.

\*\*\*

(4) (d) That the owner must obtain a permit and complete repair of the sidewalk within **sixty thirty** ~~(360)~~ days from date of the notice;

(e) That if the owner does not properly repair the sidewalk within ~~thirty~~ **sixty (30 60)** days from the date of the notice, it may be repaired by the City;

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(6) The Public Works Director, or his designee, may grant a 90-day extension of time to complete the repairs if the basis for such an extension is provided by the responsible property owner in writing. **One additional 90-day extension be granted if extraordinary circumstances described below are determined by the Public Works Director to apply:**

(a) **The property owner of a residential property is age 65 or older, or;**

(b) **The original notice of defective sidewalk was mailed between November 1 and March 1,**

or;

(c) **The cost of sidewalk repairs for a single property exceeds \$1,500.**

\*\*\*

(7) By adopting these sections, the eCity does not intend to undertake any obligation to inspect and repair sidewalks as such is the obligation of the abutting property owner.

PASSED by the Council and signed by me in authentication of its passage this \_\_\_\_ day of \_\_\_\_\_, 2019.

ATTEST: \_\_\_\_\_  
City Recorder

\_\_\_\_\_  
Mayor

APPROVED \_\_\_\_\_, 2019

\_\_\_\_\_  
Mayor

NOTE: Matter in **bold** is new. Matter ~~struck-out~~ is existing law to be omitted. Three asterisks (\* \* \*) indicate existing law which remains unchanged by this ordinance but was omitted for the sake of brevity.