

City of Medford

**NEIGHBORHOOD
ELEMENT
SOUTHEAST PLAN**

**NEIGHBORHOOD CIRCULATION PLAN AND
TRANSPORTATION POLICIES AND GUIDELINES**

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1. PLAN OBJECTIVE

To adopt maps, plan policies, and ordinance standards that assure that the transportation network in the Southeast Plan Area provides direct and convenient routes for pedestrians, bicyclists, transit, and motor vehicles to neighborhood activity centers and destinations.

2. HISTORY

The Southeast Plan, adopted by the Medford City Council in 1998 provides the following Goal and Policy:

Goal 3: To provide for the implementation of the Southeast Plan.

Policy 3-A: The City of Medford shall pursue the future adoption of regulations and design criteria that promote transportation oriented design in the Southeast Area pursuant to the recommendations of the Rogue Valley Regional Transportation Plan and other plans as adopted.

This Neighborhood Circulation Plan is intended to fulfill this policy. The purpose of this plan is to implement the Southeast Plan through adoption of guidelines and regulations relating to the detailed design of a multi-modal transportation system. Subsequent to adoption of the *Rogue Valley Regional Transportation Plan*, the City of Medford adopted the *Medford Transportation System Plan* (TSP) in November 2003. The Medford TSP and the *Medford Land Development Code* provide for the development of Neighborhood Circulation Plans. The TSP also adopted the Southeast Village Center as a Transit Oriented District (TOD) explained more fully in Part I of this document. TSP Implementation Strategy 8-B(2) directs the City to:

Complete and adopt a land use/transportation plan, design guidelines, street and streetscape standards, and implementing ordinances for the Southeast Medford Transit Oriented District (TOD), the West Medford TOD, and the Delta Waters TOD, and mixed-use areas.

3. SOUTHEAST AREA NEIGHBORHOOD CIRCULATION PLAN MAP

The adopted Southeast Area Neighborhood Circulation Plan Map provides the location of streets and other transportation facilities classified and arranged in such a manner as to meet the objectives and policies of this plan and the TSP. Implementation Strategy 2-C(1) of the TSP provides that "...neighborhood plans should determine the specific look and character of each neighborhood and its street system." Street arrangement and design is reviewed and approved by the Planning Commission in the land division and development review process. The Planning Commission must find that proposed transportation improvements conform to any adopted Neighborhood Circulation Plan as well as the TSP. Transportation system features, such as street arrangement and location, may depart from the adopted plan if it can be found that the principles and objectives of the adopted plan will be carried out.

TSP Implementation Strategy 2-D(1) directs the City to "Identify unique street design treatments, such as boulevards or *main* streets, through the development and use of special area plans, neighborhood plans, or Neighborhood Circulation Plans adopted in the Medford Comprehensive Plan." This Neighborhood Circulation Plan anticipates a town center main street along Stanford Avenue within the Commercial Center Core Area (7A).

This Neighborhood Circulation Plan and Map is adopted by the City Council as a part of the Medford Street Classification Map as well as part of the Southeast Plan, which is in the General Land Use Plan Element of the *Medford Comprehensive Plan*. It is supplemental to and takes precedence over the *Medford Transportation System Plan* (TSP) in cases of disagreement.

4. PART I: EXISTING AND PLANNED ACTIVITY CENTERS AND TRANSPORTATION SYSTEM

4.1 DESIGNATED TRANSIT ORIENTED DISTRICT

The *Rogue Valley Regional Transportation Plan* (RTP) and the Medford TSP have adopted four areas in Medford as TODs. These TODs include the Southeast Village Center. The purpose of the TOD designation is to provide centers where dwellings and employment are provided in close proximity (mixed-use) and with adequate density to make transit service viable. It is also critical that TODs provide pedestrian friendly streets and transportation facilities to increase non-vehicular trips within the area.

4.2 SOUTHEAST VILLAGE CENTER

The Southeast Village Center TOD is to contain a Commercial Center Core Area (7A) with community commercial uses, including up to 50,000 square feet for a grocery store, residential uses of up to sixty units per acre, and a Greenway with shared-use paths. The TOD will also contain an additional 35 acres of service and professional office commercial and high-density residential uses, and a surrounding 150 acres of other residential uses, ranging from small lot single-family and medium density (rowhouses), to high-density residential, including retirement facilities. The streetscape and street/alley designs in this area will have special character to assure pedestrian friendliness and a “town center” atmosphere. Rogue Valley Transportation District (RVTD) transit service is being extended to the area from the west via Barnett Road. Initially, a transit stop will be provided in the Commercial Center Core Area (7A).

4.3 LENNERTZ-COYLE COMMERCIAL CENTER PLAN

The Commercial Center area, including the Core Area and Greenway, encompasses approximately 53 acres located east of north Phoenix Road and north of Barnett Road. A detailed planning effort for this site was undertaken in 2000 through an Oregon Transportation and Growth Management (TGM) Program *Quick Response Grant*. The results of that plan, prepared by *Lennertz-Coyle and Associates*, have been incorporated into this document. The plan recommended realigning Barnett Road, a minor arterial street, east of the intersection with North Phoenix Road to create a pedestrian-friendly retail *main street* with commercial buildings on both sides. According to the study, for the retail uses to be viable, a high level of slow moving traffic with on-street parking, similar to a traditional main street, is necessary. The planned realignment has been shifted approximately 400 feet further east as a result of a more detailed Commercial Center Core Area (7A) master planning process. This location coincides with the intersection at East Barnett Road and Stanford Avenue.

The study’s preferred alternative for the community commercial site recommended approximately 100,000 square feet of retail commercial uses and up to 50,000 for a grocery store located generally between North Phoenix Road and Stanford Avenue, with the remainder of the commercial area utilized for civic, office, and high-density residential uses, including mixed uses. Stanford Avenue is designated a commercial street where the abutting zoning is commercial, and will be the north-south retail street.

The block on Barnett Road between its intersections with North Phoenix Road and Stanford Avenue will need to be designed to assure pedestrian connectivity due to its considerable length.

4.4 LARSON CREEK SHOPPING CENTER

The Larson Creek Shopping Center, located at the southwest corner of North Phoenix Road and Barnett Road, is an important neighborhood activity center. This site contains a 50,000 square foot grocery store and fueling station and 47,650 square feet of other retail and services. Primary pedestrian, bicycle, and motor vehicle access to and from the Southeast Plan Area will be via the North Phoenix Road and Barnett Road intersection. The multi-modal design and improvement of this intersection will be essential in connecting it with the future Southeast Plan Area Commercial Center Core Area (7A) located diagonally across the intersection. Due to the width of the intersection, designing for pedestrian and bicycle friendliness will be crucial.

The existing traffic signal at the Larson Creek Shopping Center mid-access point will not directly serve the Southeast Plan Area except for pedestrians/bicyclists from the Harbrooke Road area. Relocation of the signal to the intersection of Creek View Drive and North Phoenix Road will assure multi-modal access from the “South of Barnett” portion of the Southeast Plan Area. In addition, a signal at this location will provide a safe crossing of North Phoenix Road for those using the shared-use Greenway paths.

4.5 PARKS AND SCHOOLS

Parks and schools are neighborhood activity centers. The Southeast Plan Area is planned to contain a future City park and Medford School District school abutting the Southeast Village Center TOD on the east. The site is located on two standard residential streets, and will be linked to the Commercial Center Core Area (7A) via a shared-use Greenway path, as well as by at least one direct lower-order street connection. It will be linked to neighborhoods to the north, including a higher density residential area, by a shared-use Greenway path extending to Cherry Lane. The current Barnett Road is the Medford School District boundary. Another future City park and Phoenix-Talent School District school is planned in the far southeasterly portion of the Southeast Plan Area near Coal Mine Road. This site is to be served by shared-use paths in the east-west Greenways along its north and south edges. Other access will be via two major collector streets having bicycle lanes, Stanford Avenue and Major Collector Street ‘A,’ upon which the school/park will front.

The City of Medford was given the 165-acre natural Chrissy Park on the east side of Cherry Lane currently outside the Medford Urban Growth Boundary (UGB). Access to this park will be via Cherry Lane; however, future access may be provided through the extension of Greenways with shared-use paths from their termini at the UGB to Chrissy Park. Eventual off-street path linkage from Chrissy Park to the 1,740-acre Prescott Park on Roxy Ann Peak is desired.

4.6 OTHER EXISTING FACILITIES

Other existing facilities in the Southeast Plan Area include the Swim and Tennis Club on North Phoenix Road, the Medford Fire Station on Barnett Road, and two fraternal

lodges. A regional fiber optic network hub facility is also sited adjacent and to the east of the fire station. Adequate access for the fire station located on the south side of Barnett Road in the Commercial Center Core Area (7A) will be critical.

4.7 EXISTING AND PLANNED STREETS

Table 1: Southeast Plan Area Existing and Planned Major Streets

Street Name	Street Classification
North Phoenix Road	Major Arterial
Barnett Road (to 250ft east of N. Phoenix Rd)	Major Arterial
Barnett Road (from 250ft east of N. Phoenix Rd to easterly UGB)	Minor Arterial
Cherry Lane (east of N. Phoenix Rd)	Major Collector
Coal Mine Road	Major Collector
Stanford Avenue (south of Barnett Road)	Major Collector
Unnamed New Collector A	Major Collector
Stanford Avenue (north of Commercial Center)	Standard Residential
Stanford Avenue (north of Barnett Road in Commercial Center)	Commercial
Unnamed New Collector B	Minor Collector
Various New Streets	Standard Residential

5 PART II: GENERAL CIRCULATION SYSTEM POLICIES AND GUIDELINES

5.1 INTERCONNECTED STREET NETWORK

Goal 1: To provide a street network in the Southeast Plan Area that is an interconnected, densely-gridded system that also accommodates topography and natural features such as greenways and wetlands.

Goal 2: To provide safe and convenient pedestrian, bicycle, and motor vehicle access and circulation to and within neighborhood activity centers in and near the Southeast Plan Area.

The purpose of a densely-gridded street system is to avoid concentrating motor vehicle traffic onto a few wide auto-oriented pedestrian-unfriendly major streets, and to allow residents and employees to choose a direct route to neighborhood activity centers, making it more likely that motor vehicle trips will be short or substituted by alternatives such as walking, bicycling, or taking transit. Street design that results in traffic calming will assure that the densely-gridded street system produces livable neighborhoods.

5.1.1 Street Alignment

Street alignment should ensure that direct routes to neighborhood activity centers (schools, parks, Greenways, Commercial Center, etc.) are provided. The alignment should also consider natural features, such as topography and natural resources, including established trees and groves of trees. Medford Land Development Code Section 10.452 requires street arrangement to save and preserve natural and

ornamental trees where practicable. Streets should abut public facilities and features such as Greenways, parks, schools, and open space. The provision of pedestrian/bicycle connections that provide direct convenient routes to neighborhood activity centers should also be ensured.

The Southeast Plan contains a policy about land use designations and street locations:

Policy 3-B: Where a street functions as the boundary separating two land use designations or categories in the SE Area, changes to the street location resulting from planning actions shall shift the designations or categories accordingly.

This policy has been changed to clarify that land use type changes generally should not occur at street frontages. This results in dissimilar development types facing one another. A more desirable situation is having land use type changes occur at the backs of properties so that streetscapes can be consistent and integrated.

5.1.2 Block Length

Maximum block length standards optimize convenience for pedestrians and enhance street connectivity. Street intersections should be located approximately every 600 to 800 feet in single-family areas and 400 to 600 feet in the Village Center and other higher density areas. This standard should be balanced against the preservation of natural resources and topography. Street crossings of Greenways should be minimized, particularly those that are fish-bearing riparian corridors. Longer block length should be considered if needed to save significant established trees or groves of trees. Approximately one-quarter mile spacing of riparian corridor crossings is considered adequate. Individual developments should not be isolated or “dead-end” because they prevent connectivity and neighborhood formation.

5.1.3 Street Design Standards

Private streets are often utilized when a deviation of City street standards is desired to accommodate a particular site design or difficult property. Private streets or alleys should be utilized only when neighborhood interconnectedness and convenient public access to activity centers will not be compromised. The Exception Application process has also been used to vary public street standards when a private developer is constructing a public street. When the City is constructing the street, a Transportation Facility Application process is used to vary street standards. A clear process for considering alternative street design standards should be developed for the Land Development Code since these processes do not provide the best means for determining when alternative standards are acceptable. Locations where alternative street designs are appropriate in the Southeast Plan Area have been identified in this plan where known.

5.1.4 Steep Slopes

Streets in steeply sloped areas, such as those north of Cherry Lane, will necessitate narrower rights-of-way generally located to follow elevation contour lines in order

to reduce cut and fill and gradient. Standard street design should be altered if necessary. Standard residential streets should maintain two full lanes for passing vehicles; however, modification of other components should be permitted in order to reduce width as long as designs encourage pedestrian use. Placing sidewalks next to the curb and eliminating planter strips is one means of reducing street width, which reduces the amount of cut and fill needed. Where there are long blocks, pedestrian accessways between streets should be utilized where topography allows. The current (unpaved) east-west street located north of Cherry Lane (not yet dedicated right-of-way) is the general location of the primary east-west standard residential street serving this area.

5.1.5 Access Management

Motor vehicle access management is important to maintaining the multi-modal function of higher order streets over time. Access to individual properties can be appropriately managed at the same time as providing attractive pedestrian-friendly streetscapes along collector and arterial streets. Since a densely-gridded street system is desired in the Southeast Area, intersection spacing on higher order streets will be controlled through use of medians to control turning movements rather than increasing block lengths.

The use of residential through-lots should occur only when no other site design options are available. Such through-lots tend to produce an undesirable walking environment by creating the need to “wall-off” the street with tall fencing or walls at the right-of-way line. In addition, walled-off neighborhoods or commercial centers do not promote community-building. An even poorer condition is created when through-lot development is located adjacent to or interspersed with front-facing development along the same street.

The City currently does not require abutting residential property owners to maintain landscape areas in rights-of-way along collector and arterial streets, including the area between the sidewalk and the fencing or the street trees and landscaping within the planter strips. Abutting property owners often have no access to maintain such areas. In the Southeast Plan Area, creation of these situations should be avoided by use of site design and street layouts that do not require through-lots or the need for tall fencing along the right-of-way line. The most desirable pedestrian-friendly options are siting of land uses that do not require fenced areas and the use of front-facing dwellings with access from the rear, such as from alleys.

Another option is the use of frequent lower order street intersections that produce side yards abutting the higher order street. This design is less pedestrian-friendly but does not create a continuous walled effect. Other, but less desirable, options are creation of frontage streets (commercial areas) or use of shared driveways. Shared driveways are not an available option on arterial streets. Depending upon the speed limit of the higher order street, which affects access spacing, the use of shared driveways could result in the need for lots wider than the maximum width permitted by the zoning district.

The Southeast Overlay District requires residential owners abutting collector streets to landscape and maintain the planter strips and any landscape area between the property line and sidewalk. When through-lots are demonstrated to be necessary, a fencing setback of at least 10 feet and full improvement of the abutting right-of-way with landscaping and irrigation is required, along with a property owners' association or another design or mechanism that will assure continued maintenance. In the Southeast Area, North Phoenix Road is the only higher order street expected to contain several abutting residential through-lots due to its higher speed limit. This design can likely be avoided elsewhere in the Southeast Area. The North Phoenix Road *Arterial Street Frontage Landscaping and Vertical Separation Features* are displayed in Appendixes F and G.

5.1.6 Alleys

It is expected that alleys will serve as an important site design feature in the Southeast Area, particularly in higher density single-family and medium-density residential areas. As noted above, alleys should be utilized as an alternative to residential through-lots on collector and arterial streets. Alleys should also be utilized to enhance neighborhood appearance and residential streetscapes by placing garages to the rear of dwellings. Narrow residential lots (less than 50 feet in width) are required by the S-E Overlay District to have rear access to avoid having driveways and garages dominate the streetscape.

The City should develop standards to help alleys function correctly and in accordance with utility and service providers' needs. New alleys should be accepted as public rights-of-way when a public benefit results, such as eliminating the need for through-lots along a higher order street. Dead-end public alleys not exceeding 400 feet in length should be permitted if a public benefit for the alley can be established.

5.2 STREETScape DESIGN

Goal: To have a streetscape in the Southeast Area designed so that streets are comfortable and convenient for all travel modes and encourage non-motor vehicle trips, and designed so that fast-moving traffic is discouraged on local streets, neighborhood collectors, and in the Commercial Center.

5.2.1 Traffic Calming

Traffic calming is necessary in areas with densely-gridded streets to preserve livability. The primary traffic calming method is use of street widths appropriate for the traffic demand and emergency access needs. Curb extensions and demarcated crosswalks should be utilized at intersections of lower order streets within the Southeast Area. Other traffic calming measures include features such as medians and raised intersections. Traffic calming measures not recommended include stop signs, undulations, and street barriers and diverters. Traffic calming measures will generally not be included on collector or arterial streets, or other streets that are considered *Primary Emergency Response Routes*.

Intersection roundabouts should be considered when intersection controls are warranted. The Insurance Institute for Highway Safety reported that roundabouts, when compared with intersections equipped with stop signs or signal lights, can reduce injury-producing crashes by 80% and significantly reduce traffic delays. The Federal Highway Administration noted that the absence of left turns across traffic is beneficial, including eliminating the potential for head-on crashes. Lower speeds also give drivers more time to react to potential conflicts with other vehicles, and they promote smoother traffic flow. Roundabouts make pedestrian movement safer and more convenient. They are less costly over time because installation and maintenance of signals is unnecessary.

5.2.2 **Right-of-Way Design**

Right-of-way design in the Southeast Area is intended to be context sensitive. This means that modifications to designs have been considered based upon the abutting planned land use. The needs of the abutting planned land use should be balanced with area-wide and citywide transportation needs. The context of the Southeast Village Center as a TOD will dictate the design of the rights-of-way in this area, and most particularly in the Commercial Center portion of the TOD. The proposed street design in the Commercial Center is described in more detail under the Streetscape Design section for Barnett Road.

Medford TSP Implementation Strategy 1-A(3) requires that the City maintain arterial streets to a minimum overall performance during peak travel periods meeting Level of Service (LOS) "D." This test usually occurs at the time facility adequacy is determined during consideration of a proposed zone change. Because Stanford Avenue within the Commercial Center is desired to have a high level of slow moving traffic, future zone changes in the City will be exempt from meeting the minimum LOS standard for Stanford Avenue and the alternatively-designed section of Barnett Road east of Stanford Avenue, located within the Commercial Center.

In the Southeast Area, right-of-way landscaping, except for arterial street frontages abutting residential zones, is the responsibility of the abutting property owner. Plans for such landscaping will be reviewed at the time of land use decision by the approving authority (usually the Site Plan and Architectural Commission or Planning Commission). Such plans will include planter strips and street trees, as well as any undeveloped right-of-way such as that at the back of the sidewalk. If street trees cannot be accommodated within the right-of-way, they must be provided on private property behind the sidewalk. When street designs are used that require street trees to be installed on private property, tree location and maintenance should be controlled through CC&Rs to reduce confusion over property owners' responsibilities and conflicts with public utility easements. The S-E Overlay District includes landscaping and street tree requirements. Street trees must be located so as to not conflict with pedestrian-scale streetlights or emergency vehicles. The lower branches should be at least 13.5 feet above the ground where emergency vehicles will be turning. Any landscaping must adhere to clear sight distance requirements at intersections and driveways.

5.2.3 **Right-of-Way Landscaping**

Right-of-way landscaping design in the Southeast Area should provide:

- a. A consistent and unique character that relates to the context and conditions;
- b. Appropriate plantings that require minimal irrigation and maintenance, including alternatives to lawn and conditions that discourage weeds (except where CC&Rs designate specific private responsibility for maintenance);
- c. Appropriate street trees that will provide significant prominence and shading;
- d. Long-term street tree and plant growth opportunities;
- e. Irrigation systems designed for maximize efficiency and avoiding over spray; and
- f. A high quality of construction and maintenance.

As noted above, right-of-way landscaping and street tree installation and maintenance responsibility is that of the abutting property owner except in major and minor arterial streets in residential zones and in median islands, where the City is responsible. In rare cases where through-lots are created along collector streets, property owners' associations will be required to maintain the fencing setback area as well as the planter strips. A landscaping and street tree design(s) for arterial street planter strips should be developed by the City for installation at the time of street improvement.

5.2.4 **Street Lighting**

Medford Land Development Code Section 10.495 permits the use of pedestrian-scale street lighting (used to light the sidewalk) except on collector and arterial streets. In addition, a standard streetlight (used to light the roadway) is required to be installed at each street intersection and at any other pedestrian street crossings. The operation and maintenance costs of pedestrian-scale street lighting are charged to the benefiting property owners through a utility fee.

Such lighting is required in the S-E Overlay District on both sides of the street at least every 80 feet. They are placed within the planter strips where there are planter strips. Where there are no planter strips, they are placed on abutting private property or within extra wide sidewalks. They will be essential on certain collector and arterial streets as well, to provide the continuity and where there will be high pedestrian activity, especially in the Southeast Village Center TOD, including a portion of Barnett Road. The Code should be clarified to allow pedestrian-scale streetlights to be required where needed in the S-E Overlay District, including on collectors and arterial streets.

5.3 PEDESTRIAN/BICYCLE CIRCULATION

Goal: To have pedestrian and bicycle circulation in the Southeast Area designed so as to encourage the use of these modes for many trips within the Area and to outside destinations by making such trips convenient, safe, and pleasant.

5.3.1 Sidewalks

Because streets in the Southeast Area will be highly interconnected, sidewalks should be required on both sides of all streets, including residential lanes. A residential lane, unless it is a cul-de-sac, will be just as likely as another street type to carry through pedestrian traffic. The sidewalk should not end abruptly when a residential lane is reached. In high pedestrian areas, where on-street parking is located within the right-of-way, such as the Commercial Center, extra-wide sidewalks with tree wells and grates should be used in lieu of landscaped planter strips.

5.3.2 Accessways

Accessways are off-street public rights-of-way. They are not the same as pedestrian walkways or sidewalks. They are essentially a short shared-use path. Accessways are reserved for situations where street connections are infeasible. Since blocks will be short and the use of cul-de-sacs uncommon in the Southeast Area, accessways will be needed infrequently. They should be used with frequent spacing, however, where there are long blocks in steeply sloped areas, and for connections to uses such as schools, parks, civic facilities, Greenways, open space, etc. Accessways may not be feasible where path grade would exceed 12 percent, but stairs should be considered as an alternative. The City standard for accessways is a 12-foot wide right-of-way with an 8-foot wide paved surface, designed to allow one end of the accessway to be seen from the other. They must be lighted. Accessways should be designed and improved in such a way as to require little maintenance, and are maintained by the City. It is recommended that the design be amended to require paving for the full width of the accessway to avoid narrow strips of ground that must be landscaped and maintained, and that the width be reduced to ten feet.

5.3.3 Shared Use Paths

Off-street shared-use paths are used in situations where there will be very infrequent crossing of the path by driveways or street intersections. The City design is a ten foot wide paved surface within a 20 foot wide easement or right-of-way. Exact design at driveways or street intersections is essential due to high danger for path users. Motor vehicle drivers are not accustomed to looking for bicyclists in particular if the path appears similar to a sidewalk. Shared-use paths are planned in the Southeast Area along or within Greenways. Shared-use paths should not terminate or cross streets at mid-block except on very low use streets. They should be considered for use in lieu of a required sidewalk on the side of a street abutting a Greenway. They should not be used in lieu of required bicycle lanes, as they do not accommodate fast moving bicyclists. Appendixes B through E contain the planned design of the various Greenways within the Southeast Area. The reach numbers in

the lower left of each figure (i.e., G 1) correspond to the reach number displayed on the *Southeast Area Neighborhood Circulation Plan Map* (Appendix A).

Users of the shared-use paths in the Larson Creek and North Larson Creek Greenways will be able to connect with the future Larson Creek path located west of North Phoenix Road. This path will be essential in providing an alternative to the use of Barnett Road between the Southeast Area and central Medford and the Bear Creek Greenway. The widening of Barnett Road to properly accommodate bicyclists and pedestrians is not likely to be feasible in the foreseeable future due to cost. An alternative such as the Larson Creek path is a necessity. It would also provide a means for users from elsewhere in the City to reach the Southeast Area Greenways.

Shared-use paths in Greenways are planned to extend easterly in the future beyond the current UGB to connect the Southeast Area with Chrissy Park. Such a connection could make eventual off-street access feasible further north to Prescott Park, for pedestrian and bicycle users and even equestrians.

Any paths, bridges, or right-of-way improvements within a designated riparian corridor (measured 50 feet from the tops of the banks) require authorization through a Conditional Use Permit. When a project is in the public interest, adverse impacts to the riparian corridor may be authorized if they can be mitigated (made up for by other actions such as habitat restoration). Habitat mitigation recommendations are obtained from the Oregon Department of Fish and Wildlife (ODFW). City staff reviews restoration plans, with final action by the applicable City approving authority.

Where Coal Mine Road right-of-way widening and the Larson Creek Greenway would result in a potential property depth of less than 90 feet, the City should consider acquisition of the property between the right-of-way and the Greenway. Deviations in the Greenway width (meandering or reducing) to achieve lot depth should be considered only as a last resort since this stream is a designated riparian corridor intended for habitat protection.

5.4 TRANSIT

Transit service by the Rogue Valley Transportation District (RVTD) will initially be extended easterly on Barnett Road to the Commercial Center. In the future, a major transit stop or station will be provided within the Southeast Village Center TOD. For viable transit service, generally a residential density of at least seven units per acre is needed. The Southeast Village Center TOD is expected to contain over 2,000 dwelling units at build-out with a gross density of 12 units per acre or more. Since transit users are also pedestrians, the overall pedestrian-friendly design of the area will be essential in encouraging transit use. The Commercial Center Core Area (7A) should include provisions for the major transit stop.

6 PART III: STREET SPECIFIC CIRCULATION SYSTEM POLICIES AND GUIDELINES

6.2 NORTH PHOENIX ROAD

North Phoenix Road is designated a Major Arterial Street. Those planned intersections with North Phoenix Road in the Southeast Plan include: Cherry Lane; Calle Vista Drive; Barnett Road; Creek View Drive; Shamrock Drive; and Coal Mine Road.

6.2.1 Planned Intersections

a. **Cherry Lane with North Phoenix Road**

Major Collector with Major Arterial

This intersection has been relocated to improve safety and sight-distance concerns, and is planned to be signalized as a medium range project (2009-2013) in the TSP. Motor vehicle access to North Phoenix Road from the old intersection has been blocked, but a pedestrian stairway has been constructed. Most traffic at this intersection is from three directions, as the leg of the intersection to the west terminates in a short residential cul-de-sac. Single-family development is located at three corners of the intersection, with a small park at the northeast corner. Safe pedestrian access to the park will be a concern.

b. **Calle Vista Drive with North Phoenix Road**

Standard Residential with Major Arterial

A future center median in North Phoenix Road will result in right-in/right-out only turning movements at this intersection. Single-family development is located at all corners of the intersection, including an existing historic home at the northeast corner. Completing the sidewalk and planter strip in North Phoenix Road in front of this home may be difficult due to a lack of space. However, alternatives should be studied because the missing 150 foot+/- section of sidewalk will force pedestrians to use the bicycle lane in the roadway. Completion by the City of the missing 150 foot+/- sidewalk and planter strip in Calle Vista Drive at the side of the existing home should be considered, as adequate room exists.

c. **Barnett Road with North Phoenix Road**

Major Arterial with Major Arterial

The primary pedestrian, bicycle, and motor vehicle access to and from the Southeast Area will be via this intersection. It will function as the “gateway” to this neighborhood. The multi-modal design and improvement of the intersection will be essential in connecting the Larson Creek Shopping Center with the future Commercial Center Core Area (7A) located diagonally across the intersection. Retail commercial development will be located at three corners of the intersection with office development at the northwest corner. Widening of the intersection is planned as a *medium range project* (2009-2013) in the TSP. Due to the potential expansive width of the

intersection, designing specifically for pedestrian and bicycle friendliness will be crucial.

Note that the classification of Barnett Road transitions from a Major Arterial to a Minor Arterial about 250 feet east of North Phoenix Road.

d. Creek View Drive with North Phoenix Road

Standard Residential with Major Arterial

This intersection will provide important east-west connectivity between the Southeast Area and the remainder of the City. It will also provide the point at which users of the Larson Creek shared-use paths will cross North Phoenix Road. Single-family residential development will be located at three corners of the intersection with the Larson Creek Shopping Center at the northwest corner. When traffic volume warrants a traffic signal at this intersection, the relocation of the signal from the center point of the Larson Creek Shopping Center to this intersection will be necessary. However, new homes to the east will generate pedestrian and bicycle traffic crossing North Phoenix Road at this intersection to access the shopping center before signalization of the intersection. When the signal is relocated, the center point access to the shopping center will be redesigned to limit turning movements to right in/right out. Pedestrian and bicycle traffic continuing to cross at this location from the Southeast Area may be an issue.

e. Shamrock Drive with North Phoenix Road

Standard Residential with Major Arterial

This intersection will be realigned to coincide with Shamrock Drive on the west side. A future center median in North Phoenix Road will result in right-in/right-out only turning movements at this intersection. Commercial development is to be located at the southeast corner of the intersection and high density residential development at the northeast corner, with existing single-family development to the west. This intersection will be located at the top of a rise resulting in possible visibility issues.

f. Coal Mine Road with North Phoenix Road

Major Collector with Major Arterial

This intersection will be relocated to coincide with Juanipero Way in conjunction with development of the area north of Coal Mine Road, and will be signalized when warranted. This intersection will provide indispensable east-west connectivity between the Southeast Area and the remainder of the City. This major collector street (Black Oak Drive/Juanipero Way/Coal Mine Road) will provide a needed alternative to the use of Barnett Road for east-east travel. High density residential development approved as part of the Stonegate Estates Planned Unit Development will be located at northeast corner of the intersection and single-family development at the southeast and northwest corners, with the southwest corner outside the UGB.

6.2.2 Streetscape Design

Consistent treatment of this major street frontage is important. The frontage treatment should avoid the appearance of a walled, or separate, community. The City is responsible for the installation and maintenance of the improvements in the planter strips and medians along North Phoenix Road, including street lighting and street trees. A consistent design should be developed for the planter strips and medians. Installation of landscaping shall occur at the time the improvements are constructed. Pedestrian-scale street lighting is desirable abutting the Commercial Center Core Area (7A) near the Barnett Road intersection and in other high pedestrian areas.

To comply with the requirement for a *vertical separation feature*, the typical street frontage treatment for residential through-lots abutting the east side of the North Phoenix Road right-of-way north of Barnett Road is five feet of wrought iron fencing atop a three-foot stucco wall, engineered to stand straight, with landscaping behind, to complete a total of eight feet of in height to buffer the adjacent residential lots (Appendix G, *Street Frontage Landscaping and Vertical Separation Feature "B"*). The typical street frontage treatment for residential through-lots abutting the east side of the North Phoenix Road right-of-way south of Barnett Road is a landscaped strip 20 feet in width outside the right-of-way, consisting of a four-foot berm with landscaping on top totaling at least eight feet in height (Appendix F, *Street Frontage Landscaping and Vertical Separation Feature "B"*). Any fencing is to be located on private property beyond the 20-foot area. Such features are to be located entirely on private property.

The City should fill in gaps in sidewalks and planter strips along the east side of North Phoenix Road adjacent to pre-existing development expeditiously as areas develop so that pedestrians are not forced to walk in the bicycle lanes when a sidewalk ends abruptly.

Minor street and driveway intersections with North Phoenix Road will be limited to right-in/right-out turning movements, including the existing Harbrooke Road, through the installation of median islands. The design of the medians should be consistent with the existing median (concrete with trees in tree wells).

6.3 BARNETT ROAD

Barnett Road is designated a Major Arterial Street from its intersection with North Phoenix Road, 250 feet east; and then a Minor Arterial Street to the east. Those planned intersections with Barnett Road in the Southeast Plan include: Stanford Avenue; Collector Street A; Standard Residential Street B; and Future Collector Street Outside East UGB.

6.3.1 **Planned Intersections**

a. **Stanford Avenue**

Major Collector (south)/Commercial Street (north) and Minor Arterial

This signalized intersection will be the key intersection in the town center, Commercial Center Core Area (7A). The intersection must be located to the east of the US Sprint Communications facility due to the location of underground facilities that may be too costly to move. The intersection will have retail buildings close to the street on all corners and will convey the identity and character of entire town center. It will have on-street parking and features to aid in pedestrian crossing, such as curb extensions and medians. Short pedestrians crossing of no more than 50 feet are needed in town centers. These must be designed so as to facilitate emergency vehicle movement due to the close proximity of the fire station. The Commercial Center Core Area (7A) will extend approximately 300 to 400 feet east of the intersection. Stanford Avenue to the south of the intersection will contain bicycle lanes, but to the north will not. The intersection must be designed to convey to all users the location, in all four directions, where bicyclists are to be expected.

b. **Collector Street A**

Major Collector with Minor Arterial

This intersection will be located east of the southerly curve in Barnett Road. Its location will be affected by the location of Collector Street A on the large hill to the south of Barnett Road. The Collector Street A will bend around to the west of the top of the hill, generally following the elevation contour lines. The intersection will have high density residential uses on the both sides of Barnett Road. The high density designation has been placed on the south side of the Arterial Street to allow for site design that assures pedestrian friendliness along the frontage and avoids through-lots.

c. **Standard Residential Street B**

Major Collector with Minor Arterial

There will be high density residential uses on the west corners of this intersection, with medium density residential to the northeast, and rural uses on the southeast corner outside the UGB. This Standard Residential Street B will serve a park and school to the north of Barnett Road and connect with Creek View Drive to the south of Barnett Road.

d. **Future Collector Street Outside the East UGB**

Minor Collector with Minor Arterial

If this Future Growth Area is added to the UGB, this intersection will generally be located east of the current UGB and west of the crossing of North Larson Creek by Barnett Road, to achieve a Collector Street spacing of approximately one-quarter to one-half mile. The future abutting land uses are unknown.

6.3.2 Streetscape Design

To achieve commercial zoning on both sides of Barnett Road, which will be essential to creating a town center, Barnett Road will be curved northward through the commercially designated area, where the City will acquire a new right-of-way. The realignment will initiate at the intersection with Stanford Avenue as East Barnett Road extends through Commercial Center Area 7B. This will provide a commercial lot depth of approximately 250 feet. The recommended speed in town centers is 25 mph. Stanford Avenue, north of East Barnett Road will also be constructed as a commercial street with retail shops and parking on both sides.

A high volume of slow moving traffic is critical to a successful retail main street. A lowered design speed will allow smaller main street style businesses to capture traffic without long frontages or large signs (Lennertz-Coyle Commercial Center Plan).

The Scottish Rite Lodge has been changed to a commercial (CM) GLUP Map designation to provide a consistent commercial designation on both sides of the street at this gateway entry into the Southeast Village Area. Since there will be on-street parking in the town center, extra wide sidewalks (15+/- feet) with tree wells should be used in lieu of planter strips. Bicyclists should not be permitted on the sidewalks in the Commercial Center. The fire station should retain its frontage on Barnett Road due to the value of having a striking civic building at this location. It will be essential that proper access and traffic signals are provided for quick response from the fire station in all directions.

The City will be responsible for the installation and maintenance of the landscaping in the planter strips on Barnett Road only where abutting residential zones. A consistent design should be developed for the Commercial Center, including pedestrian-scale streetlights. A consistent design for landscaped medians for which the City will be responsible should also be developed. Where on-street parking is planned in the Commercial Center, street trees will be located in extra wide sidewalks in lieu of planter strips. The special cross section for Barnett Road, including on-street parking, should extend from its intersection with Stanford Avenue to the easterly edge of the Commercial Center designation (Appendix H, *East Barnett Road Cross Section*).

Where Barnett Road abuts the UGB, most of the future widening of the right-of-way to 78 feet in width will take place on the side of the street opposite the UGB. The ultimate cross section, until such time the UGB may be relocated, will include sidewalks and planter strips on the City side only, with bicycle lanes on both sides. Where planter strips are planned, a consistent landscape design should be developed. It is not expected that land uses along Barnett Road (mostly commercial and higher density residential) will require the use of fencing or walls along the right-of-way. The higher

density residential designations to the north of the street have been carried to approximately 100 feet south of the right-of-way to assure that similar land use types are facing one another, and to avoid the need for through-lots. It is expected that intersections along Barnett Road in the Southeast Plan Area will be more frequent and controlled with medians.

6.4 **CHERRY LANE**

Cherry Lane is designated a Major Collector Street. Those planned intersections with Cherry Lane in the Southeast Plan include: Stanford Avenue; Collector Street A; Standard Residential Street B; and Future Collector Street Outside East UGB.

6.4.1 **Planned Intersections**

a. **Stanford Avenue**

Standard Residential with Major Collector

This intersection will provide direct access from the Hillcrest Road area to the Southeast Commercial Center. There will be large lot single-family uses on all corners. The new lots on the south corners will have access from Stanford Avenue. The lots with existing single-family homes on the north side currently have roadside ditches and no adjacent street improvements.

b. **Collector Street A**

Major Collector with Major Collector

This will be a T-intersection. The Southeast Plan has envisioned Collector Street A as the major connector running through the heart of the plan area. It will have distinctively landscaped medians. There will be large lot single-family uses on all corners of this intersection.

c. **Collector Street C**

Minor Collector with Minor Arterial

The leg of this intersection north of Cherry Lane will be a Standard Residential Street. Curb extensions like those on Mary Bee Lane will slow vehicles coming down the hill. The intersection will have high density residential on the south corners and large lot single family on the north corners. The need for C Street to be a Collector would only be realized if the Future Growth Area to the south is added to the UGB for development, in which case, the street would extend to Coal Mine Road.

d. **New Standard Residential Street**

Standard Residential with Minor Collector

This intersection will have larger lot single-family uses on the southerly corners and medium density residential on the northerly corners.

e. **Future Standard Residential Streets Outside East UGB**

Standard Residential with Major Collector

Due to the curving nature of Cherry Lane in this location, these intersections will likely be T-intersections. They will have medium density residential uses on the northerly side and unknown land uses on the south corners.

f. **Shared Use Paths**

There are two locations where shared use paths are proposed to intersect with, or cross, Cherry Lane. To be designed for safety, users should be directed to safe crossing points, usually at controlled intersections.

6.4.2 **Streetscape Design**

Site design along Cherry Lane will have residential lots and dwellings fronting on the street. This will be accomplished through use of alleys or shared driveways. The use of side yards is also acceptable. Alternative designs in the medium and high density areas (Areas 3 and 4) may be acceptable; however, designs requiring fencing near the right-of-way will comply with the fencing setback and landscaping requirements of the S-E Overlay District. Cherry Lane will not contain on-street parking. Center medians or islands will be utilized as needed to control turning movements at intersections.

The City will strive to complete the street improvements in front of existing homes expeditiously, including sidewalks, planter strips, pedestrian scale street lighting where appropriate, street trees, and bicycle lanes. Because a portion of the edge of the current Cherry Lane right-of-way serves as the UGB, in this area, much of the future widening of the Cherry Lane right-of-way to 74 feet in width will take place on the side of the street opposite the UGB. The ultimate cross section, until such time the UGB may be relocated, will include sidewalks and planter strips on the City side only, with bicycle lanes on both sides. Along the street frontage where the street and the UGB abut the city owned Chrissy Park, the right-of-way will be designed to facilitate safe and convenient pedestrian and bicycle use of the park as well as an enhanced streetscape.

Abutting property owners will be responsible for the landscaping and maintenance of planter strips. The City will be responsible for the landscaping and maintenance of right-of-way medians or islands.

6.5 **COAL MINE ROAD**

Coal Mine Road is designated a Major Collector Street. Those planned intersections with Coal Mine Road in the Southeast Plan include: Stanford Avenue; Collector Street A; and Standard Residential Street B.

6.5.1 **Planned Intersections**

a. **Stanford Avenue**

Major Collector with Major Collector

This will be a T-intersection with the possibility of Stanford Avenue being extended to the south if the Future Growth Area is added to the UGB. There will be a shared-use Greenway path crossing Stanford Avenue at the intersection. The land uses will be single-family at the northwest corner of the intersection, Greenway at the northeast corner, and rural outside the

UGB to the south. A Conditional Use Permit will be required for the Stanford Avenue crossing of the riparian corridor and associated wetland near the intersection. Sidewalks, or shared use Greenway paths in lieu of sidewalks, and planter strips will be constructed on the north side only of Coal Mine Road unless, or until, the UGB is expanded to the south.

b. Collector A street

Major Collector with Major Collector

This will be a T-intersection with the possibility of Collector A Street being extended to the south if the Future Growth Area is added to the UGB. There will be a shared use Greenway path crossing Collector A Street at the intersection. The land uses at this intersection will be Greenway on the north side and rural outside the UGB to the south. Collector A Street will serve a future park and school to the north. The intersection will be in the riparian corridor requiring a Conditional Use Permit. Sidewalks, or shared use Greenway paths in lieu of sidewalks, and planter strips will be constructed on the north side only of Coal Mine Road unless, or until, the UGB is expanded to the south.

c. Standard Residential B Street

Standard Residential with Major Collector

This will be a T-intersection with the possibility of the street being extended to the south if the Future Growth Area is added to the UGB. The intersection will have single-family uses on the northwest corner and will be located on the UGB line to the east and south, with rural uses outside the UGB. The Standard Residential B Street will extend north beyond Barnett Road nearly to Shamrock Drive if properties in the Future Growth Area to the north are included in the UGB in the future.

6.5.2 Streetscape Design

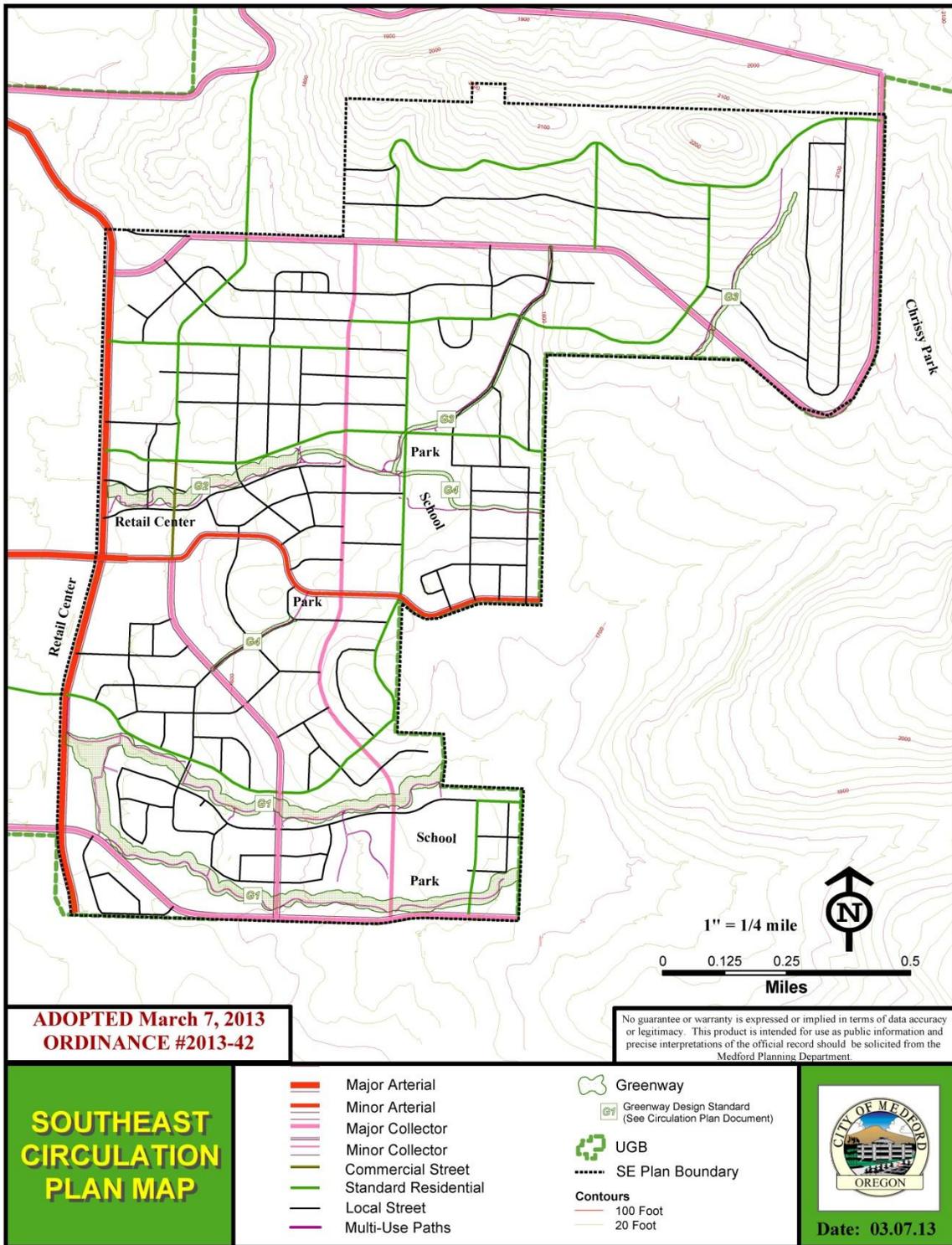
Except where the Greenway or other public facilities abut the street, site design along Coal Mine Road will have residential lots and dwellings fronting on the street. This will be accomplished through use of alleys or shared driveways. The use of side yards is also acceptable. Coal Mine Road will not contain on-street parking. The City will strive to complete the street improvements in front of existing homes inside the UGB expeditiously, including sidewalks, planter strips, pedestrian-scale street lighting, street trees, and bicycle lanes. Because the edge of the southerly right-of-way serves as the UGB, most of the future widening of the right-of-way to 74 feet in width will take place on the north side of the street opposite the UGB. The ultimate cross section, until such time the UGB may be relocated, will include sidewalks and planter strips on the City side only, with bicycle lanes on both sides. Abutting property owners will be responsible for the landscaping and maintenance of planter strips.

A pedestrian crossing at a street intersection should be provided from the proposed development south of the relocated Coal Mine Road to the future Greenway shared use path. Any shared use paths in the Larson Creek Greenway should connect to the future intersection of Coal Mine Road/Juanipero Way and North Phoenix Road. Any

shared use paths in the Larson Creek Greenway should cross the Collector Streets at controlled intersections or otherwise be designed for safe crossing. Residential lots should not backup to the Greenway unless no other options are available. Where the Larson Creek Greenway abuts Coal Mine Road, a shared use path may be constructed within the Greenway outside of the right-of-way in lieu of the sidewalk. Streetscape features, including street trees and pedestrian street lighting where appropriate, will still be required within the right-of-way in conformance with the Medford Municipal Code. Pedestrian and bicycle access to North Phoenix Road should be preserved along the old Coal Mine Road alignment.

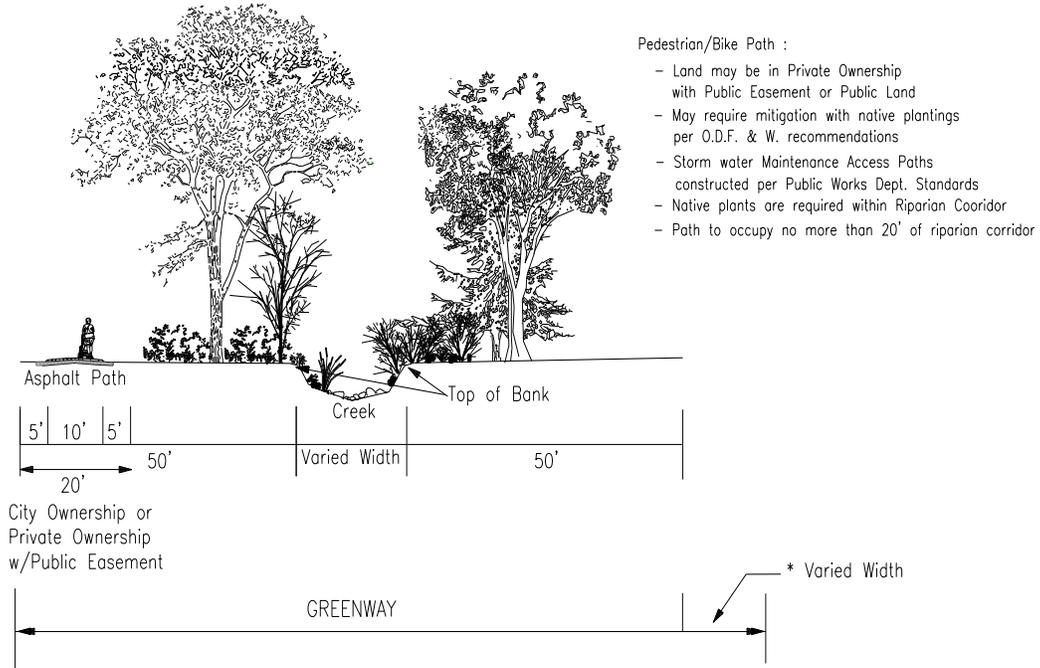
APPENDIX A

Southeast Area Neighborhood Circulation Plan Map



APPENDIX B

Major Greenway, Riparian Corridor (G-1)



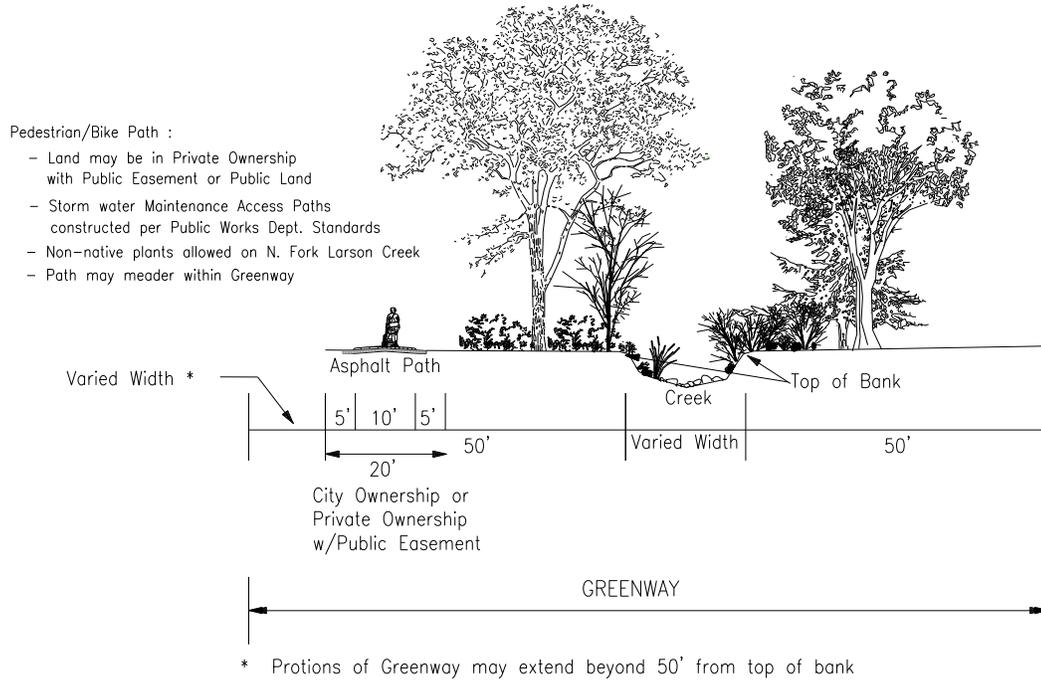
- Pedestrian/Bike Path :
- Land may be in Private Ownership with Public Easement or Public Land
 - May require mitigation with native plantings per O.D.F. & W. recommendations
 - Storm water Maintenance Access Paths constructed per Public Works Dept. Standards
 - Native plants are required within Riparian Corridor
 - Path to occupy no more than 20' of riparian corridor

* Portions of Greenway may exist outside of the Riparian Corridor

 Major Greenway- Riparian Corridor
 City of Medford Greenway Detail

APPENDIX C

Major Greenway, Not Riparian Corridor (G-2)



Major Greenway– Not riparian corridor

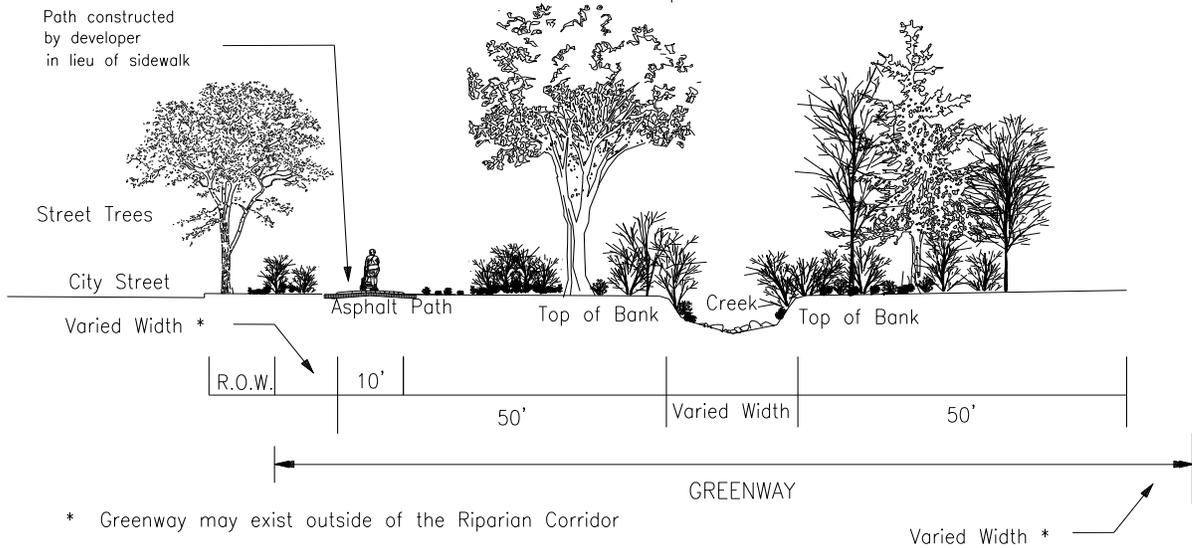
City of Medford Greenway Detail

APPENDIX D

Major Greenway, Path in lieu of Sidewalk (G-AH)

Pedestrian/Bike Path :

- Land may be in Private Ownership with Public Easement or Public Land
- May meander adjacent to Right-of-way or up to 10' intrusion into Greenway
- May require mitigation with native plantings per O.D.F. & W. recommendations



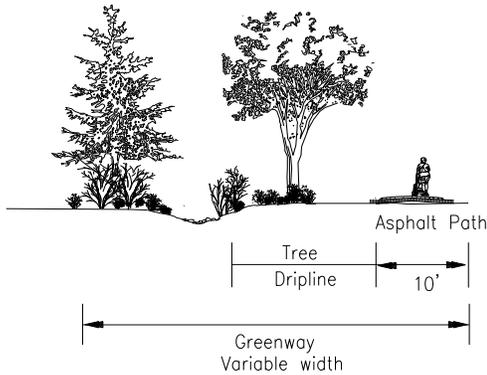
G Major Greenway, Path in Lieu of Sidewalk
Alt City of Medford Greenway Detail

APPENDIX E

Minor Greenway (G-3 and G-4)

Pedestrian/Bike Path :

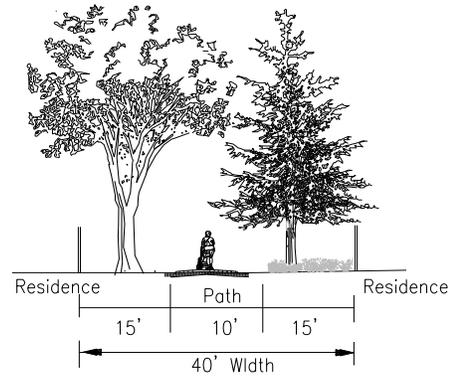
- Land may be in Private Ownership w/Public Easement or Public Land
- Native planting recommended
- Erosion control per City Engineering Dept.
- Construct path out from existing tree's drip line



G
3 Minor Greenway w/surface drainage
 City of Medford Greenway Detail

Pedestrian/Bike Path :

- No surface drainage pre-existing
- All new trees to be planted close enough to eventually grow over the asphalt path
- Native or non-native plantings

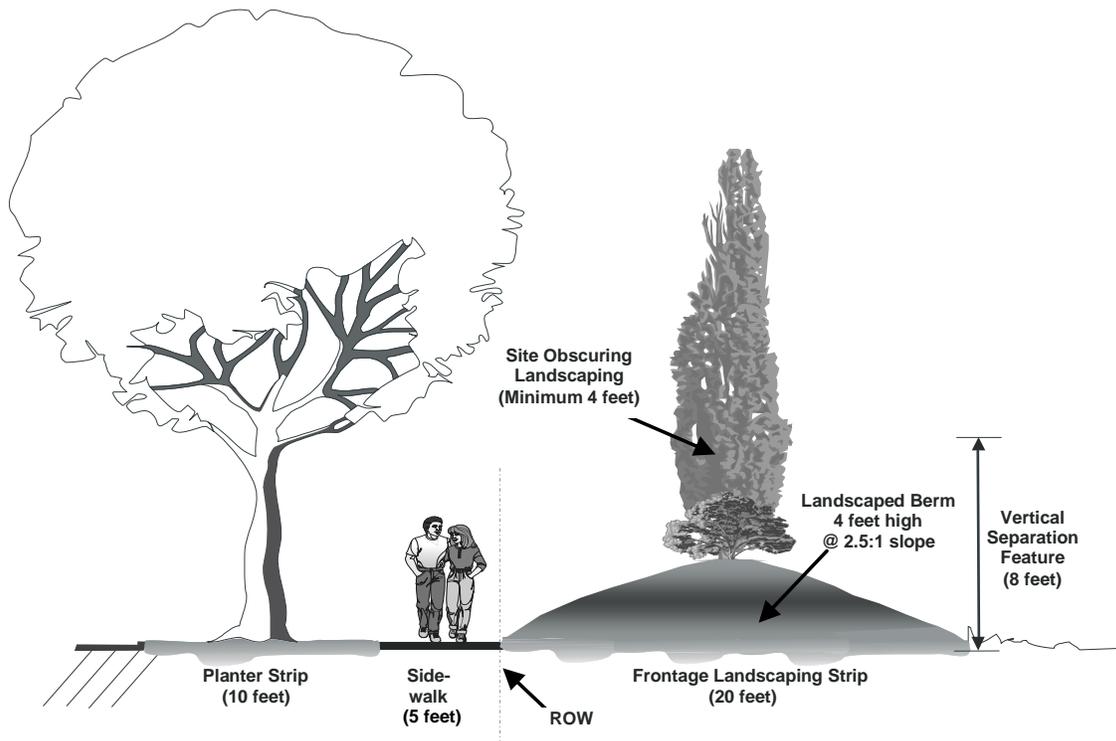


G
4 Minor Greenway w/out surface drainage
 City of Medford Greenway Detail

APPENDIX F

North Phoenix Road

Arterial Street Frontage Landscaping and Vertical Separation Feature "A"

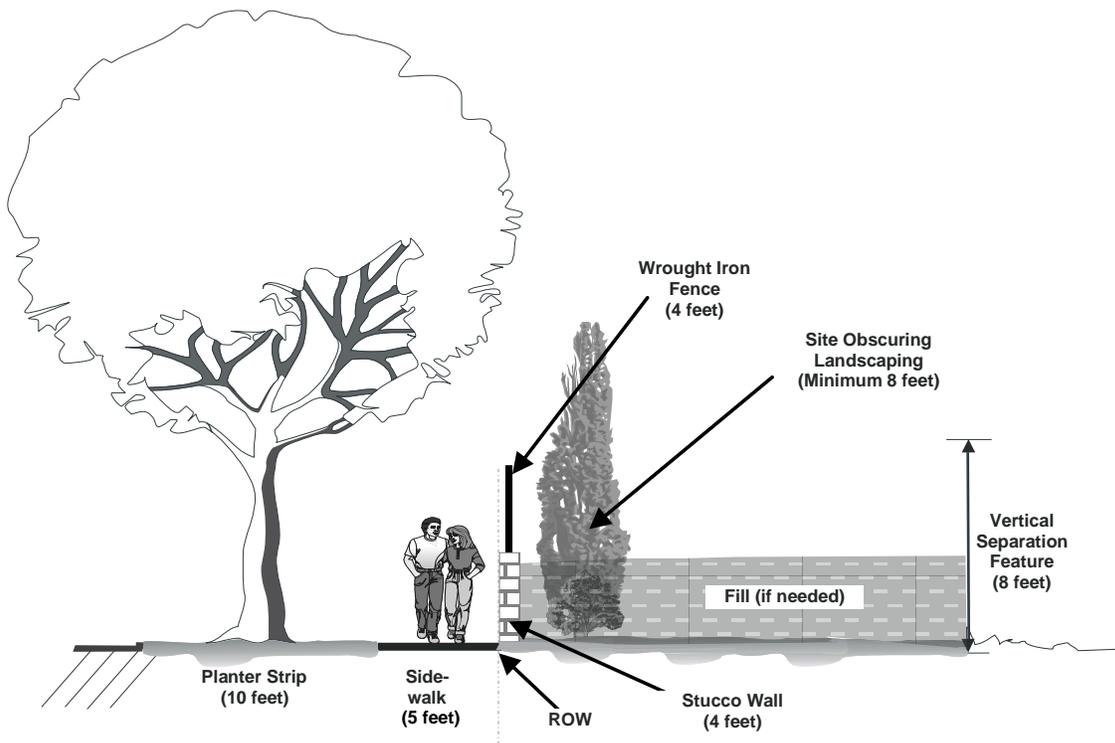


For the east side of North Phoenix Road,
between Barnett Road and Coal Mine Road
(to fulfill the requirements of MLDC Section 10.797(1))

APPENDIX G

North Phoenix Road

Arterial Street Frontage Landscaping and Vertical Separation Feature "B"



For the east side of North Phoenix Road,
between Barnett Road and Old Cherry Road
(to fulfill the requirements of MLDC Section 10.797(2))

APPENDIX H

East Barnett Road

Cross Section in Southeast Commercial Center,
Beginning Approximately 250 Feet East of North Phoenix Road

