

PLANNING COMMISSION AGENDA OCTOBER 11, 2018



Commission Members

David Culbertson

Joe Foley

Bill Mansfield

David McFadden

Mark McKechnie

E. J. McManus

Patrick Miranda

Alex Poythress

Jared Pulver

Regular Planning Commission meetings

are held on the second and fourth

Thursdays of every month

Meetings begin at 5:30 PM

City of Medford

City Council Chambers

411 W. Eighth Street, Third Floor

Medford, OR 97501

541-774-2380



Planning Commission

Agenda

Public Hearing
October 11, 2018

5:30 PM

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

10. Roll Call

20. Consent Calendar/Written Communications (voice vote)

20.1 ZC-18-097 Final Order of a request for a change of zone of a 3-acre parcel located at 503 Airport Road from Light Industrial (I-L) to Regional Commercial (C-R) (372W12A502). Applicant: Columbia Care, Inc.; Agent: Richard Stevens & Associates; Planner: Dustin Severs.

20.2 ZC-18-101 Final Order of a zone change from SFR-00 (Single Family Residential – one dwelling unit per existing lot) to SFR-6 (Single Family Residential – 4 to 6 dwelling units per gross acre) on a 0.87 acre lot located at 1919 Orchard Home Drive (372W35DD2000). Applicant: Sterling Homes, LLC.; Agent: Valente Sosa; Planner: Steffen Roennfeldt.

20.3 LDS-18-109 Final Order of a tentative plat for a 17-lot subdivision on approximately 2.85 acres within the SFR-6 (Single Family Residential – 4 to 6 dwelling units per gross acre) zoning district, located northwest of the Merriman Road and Mace Road intersection (372W13BB 500). Applicant: F.B. Owen, Inc.; Agent: Richard Stevens & Associates, Inc.; Planner: Steffen Roennfeldt.

30. Minutes

30.1 Consideration for approval of minutes from the September 27, 2018, hearing.

40. Oral and Written Requests and Communications

Comments will be limited to 3 minutes per individual or 5 minutes if representing an organization. **PLEASE SIGN IN.**

50. Public Hearings

Comments are limited to a total of 10 minutes for applicants and/or their representatives. You may request a 5-minute rebuttal time. All others will be limited to 3 minutes per individual or 5 minutes if representing a group or organization. **PLEASE SIGN IN.**

New Business

50.1 ZC-18-110 Consideration of a request for a zone change of a 0.54-acre parcel located at 616 Cherry Street from SFR-00 (Single-Family Residential, one dwelling unit per gross acre) to SFR-10 (Single-Family Residential, ten dwelling units per gross acre) (372W26DD400); Applicant, Esteban Gonzalez Duran; Agent, Richard Steven & Associates, Inc.; Planner, Dustin Severs.

Meeting locations are generally accessible to persons with disabilities. To request interpreters for hearing impaired or other accommodations for persons with disabilities, please contact the ADA Coordinator at (541) 774-2074 or ada@cityofmedford.org at least three business days prior to the meeting to ensure availability. For TTY, dial 711 or (800) 735-1232.

- 50.2 **LDP-18-088 / E-18-127** Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.28 acre parcel located approximately 550 feet southeast of the intersection of Canyon Avenue and Roberts Road within the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district (371W17DD 700) including Exception requests to the minimum lot density and the maximum lot size. Applicant & Agent, CA Galpin; Planner, Steffen Roennfeldt.
- 50.3 **CP-16-075 / DCA-18-120** The proposal is a legislative amendment to develop a procedure for preparing and adopting urbanization plans for areas recently brought into the urban growth boundary. The proposed language will amend the Neighborhood Element of the Comprehensive Plan and will outline the process land owners must follow to adopt plans that show land uses, densities, and transportation networks in the new expansion areas. This project is filed in conjunction with DCA-18-120, a development code amendment to revise Chapter 10 of the Municipal Code to incorporate procedural requirements associated with urbanization plans. Applicant: City of Medford; Planner: Carla Paladino, Principal Planner.
- 50.4 **CP-16-036** A legislative amendment to adopt a revised Transportation System Plan and amend applicable portions of the Comprehensive Plan including the Transportation element and Goals, Policies, and Implementation element. Applicant: City of Medford; Planner: Carla Paladino, Principal Planner.
- 60. Reports**
- 60.1 Site Plan and Architectural Commission
- 60.2 Joint Transportation Subcommittee
- 60.3 Planning Department
- 70. Messages and Papers from the Chair**
- 80. Remarks from the City Attorney**
- 90. Propositions and Remarks from the Commission**
- 100. Adjournment**

**BEFORE THE MEDFORD PLANNING COMMISSION
STATE OF OREGON, CITY OF MEDFORD**

IN THE MATTER OF PLANNING COMMISSION FILE ZC-18-097 APPLICATION)
FOR A ZONE CHANGE SUBMITTED BY COLUMBIA CARE SERVICES INC.) **ORDER**

ORDER granting approval of a request with conditions of a zone change for *Columbia Care Services Inc.*, described as follows:

A request for a change of zone of a 3-acre parcel located at 503 Airport Road from Light Industrial (I-L) to Regional Commercial (C-R).

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning for *Columbia Care Services Inc.*, as describe above; and

WHEREAS, the City Planning Commission has given notice of, and held, a public hearing, and after considering all the evidence presented, finds that the zone change is supported by, and hereby adopts the Staff Report dated September 20, 2018, and the Findings contained therein – Exhibit “A,” and Legal Description – Exhibit “B” attached hereto and hereby incorporated by reference; now, therefore,

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

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

37 2W 12A Tax Lot 502

is hereby changed as described above.

Accepted and approved this 11th day of October, 2018.

CITY OF MEDFORD PLANNING COMMISSION

Planning Commission Chair

ATTEST:

Planning Department Representative

Exhibit B

470317052549

RECORDING REQUESTED BY:



3539 Heathrow Way, Ste 100
Medford, OR 97504

GRANTOR'S NAME:

Banner Bank, Successor In Interest to Bank of Southern Oregon

GRANTEE'S NAME:

Columbia Care Services, Inc., an Oregon non profit corporation

AFTER RECORDING RETURN TO:

Order No.: 470317052549-CC
Columbia Care Services, Inc., an Oregon non profit corporation
503 Airport Road
Medford, OR 97504

SEND TAX STATEMENTS TO:

Columbia Care Services, Inc., an Oregon non profit corporation
503 Airport Road
Medford, OR 97504

503 Airport Road, Medford, OR 97504

Jackson County Official Records **2018-012459**
R-WD
Stn=16 MORGANSS **04/20/2018 03:05:00 PM**
\$10.00 \$10.00 \$8.00 \$11.00 \$20.00 **\$59.00**

I, Christine Walker, County Clerk for Jackson County Oregon, certify that the instrument identified herein was recorded in the Clerk records
Christine Walker - County Clerk

TICOR TITLE

RECEIVED

JUL 25 2018

PLANNING DEPT.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Banner Bank, Successor In Interest to Bank of Southern Oregon, Grantor, conveys and warrants to Columbia Care Services, Inc., an Oregon non profit corporation, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Jackson, State of Oregon:

A tract of land in Section 12, Township 37 South, Range 2 West, of the Willamette Meridian, in the City of Medford, Jackson County, Oregon, described as follows:

Commencing at the Initial Point of AIRPORT BUSINESS PARK SUBDIVISION, in Jackson County, Oregon, according to the official plat thereof, now of record; thence South 00°02'35" West, 277.70 feet, to a 5/8 inch iron pin, for the TRUE POINT OF BEGINNING; thence South 89° 53'10" East, 348.00 feet, to a 5/8 inch iron pin; thence South 00°02'35" West, 375.00 feet, to a 5/8 inch iron pin, on the Northerly right of way line of Airport Road; thence along said Northerly right of way line, North 89°53'10" West, 348.00 feet, to a 5/8 inch iron pin; thence leaving said right of way line, North 00° 02'35" East, 375.00 feet, to the true point of beginning.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS FOUR MILLION AND NO/100 DOLLARS (\$4,000,000.00). (See ORS 93.030).

Subject to:

Easements, conditions, covenants and restrictions of record.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

STATUTORY WARRANTY DEED
(continued)

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below.

Dated April 17, 2018; if a corporate grantor, it has caused its name to be signed by order of its board of directors.

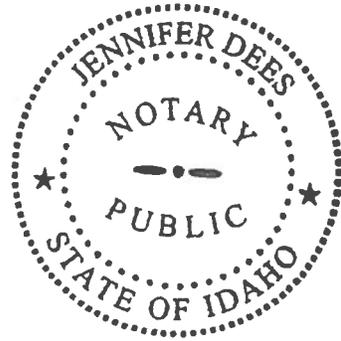
Banner Bank, Successor in Interest to Bank of Southern Oregon

BY: R. Shane Correa
R. Shane Correa
Senior Vice President

State of Idaho
County of Ada

This instrument was acknowledged before me on April 17, 2018 by

R. Shane Correa
Jennifer Dees
Notary Public State of Idaho
My Commission Expires: 5/20/19



BEFORE THE MEDFORD PLANNING COMMISSION
STATE OF OREGON, CITY OF MEDFORD

IN THE MATTER OF PLANNING COMMISSION FILE ZC-18-101 APPLICATION)
FOR A ZONE CHANGE SUBMITTED BY VALENTE SOSA) **ORDER**

ORDER granting approval of a request for a zone change for *Valente Sosa*, described as follows:

Change the zone from SFR-00 (Single Family Residential – one dwelling unit per existing lot) to SFR-6 (Single Family Residential – 4 to 6 dwelling units per gross acre) on a 0.87 acre lot located at 1919 Orchard Home Drive.

WHEREAS, the City Planning Commission in the public interest has given consideration to changing the zoning for *Valente Sosa*, as describe above; and

WHEREAS, the City Planning Commission has given notice of, and held, a public hearing, and after considering all the evidence presented, finds that the zone change is supported by, and hereby adopts the Staff Report dated September 18, 2018, and the Findings contained therein – Exhibit “A,” and Legal Description – Exhibit “B” attached hereto and hereby incorporated by reference; now, therefore,

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

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

37 2W 35DD Tax Lot 2000

is hereby changed as described above.

Accepted and approved this 11th day of October, 2018.

CITY OF MEDFORD PLANNING COMMISSION

Planning Commission Chair

ATTEST:

Planning Department Representative

Exhibit B

1919 Orchard Home Dr, Medford Oregon 97501

RECEIVED

JUL 30 2018

PLANNING DEPT.

Real Property in the County of Jackson, State of Oregon, described as follows:

Beginning at the Southwest corner of Lot 8 in Block 5 of the Orchard Home Association Tract in Jackson County, Oregon, according to the official plat thereof, recorded in Volume 1, Page 67 of plat records; thence East 320.5 feet to the West line of Block 6 of said Tract; thence North along said line 125.75 feet; thence West 320.5 feet to the West line of said Lot 8 and thence South 125.75 feet to the point of beginning.

**BEFORE THE MEDFORD PLANNING COMMISSION
STATE OF OREGON, CITY OF MEDFORD**

IN THE MATTER OF TENTATIVE PLAT APPROVAL OF

HOWARD VIEW SUBDIVISION

[LDS-18-109]

)
) **ORDER**
)

ORDER granting approval of a request for tentative plat for *Howard View Subdivision*, described as follows:

A 17-lot subdivision on approximately 2.85 acres within the SFR-6 (Single Family Residential – 4 to 6 dwelling units per gross acre) zoning district, located northwest of the Merriman Road and Mace Road intersection (372W13BB 500).

WHEREAS:

1. The Planning Commission has duly accepted the application filed in accordance with the Medford Land Development Code, Section 10.202; and
2. The Medford Planning Commission has duly held a public hearing on the request for tentative plat for *Howard View Subdivision*, as described above, with the public hearing a matter of record of the Planning Commission on September 27, 2018.
3. At the public hearing on said tentative plat, evidence and recommendations were received and presented by the developer and Planning Department Staff; and
4. At the conclusion of said hearing, after consideration and discussion, the Medford Planning Commission, upon a motion duly seconded granted tentative plat for *Howard View Subdivision*, as described above and directed staff to prepare a final order with all conditions and findings set forth for the granting of the tentative plat approval.

THEREFORE LET IT BE HEREBY ORDERED that the tentative plat for *Howard View Subdivision*, stands approved per the Staff Report dated September 18, 2018, and subject to compliance with all conditions contained therein.

AND LET IT FURTHER BE OF RECORD, that the action of the Planning Commission in approving this request for tentative plat approval is hereafter supported by the findings referenced in the Staff Report dated September 18, 2018.

BASED UPON THE ABOVE, the Planning Commission determined that the tentative plat is in conformity with the provisions of law and Section 10.202(E) Land Division Criteria of the Land Development Code of the City of Medford.

Accepted and approved this 11th day of October, 2018.

CITY OF MEDFORD PLANNING COMMISSION

Planning Commission Chair

ATTEST:

Planning Department Representative



Planning Commission

Minutes

From Public Hearing on **September 27, 2018**

The regular meeting of the Planning Commission was called to order at 5:30 PM in the City Hall Council Chambers on the above date with the following members and staff in attendance:

Commissioners Present

Patrick Miranda, Chair
David McFadden, Vice Chair
Joe Foley
Bill Mansfield (arrived at 5:53 p.m.)
Mark McKechnie
Jared Pulver

Staff Present

Kelly Evans, Assistant Planning Director
Katie Zerkel, Senior Assistant City Attorney
Alex Georgevitch, City Engineer
Greg Kleinberg, Fire Marshal
Carla Paladino, Principal Planner
Terri Richards, Recording Secretary
Dustin Severs, Planner III
Steffen Roennfeldt, Planner III
Seth Adams, Planner III

Commissioner Absent

David Culbertson, Excused Absence
E.J. McManus, Excused Absence
Alex Poythress, Excused Absence

10. Roll Call

Commissioner McKechnie asked, has the Planning Commission seen consent calendar item 20.2 before? Vice Chair McFadden replied no.

Commissioner McKechnie requested to pull the item for discussion.

20. Consent Calendar/Written Communications.

20.1 LDS-18-085 / E-18-086 Final Orders of a tentative plat for an 11-lot subdivision on approximately 2.1 acres within the SFR-6 (Single Family Residential – 4 to 6 dwelling units per gross acre) zoning district, located on the east side of Orchard Home Drive at 1945 & 1965 Orchard Home Drive (382W02AA TL200 & 300). The project includes an Exception request to the right-of-way dimensions and reduced sidewalks width (382W02AA TL200 & 300). Applicants: Joshua and Shawna Wallace & Michael and Heather Johnson; Agent: Scott Sinner Consulting, Inc.; Planner: Steffen Roennfeldt.

Motion: The Planning Commission adopted 20.1 of the consent calendar as submitted.

Moved by: Vice Chair McFadden

Seconded by: Commissioner McKechnie

Voice Vote: Motion passed, 5-0.

20.2 LDS-16-025 Determination of whether splitting Cascade Terrace at Cedar Landing Phase 5 into two sub-phases is substantially consistent with the approved tentative plat for Cascade Terrace at Cedar Landing Phases 1 through 5. The approved tentative plat creates 97 residential lots on the north side of Cedar Links Drive at Longstone Drive within the SFR-4/PD (Single Family Residential – 4 dwelling units per gross acre/Planned Development Overlay) zone. Applicant: CA Galpin; Planner: Kelly Evans, Assistant Planning Director.

Kelly Evans, Assistant Planning Director, reported that when a final plat is received, staff is obliged to make sure the final plat is consistent with the approved plat. The request is to draw a phase line to allow a portion of Longstone Drive to be constructed in order to accommodate Cedar Links Park in the area. One of the findings the Planning Director has to make in a final plat is whether it is substantially consistent with the tentative plat. In this case it would not be because the boundaries would be different. Staff reviewed the conditions of approval for substantive change needed to the conditions and there were none. It is minor hence the reason for the request of the Planning Commission.

Motion: The Planning Commission adopted the consent calendar as submitted.

Moved by: Vice Chair McFadden

Seconded by: Commissioner McKechnie

Voice Vote: Motion passed, 5-0.

30. Minutes

30.1. The minutes for September 13, 2018, were approved as submitted.

40. Oral and Written Requests and Communications. None.

Katie Zerkel, Senior Assistant City Attorney, read the Quasi-Judicial Statement.

50. Public Hearings – New Business

50.1 ZC-18-097 Consideration of a request for a change of zone of a 3-acre parcel located at 503 Airport Road from Light Industrial (I-L) to Regional Commercial (C-R) (372W12A502). Applicant: Columbia Care, Inc.; Agent: Richard Stevens & Associates; Planner: Dustin Severs.

Chair Miranda inquired whether any Commissioners have a conflict of interest or ex-parte communication they would like to disclose. Chair Miranda disclosed that he knows several people that work for Columbia Care and Columbia Care sits on the Board of Directors of his Homeowners Association. It will not impact his vote on this application.

Chair Miranda inquired whether anyone in attendance wished to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Dustin Severs stated that the Zone Change approval criteria can be found in the Medford Land Development Code Section 10.204. The applicable criteria were addressed in the staff report, property owner notices and hard copies are available at the entrance of Council Chambers for those in attendance. Mr. Severs gave a staff report.

Vice Chair McFadden asked, was the traffic study based on the new configuration of Bullock and Crater Lake Highway due to the corridor project? Is there any indication which version of the intersection they used to establish the problem? Mr. Severs deferred the question to Alex Georgevitch, City Engineer.

Commissioner McKechnie stated that this was the home of Premier West Bank. They seem to be compatible with the Light Industrial. This does not seem like a change to the use of the building. Was Premier West there before the zoning; was it illegal? Mr. Severs is not sure of the history but in Light Industrial banking is allowed. It is limited to the size. It may have exceeded what was permitted in Light Industrial for banking.

Commissioner Pulver commented that a bank is permitted of a certain size in Light Industrial and there were administrative offices that are also permitted in Light Industrial. He believes they were fine in the Light Industrial zoning district.

Commissioner Pulver asked, what level of street is Airport Road and what associated improvements were required from the Costco project and/or Grace Christian project to Airport Road? Mr. Severs deferred the questions to Mr. Georgevitch.

Vice Chair McFadden commented that Grace Christian School will have to improve their section but this section is already improved.

Commissioner Foley reported that there was discussion at a previous meeting that there would be a signal at Airport and Biddle and Airport Road and Table Rock.

Commissioner McKechnie thinks Airport Road is a major collector. Commissioner Foley clarified that it is going to be the shortest major collector according to the new Transportation System Plan.

The public hearing was opened.

a. Clark Stevens, Richard Stevens & Associates, Inc., P. O. Box 4368, Medford, Oregon, 97501-0168. Mr. Stevens reported that the application has demonstrated they meet all locational standards and all public facilities with the trip cap stipulation is satisfied.

The classification of Airport Road is currently a standard residential street. Yes, in the new Transportation System Plan it will be a collector street.

There are curbs, gutters and sidewalks on both sides of the street of the subject site. A lot of the road improvements across the street will be at the intersections of Table Rock and Biddle Road based on related projects. It will go from a two lane to a three lane road with a center turn lane.

Commissioner McKechnie asked, is Columbia Care doing something different with the property that Premier West was not? Why all the trouble for a zone change? Mr. Stevens stated that there will be administrative offices, mental and physical health facilities, doctor's offices and possibly dental which is not allowed in Light Industrial.

Mr. Stevens reserved rebuttal time.

Alex Georgevitch, City Engineer, reported that Airport Road is a lower order street. He would not call it a standard residential street but a lower order industrial or commercial street for this area. It is anticipated to be a collector in the future.

There is a signal being built by the County at the west end of Table Rock Road. There was discussion through working with Costco and the Airport to look at a future signalization of Airport and Biddle but that is a longer term project. It will not occur until at least the next biennium if not longer.

Vice Chair McFadden commented that he hopes the prioritization for a signal at Airport and Biddle could improve. It is a dangerous intersection because of bad angles and drops of elevation on both sides of the road. Mr. Georgevitch will take the comment under consideration.

Commissioner Pulver stated that as Grace Christian School does any construction it would cause them to improve their frontage on their half plus eight or whatever it is. Is that correct? Mr. Georgevitch stated a typical condition is to build half plus twelve unless they can show the existing road is structurally and geometrically sound. They will be doing improvements along their frontage when they develop.

Commissioner Pulver asked, for the remainder of the road, will it be something the City takes on unless one of the currently improved properties does something significant to trigger improvements of their own? Mr. Georgevitch reported that is correct and keep in mind it is currently a lower order street where it is the property owner's responsibility to build it. It is developer driven. When it becomes a higher order street it will become SDC eligible, meaning there is a funding source that the developer and the City can use to build the road. It could become part of a project list for the City. If the developer builds the

road they would be eligible for SDC credits. The chances of the City getting to full improvements on that road are low in the next five to ten years.

Commissioner Mansfield arrived at 5:53 p.m.

The public hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and directs staff to prepare the Final Order for approval of ZC-18-097 per the staff report dated September 20, 2018, including Exhibits A through J.

Moved by: Vice Chair McFadden

Seconded by: Commissioner Foley

Roll Call Vote: Motion passed: 5-0-1, with Commissioner Mansfield abstaining since he did not hear the testimony.

50.2 ZC-18-101 Consideration of a zone change from SFR-00 (Single Family Residential – one dwelling unit per existing lot) to SFR-6 (Single Family Residential – 4 to 6 dwelling units per gross acre) on a 0.87 acre lot located at 1919 Orchard Home Drive (372W35DD2000). Applicant: Sterling Homes, LLC.; Agent: Valente Sosa; Planner: Steffen Roennfeldt.

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

Chair Miranda inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Steffen Roennfeldt stated that the Zone Change approval criteria can be found in the Medford Land Development Code Section 10.204. The applicable criteria were addressed in the staff report, property owner notices and hard copies are available at the entrance of Council Chambers for those in attendance. Mr. Roennfeldt gave a staff report.

Commissioner McKechnie stated that usually the Planning Commission sees some sort of tentative plat or something and they did not see anything so they have no idea what they are doing. Is there a limit if it is three or less it is an administrative decision? Mr. Roennfeldt reported that if it is less than an acre in size it can reduce the minimum density by one to get it down to a minimum of three. Three would be a partition that is now a Type II application that goes directly to the Planning Director.

Vice Chair McFadden asked, what is the fee difference? Mr. Roennfeldt stated the difference is approximately \$290. Subdivisions are \$1,400 and Partitions are \$1,110.

The public hearing was opened.

a. Valente Sosa, 6734 Webber Drive, Central Point, Oregon, 97502. Mr. Sosa reported that he had nothing to add to Mr. Roennfeldt's report and was available for questions.

Mr. Sosa reserved rebuttal time.

The public hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and directs staff to prepare the Final Order for approval of ZC-18-101 per the staff report dated September 18, 2018, including Exhibits A through L.

Moved by: Vice Chair McFadden

Seconded by: Commissioner McKechnie

Roll Call Vote: Motion passed: 6-0.

50.3 LDS-18-109 Consideration of a tentative plat for a 17-lot subdivision on approximately 2.85 acres within the SFR-6 (Single Family Residential – 4 to 6 dwelling units per gross acre) zoning district, located northwest of the Merriman Road and Mace Road intersection (372W13BB 500). Applicant: F.B. Owen, Inc.; Agent: Richard Stevens & Associates, Inc.; Planner: Steffen Roennfeldt.

Chair Miranda inquired whether any Commissioners have a conflict of interest or ex-parte communication they would like to disclose. Vice Chair McFadden disclosed that he has known Mr. Owens for many years. He does not believe it will affect his decision on this application.

Chair Miranda inquired whether anyone in attendance wishes to question the Commission as to conflicts of interest or ex-parte contacts. None were disclosed.

Steffen Roennfeldt stated that the Subdivision Tentative Plat approval criteria can be found in the Medford Land Development Code Section 10.202(E). The applicable criteria were addressed in the staff report, property owner notices and hard copies are available at the entrance of Council Chambers for those in attendance. Mr. Roennfeldt gave a staff report.

Vice Chair McFadden asked, is there a neighborhood circulation plan that determines where Owen Drive is planned to go out to? Mr. Roennfeldt does not believe so but he will check.

Vice Chair McFadden asked, since Merriman is a higher order street and for Lots 1, 2 and Tract A, is there a required fence treatment along the frontage? Are they required to

have a 6 foot tall uniformed fence except for the breaks for pedestrians? Mr. Roennfeldt stated that he would check.

Vice Chair McFadden reported that not only was this property a maintenance yard for the school it was historically Howard School. That was the school. That is how it got so big.

The public hearing was opened.

a. Clark Stevens, Richard Stevens & Associates, Inc., P. O. Box 4368, Medford, Oregon, 97501-0168. Mr. Stevens reported that the application is in compliance with Medford Land Development Code Section 10.450 for both the cul-de-sac and flag lot. The streets and lot dimensions are in compliance with the SFR-6 zoning district.

The applicant is providing the pedestrian way off the cul-de-sac to tie into the collector street.

A barrier is only required on arterial streets. He does not believe it is required on a collector street of a 6 to 8 foot masonry wall. There will be backyard fences along there so it will be on the backsides of Lots 1 and 2. They have not discussed how far the fencing will go on the cul-de-sac. They have to leave a portion of it opened for the pedestrian access way from the terminus of the cul-de-sac onto Merriman Avenue. Tract A will be fenced or protected.

Commissioner McKechnie asked, who maintains Tract A, the storm water management pond for the development? Mr. Stevens stated that it is his understanding it will go to the City.

Mr. Stevens reserved rebuttal time.

Mr. Roennfeldt addressed Vice Chair McFadden's questions stating that Mr. Stevens is correct that barrier criteria is only for arterial streets.

It is not part of a neighborhood circulation plan.

Mr. Georgevitch addressed the storm drain pond reporting that on page 136 of the agenda packet it states: *"The City is responsible for operational maintenance of the public detention facility. Irrigation and maintenance of landscape components shall be the responsibility of the developer or a Home Owners Association (HOA)"*. On residential developments the City takes over these types of ponds and maintains them.

Vice Chair McFadden asked, on Lot 3 off of Mace, what is the double squares that are both crossed hatched into sections on the plan? Mr. Georgevitch is assuming it is valve boxes that went to the existing facilities.

The public hearing was closed.

Motion: The Planning Commission adopts the findings as recommended by staff and directs staff to prepare the Final Order for approval of LDS-18-109 per the staff report dated September 18, 2018, including Exhibits A through Q.

Moved by: Vice Chair McFadden

Seconded by: Commissioner McKechnie

Roll Call Vote: Motion passed: 6-0.

50.4 CP-18-063 A Comprehensive Plan Amendment to incorporate the 2017 City of Medford Natural Hazards Mitigation Plan into the Environmental Element of the Comprehensive Plan, and update the Goals, Policies, and Implementation Strategies. Applicant: City of Medford; Planner: Seth Adams.

Seth Adams, Planner III, stated that the Comprehensive Plan Amendment approval criteria can be found in the Medford Land Development Code Section 10.214 and 10.220. The applicable criteria were addressed in the staff report and hard copies are available at the entrance of Council Chambers for those in attendance. Mr. Adams gave a staff report.

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

Motion: The Planning Commission based on the findings and conclusions that all of the approval criteria are either satisfied or not applicable, forwards a favorable recommendation for approval of CP-18-063 to the City Council per the staff report dated September 20, 2018, including Exhibits A through G.

Moved by: Vice Chair McFadden

Seconded by: Commissioner Foley

Roll Call Vote: Motion passed: 6-0.

60. Reports

60.1 Site Plan and Architectural Commission.

Kelly Evans, Assistant Planning Director, reported that the Site Plan and Architectural Commission met Friday, September 21, 2018. Several months ago they approved a mini storage facility on Vilas. The proposal was several hundred storage containers. The applicant came back with an Exception asking for relief from the paving and buffer yard standards. The Site Plan and Architectural Commission broke it into three separate decisions. They approved two-thirds and denied the last third.

Vice Chair McFadden asked, do they have to pave? Ms. Evans replied they do not. The Site Plan and Architectural Commission granted relief. The driving aisles will have to be paved. Where the RV's park can be gravel.

Vice Chair McFadden asked, do they all have to be painted the same? Ms. Evans stated yes the containers do.

The Site Plan and Architectural Commission followed with a study session after and the topic was mini storage. They have run into the same issues again and again. Staff will be working with the Site Plan and Architectural Commission on text amendments. One will be paving.

Commissioner Pulver asked, what is Asante building on Barnett Road? Ms. Evan replied surface parking where the old Medical Eye Center was. On Siskiyou they are proposing a parking structure.

Ms. Zerkel reported that she does not believe they have submitted an application for a building in that spot. Ms. Evans stated they had demolished the old Medical Eye Center that used to be there.

Ms. Zerkel stated they are adding another floor to the Cardiovascular building further down Barnett. They had a pavilion on the first floor and they are adding a second floor to add more office space. Ms. Evans reported that has gone through the Site Plan and Architectural Commission.

60.2 Report of the Joint Transportation Subcommittee.

Commissioner Pulver reported that the Joint Transportation Subcommittee met yesterday, Wednesday, September 26, 2018. They discussed the various funding scenarios that the Planning Commission discussed at one of their study sessions. There was discussion of the importance for funding maintenance. The way they split HB 2007 funds was maintenance or projects. The other variable was the estimated amount of grants that could be achieved. There was a motion to add a seventh scenario where maintenance dollars were set aside for the first five year portion of the twenty year term. He believes that motion failed. They received the draft Transportation System Plan. The plan is that the Joint Transportation Subcommittee will be consolidated to a new body. He deferred the remark to Ms. Evans for more information.

Ms. Evans stated that there has been discussion about consolidating broadly from a City wide perspective at the number of bodies that the City staffs. The goal is consolidating the Joint Transportation Subcommittee, Traffic Coordinating Committee and Public Works Committee as a whole.

Commissioner Pulver thought there would be a Transportation Commission above the Bicycle and Pedestrian Advisory Committee and Traffic Coordination Committee. The Transportation Commission would report or make recommendation to the City Council. The Transportation Commission will still have a Planning Commissioner liaison.

Chair Miranda stated that the Transportation Commission members would be appointed by the City Council. Unless staff indicates otherwise yesterday was the last meeting of the Joint Transportation Subcommittee.

60.3 Planning Department

Ms. Evans reported that the Planning Commission will have a study session on Monday, October 8, 2018. Discussion will be on housing and housekeeping amendments.

There is business scheduled for the Planning Commission on Thursday, October 11, 2018 and Thursday, October 25, 2018. On the October 11, 2018 meeting the Urbanization Plan and Transportation System Plan will be presented along with several current planning applications. Ms. Evans anticipates testimony so the meeting may be a little long.

Last week the City Council approved an ordinance allowing cooling and warming shelters.

At the next City Council meeting they will set a public hearing for an annexation at Table Rock and Biddle.

70. Messages and Papers from the Chair.

70.1 Chair Miranda extended appreciation to staff and the City Council for their Combined Study Session on Monday, September 24, 2018. He found it enlightening, received good points of views and information that were presented. He would like to see it happen more often so that the City Council and Planning Commission are on the same page more often than not.

70.2 Chair Miranda may not be attending the Thursday, October 25, 2018 Planning Commission meeting. He will send an email when it is confirmed and the time gets closer.

80. Remarks from the City Attorney. None

90. Propositions and Remarks from the Commission. None.

100. Adjournment

The meeting was adjourned at 6:40 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by:

Terri L. Richards
Recording Secretary

Patrick Miranda
Planning Commission Chair

Approved: October 11, 2018



STAFF REPORT

for a Type III quasi-judicial decision: **Zone Change**

Project 616 Cherry Street - Zone Change
Applicant: Esteban Gonzalez Duran
Agent: Richard Stevens & Associates

File no. ZC-18-110

To Planning Commission

for October 11, 2018 hearing

From Dustin Severs, Planner III

Reviewer Kelly Evans, Assistant Director *h.*

Date October 4, 2018

BACKGROUND

Proposal

Consideration of a request for a zone change of a 0.54-acre parcel located at 616 Cherry Street from SFR-00 (Single-Family Residential, one dwelling unit per gross acre) to SFR-10 (Single-Family Residential, ten dwelling units per gross acre) (372W26DD400).



Subject Site Characteristics

Zoning: SFR-00
GLUP: Urban Residential (UR)
Overlay(s): None
Use: Two single-family homes

Surrounding Site Characteristics

North Zone: SFR-00
Use(s): Single-family residential
South Zone: SFR-10
Use(s): Single-family residential
East Zone: SFR-10
Use(s): Single-family residential
West Zone: SFR-6 (Single-Family Residential, six dwelling units per gross acre)
Use(s): Residential (Meadows West Subdivision)

Related Projects

A-02-204 Annexation

Applicable Criteria

Inapplicable criteria have been omitted from this report. Omitted sections are identified by ***.

Medford Land Development Code §10.204, Zone Change Criteria

The Planning Commission shall approve a quasi-judicial, minor zone change if it finds that the zone change complies with subsections (1) through (3) below:

- (1) The proposed zone is consistent with the Transportation System Plan (TSP) and the General Land Use Plan Map designation. A demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.*
- (2) Where applicable, the proposed zone shall also be consistent with the additional locational standards of the below sections (1)(a), (1)(b), (1)(c), or (1)(d). Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria below.*

(b) For zone changes to SFR-6 or SFR-10 where the permitted density is proposed to increase, one of the following conditions must exist:

- (i) At least one parcel that abuts the subject property is zoned the same as the proposed zone, either SFR-6 or SFR-10 respectively; or*
- (ii) The area to be re-zoned is five acres or larger; or*

(iii) The subject property, and any abutting parcel(s) that is(are) in the same General Land Use Plan Map designation and is(are) vacant, when combined, total at least five acres.

(3) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in Section 10.462 and Goal 2 of the Comprehensive Plan "Public Facilities Element" and Transportation System Plan.

(a) Storm drainage, sanitary sewer, and water facilities must already be adequate in condition, capacity, and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.

(b) Adequate streets and street capacity must be provided in one (1) of the following ways:

(i) Streets which serve the subject property, as defined in Section 10.461(2), presently exist and have adequate capacity; or

(ii) Existing and new streets that will serve the subject property will be improved and/or constructed, sufficient to meet the required condition and capacity, at the time building permits for vertical construction are issued; or

(iii) If it is determined that a street must be constructed or improved in order to provide adequate capacity for more than one (1) proposed or anticipated development, the Planning Commission may find the street to be adequate when the improvements needed to make the street adequate are fully funded. A street project is deemed to be fully funded when one (1) of the following occurs:

(a) the project is in the City's adopted capital improvement plan budget, or is a programmed project in the first two (2) years of the State's current STIP (State Transportation Improvement Plan), or any other public agencies adopted capital improvement plan budget; or

(b) when an applicant funds the improvement through a reimbursement district pursuant to the MLDC. The cost of the improvements will be either the actual cost of construction, if constructed by the applicant, or the estimated cost. The "estimated cost" shall be 125% of a professional engineer's estimated cost that has been approved by the City, including the cost of any right-of-way acquisition. The method described in this

paragraph shall not be used if the Public Works Department determines, for reasons of public safety, that the improvement must be constructed prior to issuance of building permits.

- (iv) When a street must be improved under (b)(ii) or (b)(iii) above, the specific street improvement(s) needed to make the street adequate must be identified, and it must be demonstrated by the applicant that the improvement(s) will make the street adequate in condition and capacity.*
- (c) In determining the adequacy of Category A facilities, the approving authority (Planning Commission) may evaluate potential impacts based upon the imposition of special development conditions attached to the zone change request. Special development conditions shall be established by deed restriction or covenant, which must be recorded with proof of recordation, returned to the Planning Department, and may include, but are not limited to the following:
 - (i) Restriction of uses by type or intensity; however, in cases where such a restriction is proposed, the Planning Commission must find that the resulting development pattern will not preclude future development, or intensification of development, on the subject property or adjacent parcels. In no case shall residential densities be approved which do not meet minimum density standards,*
 - (ii) Mixed-use, pedestrian-friendly design which qualifies for the trip reduction percentage allowed by the Transportation Planning Rule,*
 - (iii) Transportation Demand Management (TDM) measures which can be reasonably quantified, monitored, and enforced, such as mandatory car/van pools.**

ISSUES AND ANALYSIS

Background

The subject site consists of a single 0.54-acre parcel currently containing two single-family homes (permitted through Jackson County). The property is fronted by Erin Way, a minor residential street, to the south; and Cherry Street, a standard residential street, to the east, from which the property takes vehicular access.

Criteria Compliance

GLUP/TSP Consistency

The General Land Use Plan (GLUP) designation for the subject site is UR (Urban Residential), and according to the General Land Use Plan Element of the *Comprehensive Plan*, the SFR-10 zoning district is a permitted zone within the UR GLUP designation.

The Transportation System Plan (TSP) serves as a blueprint to guide transportation decisions as development occurs in the City. A traffic Impact Analysis (TIA) is required when an application has the potential of generating more than 250 net Average Daily Trips (ADT) or the Public Works Department has concerns due to operations or accident history. The Public Works Department determined that the subject property, fully built-out, would not exceed this 250 ADT threshold, and therefore a TIA was not required.

It can be found that the applicant's findings adequately demonstrate that the proposed zone change is consistent with the goals outlined in the City's Comprehensive Plan and TSP, and accordingly, this demonstration of consistency assures compliance with the Oregon Transportation Planning Rule.

Locational Criteria

The subject zone change proposal requires an assessment of the locational criteria for the SFR-10 zoning district. The locational criteria for the SFR-10 zone as outlined in MLDC 10.204(b), reads as follows:

(b) For zone changes to SFR-6 or SFR-10 where the permitted density is proposed to increase, one of the following conditions must exist:

- (i) At least one parcel that abuts the subject property is zoned the same as the proposed zone, either SFR-6 or SFR-10 respectively; or*
- (ii) The area to be re-zoned is five acres or larger; or*
- (iii) The subject property, and any abutting parcel(s) that is(are) in the same General Land Use Plan Map designation and is(are) vacant, when combined, total at least five acres.*

The subject property abuts the SFR-10 zoning district to the east, divided by Cherry Street, and to the south, divided by Erin Way.

It can be found that the proposed zone change meets all the applicable locational criteria for the SFR-10 zone as outlined in MLDC 10.204(b).

Facility Adequacy

MLDC 10.204(3) requires demonstration that Category A facilities (storm drainage, sanitary sewer, water and streets) must already be adequate in condition, capacity and location to serve the property or be extended or otherwise improved to adequately serve the property at the time of issuance of a building permit for vertical construction.

The agency comments included in Exhibits E-H, including the Rogue Valley Sewer Services (RVSS), demonstrate that Category A facilities are adequate.

Other Agency Comments

Rogue Valley Sewer Services (RVSS) (Exhibit I):

The RVSS report states that there are 8-inch sewer mains running along Erin Way to the south and Cherry Street to the west, with a 4-inch service extended to the subject property from Cherry Street, providing adequate system capacity for the proposed zone change. No conditions were requested in the report.

Committee Comments

No comments were received from a committee, such as BPAC.

FINDINGS AND CONCLUSIONS

Staff has reviewed the applicant's findings and conclusions (Exhibit A) and recommends the Commission adopt the findings as modified by staff below:

- With regard to Criterion 1, there is adequate evidence in the record to demonstrate that the proposal is consistent with the UR General Land Use Plan Map designation and the Transportation System Plan. The Commission can find that this criterion is met.
- With regard to Criterion 2, there is adequate evidence in the record to demonstrate that the proposal meets the locational criteria for the SFR-10 zoning district. The Commission can find that this criterion is met.
- With regard to Criterion 3, the agency comments included as Exhibits F-I, including the Rogue Valley Sewer Service (RVSS), demonstrate that there are adequate Category A facilities available to serve the subject site. The Commission can find that this criterion is met.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare a Final Order for approval of ZC-18-110 per the staff report dated October 4, 2018, including Exhibits A through H.

EXHIBITS

- A Applicant's Findings of Fact and Conclusions of Law, received August 10, 2018.
- B Jackson County Assessor's Map, received August 10, 2018.
- C Current Zoning Map, received August 10, 2018.
- D Current GLUP Map, received August 10, 2018.
- E Public Works Staff Report dated September 12, 2018.
- F Medford Water Commission Staff Memo and Map dated September 12, 2018.
- G Medford Fire Department Land Development Report dated September 4, 2018.
- H Rogue Valley Sewer Services (RVSS) report, received August 31, 2018
Vicinity Map

Planning Commission Agenda:

October 11, 2018

RECEIVED

RECEIVED

AUG 10 2018

PLANNING DEPT.

BEFORE THE PLANNING COMMISSION FOR THE CITY OF
MEDFORD, JACKSON COUNTY, OREGON:

IN THE MATTER OF AN APPLICATION FOR)
A CHANGE IN ZONING DESIGNATION FOR)
0.54 ACRES OF LAND, LOCATED AT 616)
CHERRY STREET; DESCRIBED AS T.37S-)
R.2W-SEC.26DD, TAX LOT 400; ESTEBAN)
GONZALEZ DURAN, APPLICANT; RICHARD)
STEVENS & ASSOCIATES, INC., AGENTS)

FINDINGS OF FACT

I. RECITALS PERTAINING TO THE PROPERTY:

OWNER: Esteban Gonzalez Duran
5315 McLoughlin Drive
Central Point, OR 97502

AGENT: Richard Stevens & Associates, Inc.
PO Box 4368
Medford, OR 97501
(541) 773-2646

PURPOSE: The purpose of the application is to change the Zoning Designation on the property from City of Medford Single Family Residential-00 (SFR-00) to City of Medford Single Family Residential-10 (SFR-10) zoning, on a parcel described as T.37S-R.2W-26DD, TL 400, totaling 0.54 net acres. The Comprehensive Plan designation for the site is UR, Urban Residential, which allows for the SFR-10 zoning designation.

Ownership of the property is by the owner/applicant Esteban Gonzalez. A copy of the legal description (Deed) for this property, an assessor's map with the site indicated, and a current zoning map for the vicinity are attached as exhibits to these findings.

CITY OF MEDFORD
EXHIBIT # A
FILE # ZC-18-110

II. APPLICABLE CRITERIA:

In order to approve a Zoning Amendment and change the Zoning Map, the applicant must submit findings addressing Section 10.204 of the Land Development Code. A review of Section 10.204(D) indicates that an application for a Zone Change must contain the following:

1. *A vicinity map drawn to scale of 1"=1000' identifying the proposed area of change.*
2. *An Assessor's map with the proposed zone change area identified.*
3. *Legal description of the area to be changed. Legal description shall be prepared by a licensed surveyor or title company.*
4. *Property owner's names, addresses and map and tax lot numbers within 200 feet of the subject property, typed on mailing labels.*
5. *Findings prepared by the applicant or his representative addressing the criteria for zone changes as per Section 10.204(B), Zone Change Criteria.*

FINDING:

The Planning Commission finds that this application for a change in zoning designation from SFR-00 to SFR-10, with the information presented in support of the application, is consistent with the criteria for submission as required above, accompanied with the applicable maps, the legal description of the area to be changed, and the names and addresses of all adjacent properties within 200 feet typed on mailing labels, and findings consistent with the requirements of Section 10.204(B).

**FINDINGS IN COMPLIANCE WITH SECTION 10.204(B) OF THE
MEDFORD LAND DEVELOPMENT CODE:**

Section 10.204(B) provides that the approving authority (Planning Commission) **shall** approve a quasi-judicial zone change if it finds that the zone change complies with subsections (1) and (2) below:

(1) The proposed zone is consistent with the Transportation System Plan (TSP) and the General Land Use Plan Map designation. A demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.

(2) Where applicable, the proposed zone shall also be consistent with the additional locational standards of the below section (2)(a), (2)(b), (2)(c), or (2)(d). Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria below.

In addition, 10.204(B)(3) states:

(3) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in Section 10.462 as well as the Public Facilities Element and the Transportation System Plan in the Comprehensive Plan.

**CONSISTENCY WITH TSP AND THE GENERAL
LAND USE PLAN MAP DESIGNATION**

TSP Discussion:

The adopted Medford Transportation Plan (TSP) addresses Chapter 660, Division 12 of the Oregon Administrative Rules which provides for implementation of the Statewide Transportation Goal (Goal 12), Transportation Planning Rule (TPR). It is also designed to explain how local governments and state agencies are responsible for transportation planning to address all modes of travel including vehicles, transit, bicycles and pedestrians. The TPR envisions development of local plans that will provide changes in land use patterns and transportation systems that make it more convenient for people to walk, bicycle, use transit, and drive less.

The TSP identifies both existing and future needs, and includes improvements to meet those needs. In order to achieve those needs, the TSP has established the City's goals, policies, and implementation measures in order for the City to develop and maintain its transportation system for both the short and long-term needs. Like other portions of the Comprehensive Plan, the TSP is implemented through the Land

Development Code. Sections 10.460 and 10.461 address the requirements for a traffic analysis letter (TIA) when an application has the potential of generating more than 250 net average daily trips.

The existing use on the subject property, two single-family homes, that is estimated to generate 19.14 average daily trips (ADT). The property has a gross area of approximately 0.75 acres. The maximum permitted density in the requested SFR-10 zoning designation is 10 dwelling units per acre. The 0.75-acre site could develop with as many as 7 total dwelling units. Per the ITE, Trip Generation, 9th Edition, Single-Family Detached Housing (Use 210) is expected to generate 9.57 ADT and 1.02 P.M. peak hour trips per unit. The future worst-case scenario, with 5 additional dwelling units, would produce approximately 47.85 ADT (5 DU X 9.57 ADT = 47.85) or 5.10 P.M. peak hour trips. The future development of the site with single-family dwellings will not exceed the 250 ADT or the 25 peak hour trips thresholds to warrant a Traffic Impact Study (TIS).

This requested zone change will have a negligible effect on the capacity of the existing local street system as demonstrated by the fact that the proposed change of zoning and future development of detached single-family dwellings or duplexes will produce traffic that is below the thresholds, for both ADT and peak hour trips, to require a TIS.

The subject property is located along Cherry Street and Meadows Lane (designated as Standard Residential Streets) and Erin Way (designated as a minor residential street). The current driveway and access to the property is from Cherry Street and the future development of this property will continue to take access from Cherry Street and/or Erin Way. The future development plan for the site will conform with all access location requirements of the City of Medford.

GLUP Discussion:

A review of the General Land Use Plan (GLUP) Map for the City of Medford demonstrates that the subject property is designated Urban Residential (UR). The map designations contained in the General Land Use Plan element of the Comprehensive Plan indicates that the permitted zoning districts within the UR designation are: SFR-2, SFR-4, SFR-6 and SFR-10. The proposed SFR-10 is consistent with the provisions of Section 10.310-1, MLDC.

FINDINGS:

The City of Medford can find that based on the information contained herein this application is consistent with Section 10.204(B)(1) in that:

- 1. The property totals 0.75 gross acres which could be developed with as many as 7 dwelling units under the requested SFR-10 zoning designation. The number of average daily trips and P.M. peak hour trips that could be generated through the future development of the property fall below the thresholds to require a TIS, demonstrating that this application will have a negligible effect on the capacity of the local street system. Uses proposed are consistent with the Comprehensive Plan and the requested zoning designation as SFR-10.**

2. The proposed zone change to SFR-10 is consistent with UR designation on the GLUP map for the subject.

CONSISTENCY WITH ADDITIONAL LOCATIONAL STANDARDS:

Subsection 10.204(B)(2)(b) prescribes additional locational standards applicable for the proposed SFR-10 zoning district. This section states that one of the following conditions must exist:

- (i) At least one (1) parcel that abuts the subject property is zoned the same as the proposed zone, either SFR-6 or SFR-10 respectively; or*
- (ii) The area to be rezoned is five (5) acres or larger; or*
- (iii) The subject property, and any abutting parcel(s) that is (are) in the same General Land Use Plan Map designation and is (are) vacant, when combined, total at least five (5) acres.*

The City of Medford's zoning map includes zoning for all parcels and rights-of-way within the city limits. The zoning of adjacent parcels is extended to the center-line of the adjacent right-of-way, consistent with the gross area for the property. As can be seen on the applicable portion of the City's zoning map, attached to this application, the SFR-10 zone extends to the center of Cherry Street right-of-way on the east side of the subject property and to the center of Erin Way right of way on the south side of the site. The proposed change in zone would extend this existing SFR-10 boundary to include the subject property, consistent with Subsection 10.204(B)(2)(b)(i).

FINDING:

As the subject property lies within the City Limits for the City of Medford, and delineated on the General Land Use Plan Map as Urban Residential, the SFR-10 zoning district requested is found to be consistent with the General Land Use Plan Map. The subject property abuts SFR-10 zoned lands to the east and south, thus satisfying the additional locational standards per Subsection 10.204(B)(2)(b)(i), MLDC.

CONCLUSIONS:

The City of Medford can conclude that this application for a change of zoning from SFR-00 to SFR-10 is consistent with the City of Medford TSP and the Transportation Planning Rule, which are in compliance with Section 10.204(B)(1), MLDC. Based on the fact that both the number of average daily trips and the P.M. peak hour trips, that could be generated through the future development of the property, fall below the thresholds to require a TIS, this application will have no adverse impacts on the I-5 interchanges, State highways, or the local street system.

The City of Medford can also find that the subject property is shown on the General Land Use Plan Map as Urban Residential and the SFR-10 zoning requested is found to be consistent with the General Land Use Plan Map. Further, the City of Medford can find that the subject property abuts SFR-10 zoned lands, satisfying the additional locational standards per Section 10.204(B)(2)(b)(i). This application is in compliance with Section 10.204(B), MLDC.

COMPLIANCE WITH URBAN SERVICES AND FACILITIES:

The Medford Comprehensive Plan, Public Facilities Element, provides the list of Category "A" services and facilities to be considered. These are:

Water Service
Sanitary Sewer and Treatment
Storm Drainage and
Streets, Transportation Facilities

Water Service:

Water service is provided by the Medford Water Commission, which is currently serving the subject property and the urban uses in the vicinity. There are existing 8-inch water lines in Cherry Street, Erin Way and Meadows Road adjacent to the site. Extension of service laterals into the site is the responsibility of the property owner/developer. Adequate service lines are available to serve the subject site upon urban development.

Water capacity of the Medford Water Commission system is currently serving a population of approximately 130,000 persons, with a design capacity of the water treatment plant to serve approximately 185,000 persons. Adequate water capacity exists to serve the subject site.

Sanitary Sewer:

Sanitary sewer service is provided by Rogue Valley Sewer Service and there are no known capacity issues in the area. There are 8-inch sewer lines in Cherry Street and Erin Way adjacent to the property. These collection lines are available to be extended to serve the future development of the site. The Sanitary Sewer collection system is adequate to accommodate the proposed change in density. Additional sewer service connection will be extended to the proposed project by the owner/developer consistent with existing regulations.

Sewage treatment is provided by the Regional Water Reclamation Facility (RWRF). The plant presently treats approximately 16.7 mgd. The treatment capacity of the plant is approximately 20 mgd with a peak wet weather flow of 60 mgd. The treatment plant has capacity to serve the expected population in the region for the foreseeable future.

Storm Drainage:

Storm Sewer service is provided by the City of Medford. There is a 12-inch storm sewer line in Erin Way adjacent to the property. With water detention requirements, capacity of storm sewer is not an issue. The development of the site will require an integrated storm sewer system. The construction drawings prepared for the development of this property will provide the engineering to provide the storm sewer system in accordance with the City of Medford.

Streets:

The existing use on the subject property, two detached single-family homes, is estimated to produce 19.14 (9.57 each) average daily trips (ADT). The property has a gross area of approximately 0.75 acres. The maximum permitted density in the requested SFR-10 zoning designation is 5-7 dwelling units per gross acre. Per the ITE, Trip Generation, 9th Edition, Single-Family Detached Housing (Use 210) is expected to generate 9.57 ADT and 1.02 P.M. peak hour trips per unit. The future worst-case scenario, with 5 additional dwellings for a total 7 dwelling units, would produce an additional approximately 47.85 ADT and 5.10 P.M. peak hour trips. The future development of the site with single-family detached dwellings or duplexes will not exceed the 250 ADT threshold or the 25 peak hour trips threshold to warrant a Traffic Impact Study (TIS).

The applicants submit that this requested zone change will have a negligible effect on the capacity of the existing local street system as demonstrated by the fact that the proposed change of zoning and future development of detached single-family dwellings will produce traffic that is below the thresholds, for both ADT and peak hour trips, to require a TIS.

FINDING:

Based upon the information contained herein, the City of Medford finds that there are adequate public facilities to supply potable water to the property, as water is already available to the property; sanitary sewer service is available to the site and capacity at the Regional Reclamation Facility is adequate to accommodate the area; that based on the expected trip generation there is sufficient capacity on the existing local street system to accommodate the proposed use; and that the storm drainage facilities are adequate and will be in compliance with the Medford Master Storm Drain Plan.

CONCLUSION:

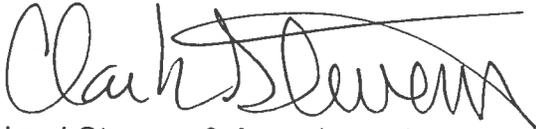
The City of Medford can conclude that there are adequate Category "A" public facilities available and sufficient capacity exists to extend these facilities to serve the proposed zoning and uses of the site as SFR-10.

SUMMARY AND CONCLUSIONS:

In order for an amendment to the Medford Zoning Map to be approved, the Planning Commission must find that the applicant has made the requisite findings for a change of zoning. A review of the application, the above Findings of Fact with the supporting documentation attached, demonstrates that this application complies with the applicable development standards of the Land Development Code, is consistent with GLUP map and is consistent with the Medford TSP and Oregon Transportation Planning Rule.

With this in mind, the applicant respectfully requests that the City of Medford designate the subject property, T.37S-R.2W-SEC.26DD, Tax Lot 400 as SFR-10 on the Official Zoning Map for the City of Medford, Oregon.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Clark Stevens". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Richard Stevens & Associates, Inc.

FOR ASSESSMENT AND TAXATION ONLY

S.E. 1/4 S.E. 1/4 SEC. 26 T. 37S. R. 2W. W.M.
JACKSON COUNTY
1" = 100'

372W26DD
MEDFORD

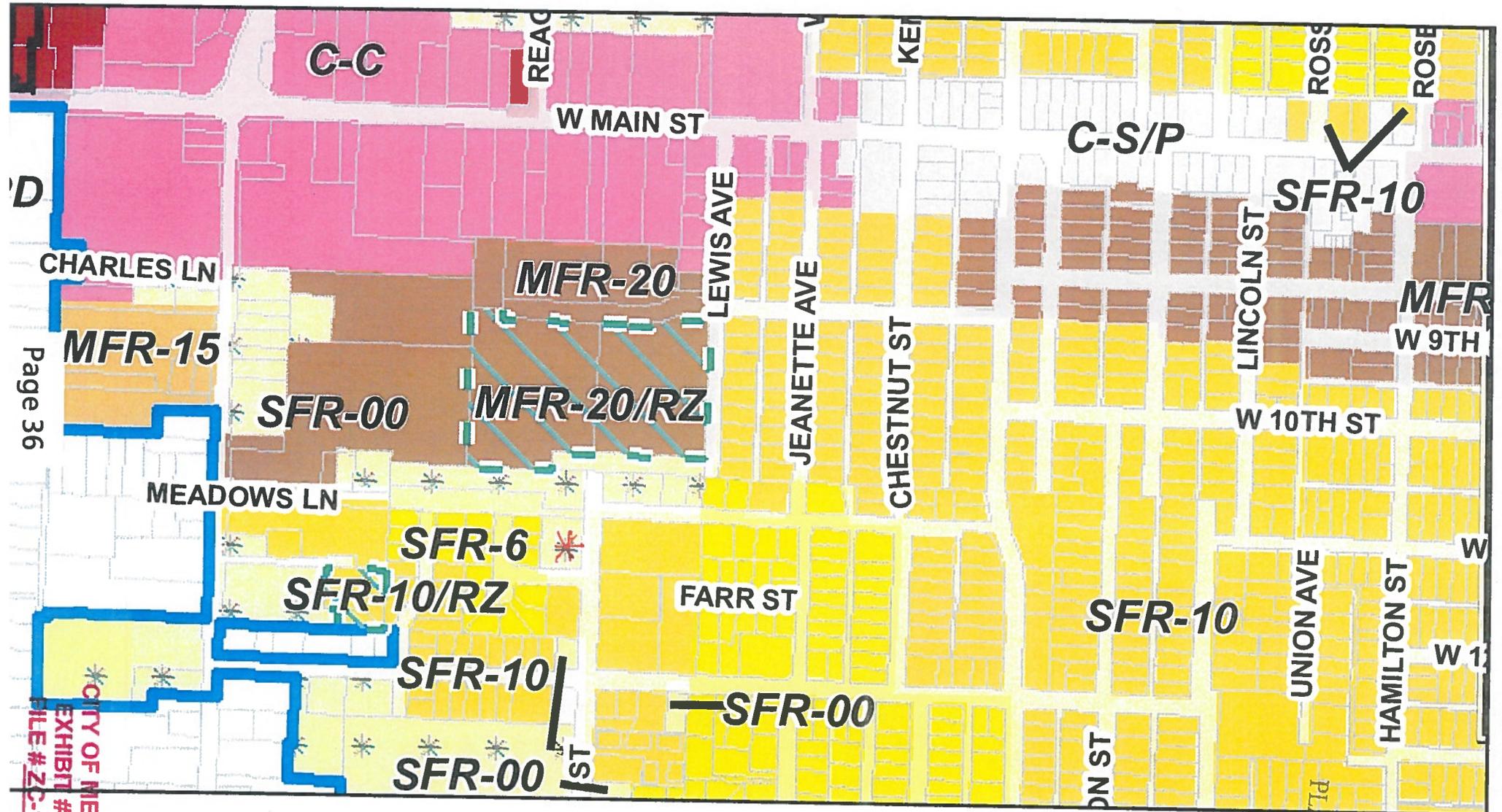


CANCELLED TAX LOT NUMBERS
1718
1704 & 1701 TO STREET
680 ADDED TO 160

RECEIVED
AUG 10 2018
PLANNING DEPT.

372W26DD
MEDFORD

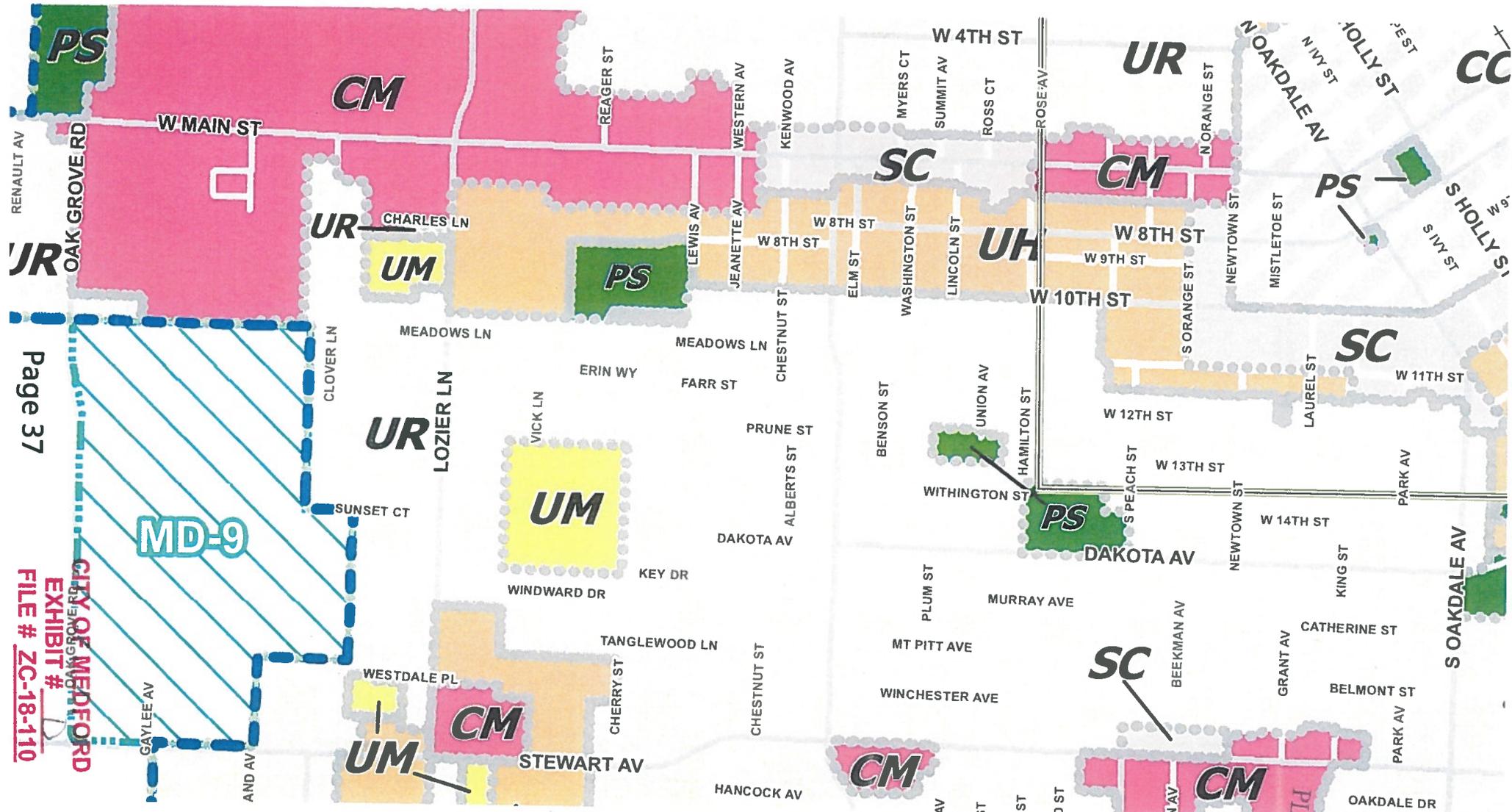
NEW MAP February 8, 2011
REV December 12, 2017



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CITY OF MEDFORD
EXHIBIT # C
FILE # ZC-18-110

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Medford – A fantastic place to live, work and play

CITY OF MEDFORD

LD Date: 9/12/2018
File Number: ZC-18-110

**PUBLIC WORKS DEPARTMENT STAFF REPORT
616 Cherry Street
(TL 400)**

- Project:** Consideration of a request for a zone change of a 0.54-acre parcel.
- Location:** Located at 616 Cherry Street from SFR-00 (Single-Family Residential, one dwelling unit per gross acre) to SFR-10 (Single-Family Residential, ten dwelling units per gross acre) (372W26DD400).
- Applicant:** Applicant, Esteban Gonzalez Duran; Agent, Richard Steven & Associates, Inc.; Planner, Dustin Severs.

The Medford Land Development Code (MLDC), Section 10.227 (2) requires a zone change application demonstrate Category 'A' urban services and facilities are available or can and will be provided to adequately serve the subject property. The Public Works Department reviews zone change applications to assure the services and facilities under its jurisdiction meet those requirements. The services and facilities that Public Works Department manages are sanitary sewers within the City's service boundary, storm drains, and the transportation system.

I. Sanitary Sewer Facilities

This site lies within the Rogue Valley Sewer Service (RVSS) area. The Applicant shall contact RVSS to see if sanitary sewer services and facilities are available and have capacity to serve this property under the proposed zoning.

II. Storm Drainage Facilities

This site lies within the Little Elk Creek Drainage Basin. The City of Medford has existing storm drain facilities in the area.

III. Transportation System

No traffic impact analysis (TIA) will be required for this zone change. The proposed application doesn't meet the requirements for a TIA, per Medford Municipal Code (MMC), Section 10.461 (3).

Prepared by: Jodi K Cope
Review by: Doug Burroughs

The above report is based on the information provided with the Zone Change Application submittal and is subject to change based on actual conditions, revised plans and documents or other conditions. A full report with additional details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection shall be provided with a Development Permit Application.



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

FROM: Rodney Grehn P.E., Water Commission Staff Engineer

SUBJECT: ZC-18-110

PARCEL ID: 372W26DD TL 400

PROJECT: Consideration of a request for a zone change of a 0.54-acre parcel located at 616 Cherry Street from SFR-00 (Single-Family Residential, one dwelling unit per gross acre) to SFR-10 (Single-Family Residential, ten dwelling units per gross acre) (372W26DD400); Applicant, Esteban Gonzalez Duran; Agent, Richard Steven & Associates, Inc.; Planner, Dustin Severs.

DATE: September 12, 2018

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

COMMENTS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. The MWC system does have adequate capacity to serve this property.
4. Static water pressure at this site is approximately 75 psi.
5. MWC metered water service does exist to this property. There is a ¾-inch water meter along Cherry Street that serves the existing home located at 616 Cherry Street. There are also two (2) "vacant" ¾-inch water meter boxes located along the west side of Cherry Street near the intersection of Erin Way.
6. Access to MWC water lines is available. There is an existing 8-inch water line in Cherry Street and in Erin Way.



0 25 50 100 Feet
 Scale: 1"=100'

Water Facility Map
 for
ZC-18-110
 September 12, 2018

Legend

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

Water Meters:

- Active Meter
- On Well
- Unknown
- Vacant

Water Valves:

- ⊙ Butterfly Valve
- ⊙ Gate Valve
- ⊙ Tapping Valve

Water Mains:

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

Boundaries:

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

MWC Facilities:

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



This map is based on a digital orthorectified aerial photograph. The Commission does not warrant the accuracy of the information shown on this map. The Commission is not responsible for any errors or omissions, or for any consequences arising from the use of the information shown on this map.

Page 40



Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

Review Date: 9/4/2018
Meeting Date: 9/12/2018

LD #: ZC18110

Planner: Dustin Severs

Applicant: Esteban Gonzalez Duran

Project Location: 616 Cherry Street

Project Description: Consideration of a request for a zone change of a 0.54-acre parcel from SFR-00 (Single-Family Residential, one dwelling unit per gross acre) to SFR-10 (Single-Family Residential, ten dwelling units per gross acre)

Specific Development Requirements for Access & Water Supply

Reference	Description	Conditions
Approved	Approved as submitted with no additional conditions or requirements.	

Construction General Information/Requirements

Development shall comply with access and water supply requirements in accordance with the Oregon Fire Code in affect at the time of development submittal. Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (fire hydrants) is required to be installed prior to construction when combustible material arrives at the site.

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

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

Design and installation shall meet the Oregon requirements of the International Fire, Building, Mechanical Codes and applicable NFPA Standards.

Medford Fire-Rescue, 200 S Ivy St. Rm 180, Medford OR 97501 541-774-2300

www.medfordfirerescue.org

CITY OF MEDFORD
EXHIBIT # 6
FILE # ZC-18-110



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

August 31, 2018

City of Medford Planning Department
200 S. Ivy Street
Medford, Oregon 97501

Re: ZC-18-110, Esteban Gonzalez (372W26D – 400)

ATTN: Dustin,

The subject property is within the RVSS service area. There are 8 inch sewer mains running along Erin Way to the south and Cherry Street to the west with a 4 inch service extended to the subject property from Cherry Street. Currently, there is adequate system capacity for the proposed zone change. Future development must be reviewed for compliance with RVSS standards.

Please feel free contact me with any questions.

Sincerely,

Nicholas R. Bakke

Nicholas R. Bakke, P.E.
District Engineer



Project Name:

**Esteban Gonzalez Duran
 Zone Change**

Map/Taxlot:

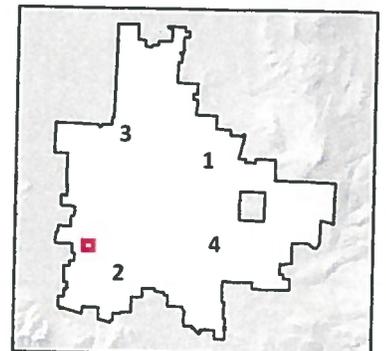
372W26DD TL 400



08/14/2018

Legend

-  Subject Area
-  Zoning Districts
-  Tax Lots





STAFF REPORT

for a Type-C quasi-judicial decision: **Land Division – Partition and Exception**

Project Elysium Acre
Applicant & Agent: CA Galpin, LLC.

File no. LDP-18-088 & E-18-127

To Planning Commission *for 10/11/2018 hearing*

From Steffen Roennfeldt, Planner III

Reviewer Kelly Evans, Assistant Planning Director

Date October 3, 2018

BACKGROUND

Proposal

Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.28 acre parcel located approximately 550 feet southeast of the intersection of Canyon Avenue and Roberts Road within the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district (371W17DD 700) including Exception requests to the minimum lot density and the maximum lot size.

Vicinity Map



Subject Site Characteristics

Zoning	SFR-4	Single-Family Residential
GLUP	UR	Urban Residential
Overlays	AC	Airport Area of Concern
Use	Vacant	

Surrounding Site Characteristics

<i>North</i>	Zone:	SFR-4
	Use:	Vacant & Low Density Residential
<i>South</i>	Zone:	SFR-4
	Use:	Low Density Residential
<i>East</i>	Zone:	SFR-4
	Use:	Vacant & Low Density Residential
<i>West</i>	Zone:	SFR-4
	Use:	Low Density Residential

Related Projects

PUD-07-040	Wilkshire Terrace PUD (Withdrawn)
LDS-07-041	Wilkshire Terrace PUD – Land Division (Withdrawn)
LDS-07-159	Wilkshire Terrace Subdivision (Expired)
E-07-160	Exception for Lot 1 of Wilkshire Terrace Subdivision for depth & size (Withdrawn)
PLA-14-034	Property Line Adjustment
PLA-14-035	Property Line Adjustment
PLA-14-066	Property Line Adjustment
PLA-14-125	Property Line Adjustment
PLA-14-130	Property Line Adjustment
LDS-16-100	Wilkshire Terrace Subdivision
LDP-17-094	Wilkshire Terrace Partition

Applicable Criteria

Medford Municipal Code §10.270 – Land Division Criteria

The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

- (1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;
- (2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;
- (3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;
- (4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;
- (5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;
- (6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

MLDC 10.186(B): CRITERIA FOR AN EXCEPTION

No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the plan authorization unless it finds that all of the following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:

- (1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met.
- (2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.

(3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.

(4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.

Corporate Names

Patrick Huycke is the Authorized Representative for C.A. Galpin and Associates according to the Oregon Secretary of State Business Registry. C.A. Galpin is listed as the Registrant.

ISSUES AND ANALYSIS

Background/Project Summary

The site was part of a Planned Unit Development and 18-lot subdivision in 2007. The Wilkshire Terrace Subdivision application (LDS-07-159) never made it past the tentative plat approval stage and ultimately expired in 2009.

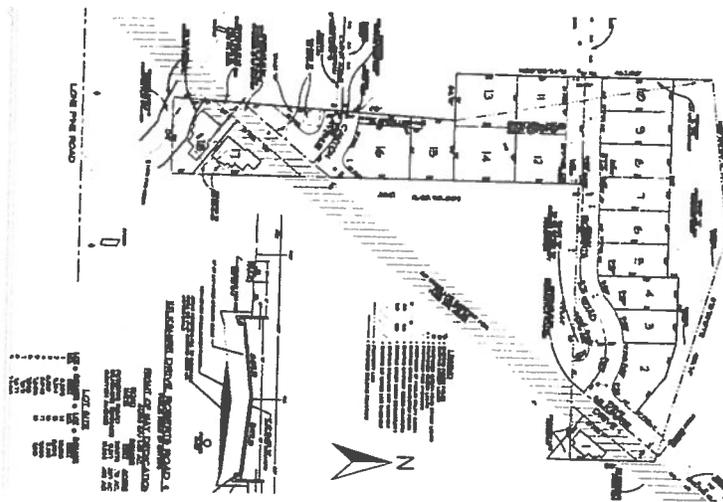


Figure 1: Expired Tentative Plat for LDS-07-159

Wilkshire Terrace Subdivision made a comeback in 2016 (LDS-16-100) with a slightly modified plat in regards to subdivision boundaries and lot sizes. The subject parcel was not included in the tentative plat, however, access for both parcels is proposed to come from Canyon Avenue, a public street that was approved as part of LDS-16-100.

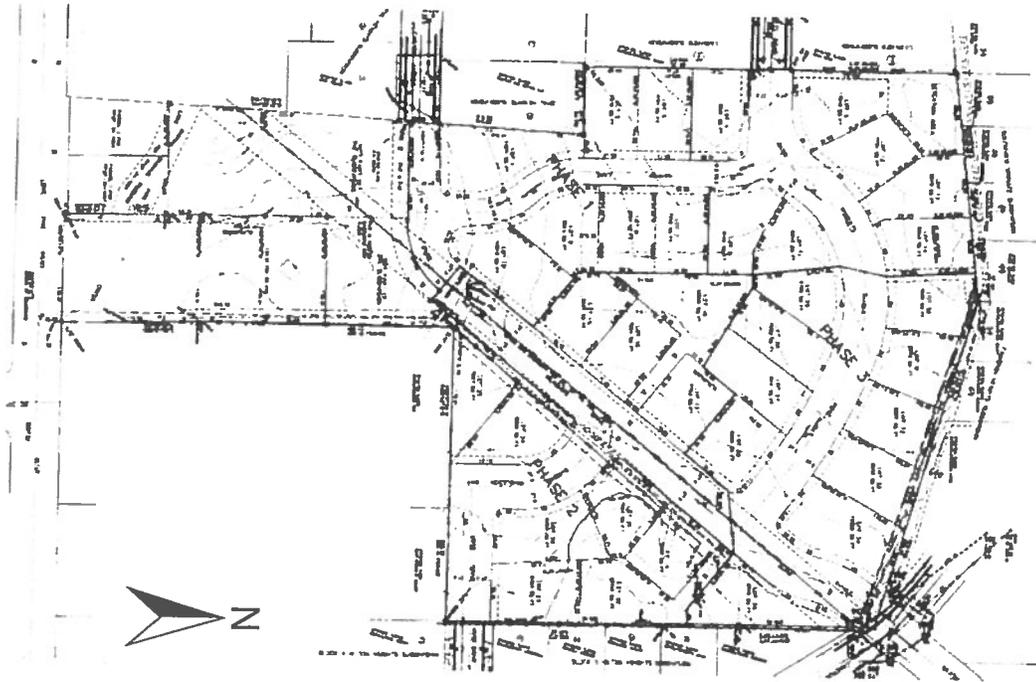


Figure 2: Approved Tentative Plat for Wilshire Terrace Subdivision

The subject property is 1.28 acres in size and is heavily impacted by a 50-foot water line easement as well as Lone Pine Creek and floodplain at southerly portion of proposed Parcel 2.

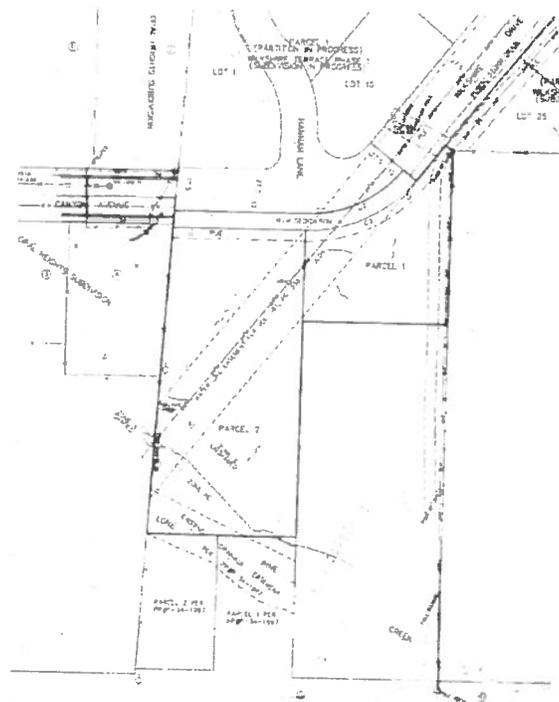


Figure 3: Proposed Tentative Plat

Density

The standard density for the SFR-4 zone is between two and four dwelling units per gross acre. The permitted density range for the subject partition is based on 1.11 effective acres and lies between three and four dwelling units (Exhibit T). Proposed are two parcels (and two dwelling units). Therefore, an Exception request to the minimum density requirement is attached to this Land Division application. The Exception request is based on the density calculation included in Exhibit U which in addition to the Lone Pine Creek easement also excluded acreage under the water line easement.

Site Development Standards

As can be seen in the table below, all applicable detached single-family dwelling standards per Medford Land Development Code (MLDC) 10.710 are met. The only standard not met is the lot size requirement in regards to Parcel 2. The maximum allowable lot size for single family lots in SFR-4 is 18,750. Parcel 2 is proposed to be 36,974 square feet in size, which is 18,224 square feet over the maximum allowable size. An Exception request to the lot size standard is part of this application.

Detached Single-Family Dwellings Development Standards for SFR-4			
Development Standards	Required	Parcel 1	Parcel 2
Lot Area Range (Square Feet)	6,500 to 18,750	15,128	36,974
Maximum Coverage Factor	45% of lot area. Can exceed 45% when the building footprint is not more than 2,000 square feet	To be determined	To be determined
Minimum Interior Lot Width	60 feet	135.41 feet	138.68
Minimum Lot Depth	90 feet	Approx. 113 feet	106.4 feet
Minimum Lot Frontage	30 feet	Approx. 159 feet	122.36 feet

Access & Public Improvements

Street Dedication

Both lots will have their future access from Canyon Avenue, a Minor Residential Street. Canyon Avenue has not yet been constructed but was approved as part of Wilkshire Terrace Subdivision (LDS-16-100) Phase 1. The Public Works Report (Exhibit G) states that the proposed plan shows significant portions of Canyon Avenue on the adjacent development to the north (Wilkshire Terrace Phase 1). If Wilkshire Terrace Phase 1 is developed first, then all of the right-of-way shall be dedicated at that time including the portions on this developments parcel. Alternatively, if this partition is developed first, then

Exception Discussion & Analysis

Minimum Density & Maximum Lot Size

MLDC Section 10.708 discusses residential density including Subsection (A)(3)(b) which states:

(b) Natural Unbuildable Areas. Those natural areas unsuitable for building [e.g., wetlands, slopes over 30 percent, and creeks (from top-of-bank to top-of-bank)]. Does not include man-made non-buildable areas such as setbacks.

This Subsection specifically excludes man-made non-buildable areas which means that the 50-foot water main easement traversing the two parcels cannot be excluded from the density calculation as an unbuildable area. Since the easement precludes the applicant from building over it but the Code does not allow for it to be subtracted from the density requirement, an Exception request was required.

If the water main easement and an the drainage easement for Lone Pine Creek in the southwest corner of Parcel 2 are both added to the density calculation as unbuildable area, the unbuildable area would total 0.57 and reduce the effective acres to 0.71 acres, therefore reducing the minimum density by one unit to two dwelling units (Exhibit U).

Parcel 2 Buildable Land				
Lot Size Requirements	Proposed Size	Minus Water Main Easement	Minus Drainage Easement	Buildable Land of Parcel 2
0.15 ac to 0.43 ac. or 6,500 to 18,750 sq. ft.	0.85 ac. or 36,897 sq. ft.	0.40 ac. or 17,400 sq. ft.	0.05 ac. or 2,250 sq. ft.	0.40 or 17,324 sq. ft.

Staff agrees with the applicant's findings that the area under the water line easement may not have permanent structures built upon it and therefore should not be included in the density calculation. In addition, the applicant stated that the subject area floods beyond the shown FEMA floodplain (Exhibit P) and addressed in the Floodplain Manager Memorandum (Exhibit N).

Exception Criteria

(1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met.

It can be found that the exception request is in harmony with the general purpose and intent of the regulations imposed by the code. Building in certain areas of the subject

parcels would be detrimental to the health and safety due to possible flooding. The applicant stated in his findings that they *have owned the property surrounding the subject area since 1990 and have knowledge of flooding far beyond the shown FEMA floodplain. I have witnessed the flooding potential on this parcel three times, observing water rises of over 10 feet. Due to the flood risk, anything beyond an open-air structure would be ill advised to be built.*

(2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.

Not applicable.

(3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.

As pointed out by the applicant, there are several unique and unusual circumstances on the subject land. First, it is a rather unusual situation that a 50-foot water line easement traverses buildable land and pretty much splits the parcel in two triangular pieces. Second, the southerly 'triangle' of proposed Parcel 2 is also impacted by an existing drainage easement for Lone Pine Creek and lies within the AE Special Flood Hazard Area which further decreases the potential buildable area.

The strict application of the minimum density and lot size requirement would result in a third parcel and could create an unusual hardship for the owner. Such a third lot would be heavily impacted by Special Flood Hazard Area requirements and easements.

These findings are also supported by the Oregon Department of Fish and Wildlife. The department commented by email and recommended that all construction of the lots be adequately set back from Lone Pine Creek to both protect infrastructure and ensure adequate protection of riparian habitat (Exhibit L).

(4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.

Allowing the exception would not result in greater profit for the applicant nor is it the result of an illegal act.

FINDINGS AND CONCLUSIONS

Staff has reviewed the applicant's findings and conclusions (Exhibit D & E) and recommends the Commission adopt the findings as presented and augmented in the Staff Report.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare the final order for approval of LDP-18-088 & E-18-127 per the staff report dated October 3, 2018, including Exhibits A through U.

EXHIBITS

- A Conditions of Approval, dated October 3, 2018
- B Tentative Plat, received June 29, 2018
- C Conceptual Grading & Drainage Plan, received June 29, 2018
- D Applicant's Findings of Fact, received June 29, 2018
- E Exception Findings, received October 3, 2018
- F Conceptual Grading & Drainage Plan additional information, received July 25, 2018
- G Public Works Staff Report, dated August 15, 2018
- H Medford Water Commission Memo, dated August 15, 2018
- I Medford Fire Department Memo, dated August 15, 2018
- J Building Department Memo, dated August 15, 2018
- K Jackson County Roads Memo, dated August 3, 2018
- L Email from ODFW, received August 3, 2018
- M E-Mail from Rogue Valley International Airport, received August 8, 2018
- N Floodplain Manager Memo, received October 1, 2018
- O Tentative Plat Excerpt, received June 29, 2018
- P Floodplain Map, received September 10, 2018
- Q Buildable Areas, received September 10, 2018
- R Assessor Map, received September 10, 2018
- S Legal Description, received June 29, 2018
- T Density Calculation without Exception for unbuildable area, created August 8, 2018
- U Density Calculation including Exception request, created July 13, 2018
Vicinity map

PLANNING COMMISSION AGENDA:

OCTOBER 11, 2018

EXHIBIT A

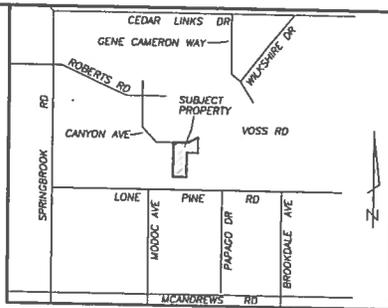
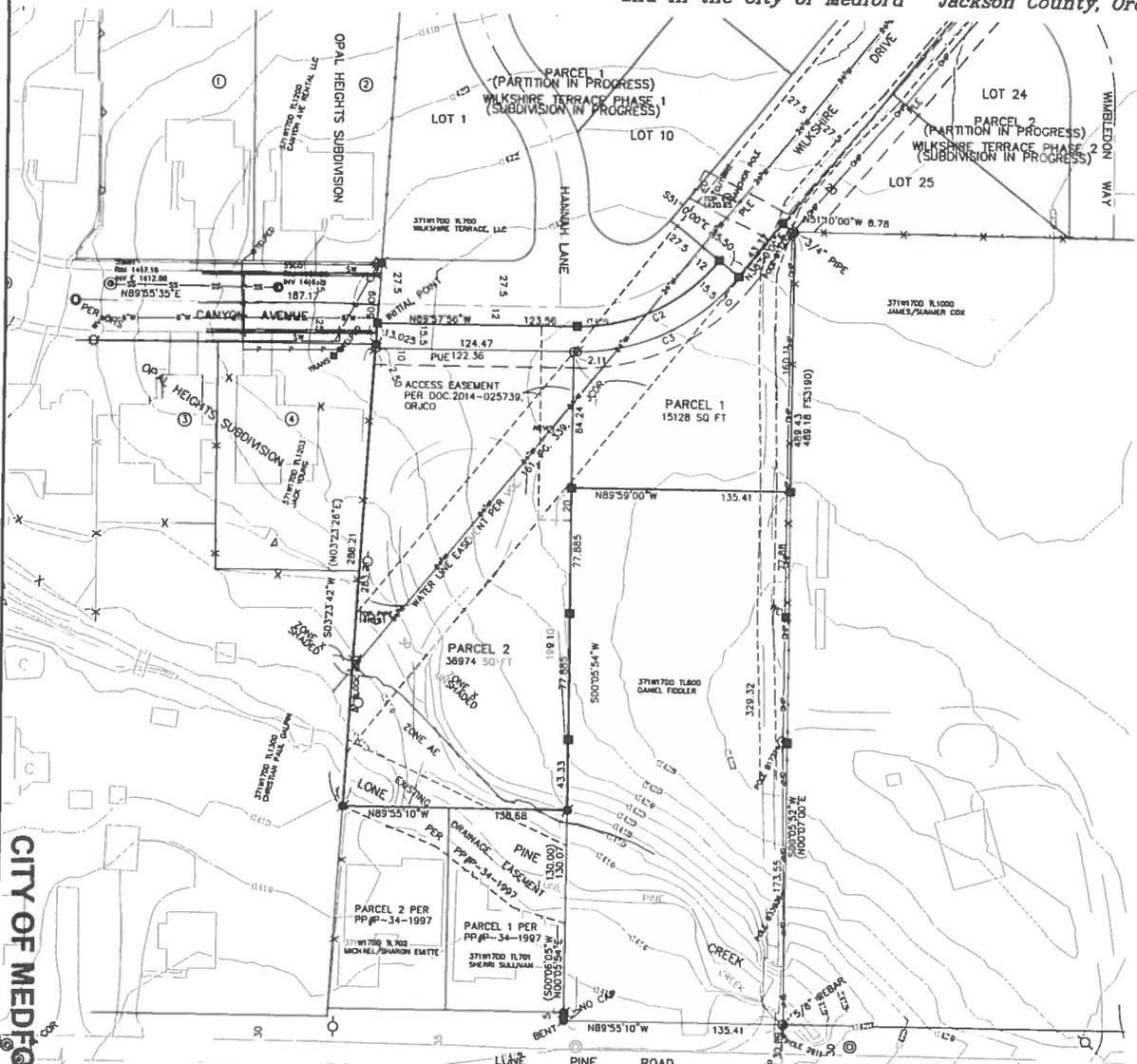
Elysium Acre
LDP-18-088 & E-18-127
Conditions of Approval
October 3, 2018

CODE REQUIRED CONDITIONS

The development shall:

1. Comply with all conditions stipulated by Medford Public Works Department (Exhibit G)
2. Comply with all conditions stipulated by the Medford Water Commission Memo (Exhibit H)
3. Comply with all conditions stipulated by the Medford Fire Department Report (Exhibit I)
4. Comply with all conditions stipulated by Certified Floodplain Manager (Exhibits N)

TENTATIVE PARTITION PLAT
 Located in the SE 1/4 of Sec. 17, T.97S, R.1W, W.M.
 and in the City of Medford Jackson County, Oregon



RECEIVED
JUN 29 2018
 PLANNING DEPT.

NOTES:
 SEWER MAINS IN CANYON AVENUE.
 SCHOOL DISTRICT: MEDFORD 549C
 IRRIGATION DISTRICT: M.I.D. (CURRENTLY BEING ASSESSED)
 GROSS ACREAGE: 1.196 ACRES
 PROPERTY IS CURRENTLY VACANT.
 CONTOUR INTERVAL: 2'.
 ELEVATION DATUM NGVD29 (UNADJUSTED) BASED ON CITY OF MEDFORD BMA-452.
 SUBJECT PROPERTY LIES IN ZONES "AE", "X(SHADED)" & "X(UNSHADED)" PER
 FIRM #41029C1977E DATED MAY 3, 2011.

Page 55

File # LDP-18-088

CITY OF MEDFORD

EXHIBIT # B

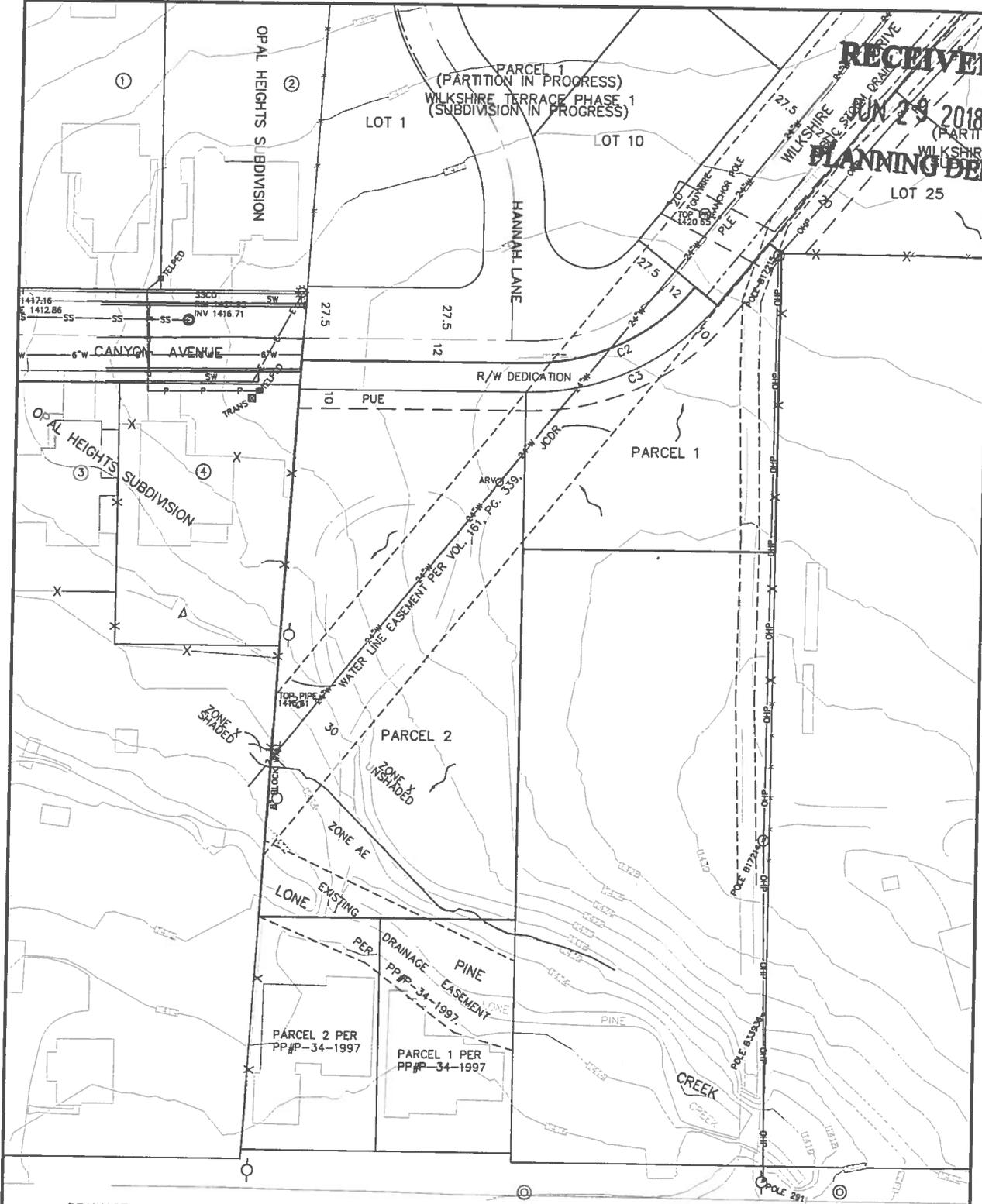
E-18-157

REGISTERED PROFESSIONAL LAND SURVEYOR <i>James E. Hills</i> OREGON JULY 17, 1966 JAMES E. HILLS 2234 RENEWAL DATE: 6-30-19	FILE: TENTATIVE PARTITION PLAT ASSESSOR'S MAP #: 371W170D TL700	DATE: 11 JULY 2017 SCALE: 1 inch = 30 feet
	OWNER & APPLICANT: C.A. GALPIN 744 CARDLEY, SUITE 100 MEDFORD, OR 97504	DRAWN BY: JEH CHK BY: DRINK:

RECEIVED

JUN 29 2018

PLANNING DEPT.



DRAINAGE NOTES:
 UPON DEVELOPMENT, EXCESS SPOILAGE WILL BE REMOVED BY THE CONTRACTOR FROM THE PROJECT IF, IN FACT, IT WILL CREATE AREAS OF DRAINAGE ONTO EXISTING PROPERTIES.
 ROOF DRAINS WILL BE DIRECTED INTO STORM DRAIN LINES BEING DESIGNED FOR WILKSHIRE TERRACE, PHASE 1.
 A COMPLETE GRADING AND DRAINAGE PLAN WILL BE PREPARED BY A LICENSED CIVIL ENGINEER FOR REVIEW BY CITY PUBLIC WORKS UPON APPROVAL OF THE TENTATIVE PLAT IF REQUIRED.
 STORM DRAIN EASEMENTS WILL BE PROVIDED IF NEEDED ON THE FINAL PLAT.



© L.J. FRIAR & ASSOCIATES, P.C. 2018

REGISTERED PROFESSIONAL LAND SURVEYOR
James E. Hibbs
 OREGON
 JULY 17, 1986
 JAMES E. HIBBS
 2234
 RENEWAL DATE: 6-30-18

TITLE: CONCEPTUAL GRADING & DRAINAGE PLAN
 ASSESSOR'S MAP #: 371W17DD TL700
 FOR: C.A. GALPIN
 744 CARDLEY, SUITE 100
 MEDFORD, OR 97504
 L.J. FRIAR & ASSOCIATES P.C.
 CONSULTING LAND SURVEYORS
 1947 Phoenix, OR 97535
 (541) 772-2782
 lfriar@charter.net

DATE: 12 JUNE 2018
 SCALE: AS SHOWN
 DRAWN BY: JEH
 CHK BY: [Signature]
 ORIGIN: [Signature]
 STATION: 0
 CORN: 1619E
 EXHIBIT # 8-088
 File # LDP-8-088
 E-16-127

SUPPLEMENTAL FINDINGS

RECEIVED

JUN 29 2018

PLANNING DEPT.

BEFORE THE PLANNING COMMISSION FOR THE CITY OF MEDFORD, OREGON:

IN THE MATTER OF AN APPLICATION FOR
LAND DIVISION OF PROPERTY IDENTIFIED AS
371W17DD TL 700
C.A. GALPIN, APPLICANT
JACK GALPIN, AGENT

} FINDINGS OF FACT
} AND
} CONCLUSIONS
} OF LAW

I. BACKGROUND INFORMATION

Applicant: C.A. Galpin
744 Cardley Ave,
Medford, OR 97504

Agent: Jack Galpin
744 Cardley Ave, Suite 100
Medford OR 97504

Property:
371W17DD TL 700
CA Galpin
Lone Pine Road
Medford, OR 97504
1.28 Acres
Single Family Residential (4) units per acre (SFR-4) City of Medford Zoning Urban Residential
(UR) General Land Use Plan Map Designation

Summary:

This application is submitted to comply with the Land Development Code Section 10.270, Land Division
Criteria.

FINDINGS OF FACT

The subject property is 1.28 acres within the SFR-4 zoning district.

The property is not in a steep slope area is is not subject to the requirements of the Medford Hillside Ordinance. The property does contain a small wetland or water feature. The street layout proposed is designed to be consistent with the area's circulation plan and provides circulation opportunities for the existing and proposed development in the vicinity.

I. Relevant Approval Criteria

Land Development Code § 10.270, Land Division Criteria:

The approving authority (Planning Commission) shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

- (1) Is consistent with the Comprehensive Plan, and other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;*
- (2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;*
- (3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words, "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;*
- (4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;*
- (5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;*
- (6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.*

Land Development Code § 10.270(1):

- (1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards sets forth in Article IV and V; except for density requirements;*

Findings of Fact: Of the 1.28 acre parcel, there is a 50'-wide easement for a main water transmission line and valve. This goes diagonally through the property, starting at the Southwest corner and continuing to the Northeast corner. This removes a strip of land equal to 17,400 square feet. At the Southern border of the property there is Lone Pine Creek, with a 50'-wide easement that removes another 7,500 square feet. Take these two portions out of the total square footage and you are left with 30,856.80 square feet, or .70 acres. This proposal is for two home sites and two lots as there is not enough buildable area for any more.

The Tentative plat submitted with this application has been designed to be consistent with the Comprehensive Plan, the General Land Use Plan Map (GLUP), Transportation System Plan (TSP), and all applicable design standards for the proposed public improvements as well as the lot design standards of the Medford Land Development Code (MLDC), with the approval of the Exception of Sidewalk.

The lots established with this plat conform to the standards of the MLDC for length, width, square footage, lot frontage, and access.

Minimum Access Easement is proposed to service both lots. Consistent with 10.450(1)(c) An access way is provided consistent with the standards for the access ways in Section 10.454 through Section 10.466

The Minimum Access Drive will serve two lots and have a minimum width of twenty (20) feet, The minimum lot frontage with be twenty (20) feet. The required front yard setback shall be measured from the lot frontage property line. The minimum driveway throat width shall be determined as per Section 10.550 of the Municipal Code.

Conclusions of law: The Planning Commission can conclude the proposed tentative plat is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in MLDC Article IV and V.

Land Development Code § 10.270(2):

- (2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;*

Findings of Fact: The Tentative Plat submitted with this application proposed development on the entire parcel. Properties to the South, and West are built in SFR type uses consistent with what is proposed. The land to the North has SFR zoning but it not yet developed.

Conclusion of Law: The Planning Commission can conclude the proposed Tentative Plat and proposed development, and the approval of this plat will not prevent development or access on adjoining properties.

Land Development Code § 10.270(3):

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words, "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

Findings of Fact:

This is a land division and requires no name.

Conclusions of law: The Planning Commission can conclude the division name proposed with this application is a unique name within Jackson County.

Land Development Code § 10.270(4):

(4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;

Findings of Fact: Minimum Access Easement is proposed to service both lots. Consistent with 10.450(1)(c) an access way is provided consistent with the standards for access ways in Section 10.454 through Section 10.466

The Minimum Access Drive will serve two lots and have a minimum width of twenty (20) feet. The minimum lot frontage will be twenty (20) feet. The required front yard setback shall be measured from the lot frontage property line. The minimum driveway throat width shall be determined

as per Section 10.550 of the Municipal Code. Parking will be prohibited along the Minimum Access Drive.

Conclusions of law: The planning Commission can conclude the proposed plat is consistent with existing and planned streets in the vicinity.

Land Development Code § 10.270(5):

(5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;

Findings of Fact: The tentative plat submitted with this application includes a minimum access drive. There are no private streets or alleys proposed with this plat.

Conclusions of law: The Planning Commission can conclude that the Common Access Roadway is distinguishable from the public streets, and has been designed in compliance with City of Medford Land Development Code.

Land Development Code § 10.270(6):

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

Findings of Fact: The subject property does not border any agricultural lands within the EFU (Exclusive Farm Use) zoning district.

Conclusion of Law: The Planning Commission can conclude that no unmitigated land use conflict will arise from the land division.

II. **Additional Applicable Criteria**

Land Development Code § 10.929, Hillside Ordinance, Purpose: Applicability:

Sections 10.929 to 10.933 establish procedural requirements for development on Slopes in excess of fifteen percent (15%) to decrease soil erosion and protect public safety. Sections 10.929 to 10.933 apply in addition to all other requirements set forth by ordinance. In the case of conflict between Sections 10.929 to 10.933 and other requirements set forth by ordinance, Sections 10.929 to 10.933 shall govern.

Findings of Fact: The site is not within a high slope area and the requirements to comply with the hillside ordinance requirements, including the constraints analysis do not apply to this property and the current development application. The Submission of the Constraints Analysis is not required when the Hillside Ordinance is not applicable.

Conclusions of Law: The planning Commission can conclude the application complies with the requirements of compliance with the submittal requirements contained with the Medford Hillside Ordinance and the requirements of the relevant section are not applicable to this application.

III. Application Summary and Conclusions:

This application for a land division on the subject property demonstrates compliance with all relevant sections contained within the City of Medford Land Development Code. The lot dimensions and design standards are consistent with the requirements of the SFR-4 zoning district.

On behalf of the applicant, I respectfully request the approval of the application or Tentative Plat approval of this Land Division.

Thank you,

Jack Galpin/Agent

Exception Application:

LDP-18-088

Elysium Acre

Medford Land Development Code Section 10.186, Exception

(A)Exception, Purpose

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- (1) Exceptional narrowness or shape of a parcel; or
- (2) Exceptional topographic conditions; or
- (3) Extraordinary and exceptional building restrictions on a piece of property; or
- (4) If strict applications of the public improvement or site development standards in the above-referenced Articles would result in peculiar, exceptional, and undue hardship on the owner.

I believe all of the above criteria apply to the subject property, and therefore an exception should be granted. These restrictions will be addressed in no particular order and the examples given shall address all exceptions in a general manner.

The presence of the City of Medford water main is not recognized by Medford code in regards to buildable space. However, as a land owner and a builder, it is a reality that no permanent structure of any kind is permitted to be placed on the easement-covered land. To credit the land that is under easement as buildable space is not true to the reality of the situation. If the easement land cannot have permanent structures built upon it, then by definition it cannot have a home placed upon it. Therefore, if by definition of the code it cannot be built upon, it should not be considered buildable space.

Secondly, the easement across the property is exceptional by itself, existing at 50' wide and running diagonal through the entire property. Due to the parcel shape that is created by the easement intrusion, which is shown in the original application, no matter how the lots are configured the potential third lot-adjacent to Lone Pine Creek- would not be suitable for building.

Lastly, we have owned property surrounding the subject area since 1990 and have knowledge of flooding far beyond the shown FEMA floodplain. I have witnessed the flooding potential on this parcel three times, observing water rises of over 10'. Due to the flood risk, anything beyond an open-air structure would be ill advised to be built.

In conclusion, I believe the above criteria apply to allow exception for our application due to the result in an unsuitable third lot, as well as the strong possibility of flood damage to any structure built onto the third lot.

Thank you.

CITY OF MEDFORD
EXHIBIT # E
File # LDP - 18 - 088
E - 18 - 127

LDP 18-088

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Conceptual Grading & Drainage Plan attached (3copies)
This will now be developed in conjunction with Phase#1
of Wilkshire Terrace Subdivision and the storm drain and
landscape plan will be in conjunction with the
improvements to Canyon Road.

CALL Jim
541 944 7159

CITY OF MEDFORD
EXHIBIT # F
File # LDP-18-088
E-18-127



Medford – A fantastic place to live, work and play

CITY OF MEDFORD

LD Date: 8/15/2018
File Number: LDP-18-088

**PUBLIC WORKS DEPARTMENT STAFF REPORT
Canyon Avenue 2-Lot Partition (TL 700)
Elysium Acre**

Project: Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.28 acre parcel.

Location: Located approximately 550 feet southeast of the intersection of Canyon Avenue and Roberts Road within the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district (371W17DD 700).

Applicant: Applicant & Agent, CA Galpin; Planner, Steffen Roennfeldt.

The following items shall be completed and accepted prior to the respective events under which they are listed:

- Approval of Final Plat:
Right-of-way, construction and/or assurance of the public improvements in accordance with Medford Land Development Code (MLDC), Section 10.666 & 10.667 (Items A, B & C)
- Issuance of first building permit for residential construction:
Construction of public improvements (Items A through E)
- Issuance of Certificates of Occupancy for individual units:
Sidewalks (Items A2)

A. STREETS

1. Dedications

Canyon Avenue is classified as a Minor Residential Street within the MLDC Section 10.430. The developer shall dedicate for public right-of-way, sufficient width of land through this development to comply with the half width of right-of-way plus 13-feet north of centerline, which is 40.5-feet.

The proposed plan shows significant portions of Canyon Avenue on the adjacent development to the north (Wilkshire Terrace Ph. 1). If Wilkshire Terrace Ph. 1 is developed first, then all of the right-of-way shall be dedicated at that time including the portions on this developments parcel. Alternatively, if this partition is developed first, then all of the right-of-way shall be dedicated at that time including the portions on the adjacent developments parcel (Wilkshire Terrace Ph. 1).

The **Minimum Access Drive** shall be private and constructed in accordance with MLDC Section 10.430A(1) and have a minimum width of 20-feet.

Corner radii shall be provided at the right-of-way lines of all intersecting streets per MLDC 10.445.

Streets, as shown on the Tentative Plat, in which any portion terminates to a boundary line of the Development shall be dedicated to within one foot of the boundary line, and the remaining one foot shall be granted in fee simple, as a non-access reserve strip to the City of Medford. Upon approved dedication of the extension of said streets, the one-foot reserve strip shall automatically be dedicated to the public use as part of said street without any further action by the City of Medford (MLDC 10.439).

Public Utility Easements, 10-feet in width, shall be dedicated along the street frontage of all the Lots within this development (MLDC 10.471).

The right-of-way and easement dedications shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the right-of-way and easement dedication, including an exhibit map; a copy of a current Lot Book Report, Preliminary Title Report, or Title Policy; a mathematical closure report (if applicable), and the Planning Department File Number; for review and City Engineer acceptance signature prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the right-of-way and PUE area.

2. Public Improvements

a. Public Streets

Canyon Avenue shall be improved to Minor Residential Street standards in accordance with MLDC Section 10.430 The Developer shall improve the south half plus 12-feet north of the centerline along the frontage of this development.

Minimum Access Drives (Private) shall be built consistent with MLDC 10.430A(1) and improved to a minimum width of 20 feet with AC pavement. The minimum TI for the structural section shall be 3.5, the minimum AC section shall be 3" thick, and the base aggregate shall extend one foot beyond the edge of pavement. The minimum access drives shall be designed by a civil engineer licensed in the State of Oregon and plans submitted to the Public Works-Engineering Division for approval. A drainage system shall be incorporated into the paved access design to capture stormwater and direct it to the storm drain system.

b. Street Lights and Signing

The developer shall provide and install in compliance with Section 10.495 of the Medford Municipal Code (MMC). Based on the preliminary plan submitted, the following number of street lights and signage will be required:

Street Lighting – Developer Provided & Installed:

A. 1 – Type R-100

Traffic Signs and Devices – City Installed, paid by the Developer:

A. 1 – Street Name Sign

Numbers are subject to change if changes are made to the plans. All street lights shall be installed per City standards and be shown on the public improvement plans. Public Works will provide preliminary street light locations upon request. All street lights shall be operating and turned on at the time of the final “walk through” inspection by the Public Works Department.

The Developer shall pay for City installed signage required by the development. City installed signs include, but are not limited to, street name signs, stop signs, speed signs, school signs, dead end signs, and dead end barricades. Sign design and placement shall be per the Manual on Uniform Traffic Control Devices (MUTCD). All signs shall be shown on the public improvement plans and labeled as City installed.

The Developer shall be responsible for the preservation and re-installation of all signs removed during demolition and site preparation work. The Developer’s contractor shall coordinate with the City of Medford Public Works, Maintenance and Operations Division to remove any existing signs and place new signs provided the Developer.

c. Pavement Moratoriums

There is no pavement cutting moratorium currently in effect along this frontage.

The developer shall be responsible for notifying by certified letter all utility companies, as well as all current property owners of parcels which are adjacent to any Public Street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City’s street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer at least 6 months before a street is resurfaced or rebuilt per Medford Municipal Code (MMC), Section 3.070. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

d. Soils Report

The Developer’s engineer shall obtain a soils report to determine if there is shrink-swell potential in the underlying soils in this development. If they are present, they shall be accounted for in the roadway and sidewalk design within this Development. The soils report shall be completed by a

licensed Geotechnical Engineer in the state of Oregon.

e. Access to Public Street System

Driveway access and street circulation to and through the proposed development shall comply with MLDC 10.550 and 10.426.

Discretionary: Recommend that the minimum access easement be dedicated and constructed to allow access to Tax Lot 800 for future potential development.

3. Section 10.668 Analysis

To support a condition of development that an applicant dedicate land for public use or provide a public improvement, the Medford Code requires a nexus and rough proportionality analysis which is essentially a codification of the constitutional provisions in Nollan and Dolan cases.

10.668 Limitation of Exactions

Notwithstanding any other provisions of this Chapter 10, an applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless:

(1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose and that there is a rough proportionality between the burden of the exaction on the developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or

(2) a mechanism exists and funds are available to fairly compensate the applicant for the excess burden of the exaction to the extent that it would be a taking.

Nexus to a legitimate government purpose

The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. Further, these rights-of-way are used to provide essential services such as sanitary sewer, domestic water and storm drains to serve the developed parcels. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

Rough proportionality between the dedications and improvements, and the impacts of development.

No mathematical formula is required to support the rough proportionality analysis. Furthermore, benefits to the development resulting from the dedication and improvements when determining “rough proportionality” have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation

network.

As set forth below, the dedications and improvements recommended herein can be found to be roughly proportional to the impacts reasonably anticipated to be imposed by this development.

Canyon Avenue:

Local street right-of-way dedication and construction requirements identified by the Public Works Department and required by the City are the minimum required to protect the public interest and are necessary for additional or densification of development in the City without detracting from the common good enjoyed by existing properties. Developments are required to provide all internal local streets and half-street improvements to abutting streets, including associated right-of-way dedications, to ensure that new development and density intensification provides the current level of urban services and adequate street circulation is maintained.

The benefits of the public right-of-way improvements include: providing access and transportation connections at urban level of service standards, on street parking, improved connectivity reducing all modes of trips generated, decreased emergency response times, benefits from using right-of-way to provide public utility services, the additional traffic that is being generated by this proposed land division and the necessity to provide connections for all modes of trips generated.

Dedication of the PUE will benefit development by providing public utility services, which are out of the roadway and more readily available to each Lot being served. The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. The area required to be dedicated for this development is necessary and roughly proportional to that required in similar developments to provide a transportation system that meets the needs for urban level services.

B. SANITARY SEWERS

The proposed development is situated within the Medford sewer service area. The Developer shall provide one service lateral to each platted lot prior to approval of the Final Plat.

Public sanitary sewer mains shall be extended on their courses to the exterior boundaries of this subdivision, such that future development can extend service without having to excavate back into the improvements provided by this subdivision.

C. STORM DRAINAGE

1. Hydrology

The Design Engineer shall provide an investigative report of the off-site drainage on the subdivision perimeter, a distance not less than 100 feet in all directions. All off-site drainage affecting the subdivision shall be addressed on the subdivision drainage plan. A hydrology map depicting the amount of area the subdivision will be draining shall be submitted with hydrology and hydraulic calculations. The opening of each curb inlet shall be sized in accordance with

ODOT design standards. These calculations and maps shall be submitted with the public improvement plans for approval by the Engineering Division.

2. Stormwater Detention and Water Quality Treatment

This development shall provide stormwater detention in accordance with MLDC, Section 10.486, and water quality treatment in accordance with the Rogue Valley Stormwater Quality Manual per MLDC, Section 10.481.

Upon completion of the project, the developer's design engineer shall provide written certification to the Engineering Division that the construction of the controlled storm water release drainage system was constructed per plan. This letter shall be received by the City of Medford Public Works Engineering Department prior to certificate of occupancy of the new building.

The City is responsible for operational maintenance of the public detention facility. Irrigation and maintenance of landscape components shall be the responsibility of the developer or a Home Owners Association (HOA). The developers engineer shall provide an operations and maintenance manual for the facility that addresses responsibility for landscape maintenance prior to subdivision acceptance. Regarding water quality maintenance, the Rogue Valley Stormwater Quality Design Manual states: "Vegetation shall be irrigated and mulched as needed to maintain healthy plants with a density that prevents soil erosion."

3. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed subdivision will be submitted with the public improvement plans for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

4. Mains and Laterals

The Developer shall show all existing and proposed Storm Drain mains, channels, culverts, outfalls and easements on the Conceptual Grading and Drainage Plan and the final Construction Plans.

In the event the lot drainage should drain to the back of the lot, the developer shall be responsible for constructing a private drain line, including a tee at the low point of each lot to provide a storm drain connection. All roof drains and foundation drains shall be connected directly to a storm drain system.

A storm drain lateral shall be constructed to each tax lot prior to approval of the Final Plat. Easements shall be shown on the Final Plat for storm drain laterals crossing lots other than the one being served by the lateral.

All public storm drain mains shall be located in paved public streets or within easements. All

manholes shall be accessible by paved, all-weather roads. All easements shall be shown on the Final Plat and the public improvement plans.

5. Erosion Control

Subdivisions of one acre and greater require a run-off and erosion control permit from DEQ. The approved permit must be submitted to the Engineering Division prior to public improvement plan approval. The erosion prevention and sediment control plan shall be included as part of the plan set. All disturbed areas shall have vegetation cover prior to final inspection/"walk-through" for this subdivision.

D. SURVEY MONUMENTATION

All survey monumentation shall be in place, field-checked, and approved by the City Surveyor prior to the final "walk-through" inspection of the public improvements by City staff.

E. GENERAL CONDITIONS

1. Design Requirements and Construction Drawings

All public improvements shall be constructed in accordance with the "Engineering Design Standards for Public Improvements", adopted by the Medford City Council. Copies of this document are available in the Public Works Engineering office.

2. Construction Plans

Construction drawings for any public improvements for this project shall be prepared by a professional engineer currently licensed in the State of Oregon, and submitted to the Engineering Division of Medford Public Works Department for approval. Construction drawings for public improvements shall be submitted only for the improvements to be constructed with each phase. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings (3 copies) shall be accepted for review, including plans and profiles for all streets, minimum access drives, sanitary sewers, storm drains, and street lights as required by the governing commission's Final Order, together with all pertinent details and calculations. A checklist for public improvement plan submittal can be found on the City of Medford, Public Works web site (<http://www.ci.medford.or.us/Page.asp?NavID=3103>). The Developer shall pay a deposit for plan review and construction inspection prior to final plan approval. Public Works will keep track of all costs associated with the project and, upon our acceptance of the completed project, will reconcile the accounting and either reimburse the Developer any excess deposit or bill the Developer for any additional amount not covered by the deposit. The Developer shall pay Public Works within 60 days of the billing date or will be automatically turned over for collections.

Please Note: If Project includes one or more Minor Residential streets, an additional Site Plan shall be submitted, noting and illustrating, one of the following design options to ensure fire apparatus access per MLDC 10.430(2):

- Clustered driveways,
- Building to have sprinklers,
- 33-foot paved width

In order to properly maintain an updated infrastructure data base, the Surveyor of Record shall submit an as-built survey prior to the Final Inspection and, the Engineer of Record shall submit mylar "as-constructed" drawings to the Engineering Division within sixty (60) calendar days of the Final Inspection (walk through). Also, the engineer shall coordinate with the utility companies, and show all final utility locations on the "as built" drawings.

3. Phasing

The proposed plans do not show any phasing.

4. Draft of Final Plat

The developer shall submit 2 copies of the preliminary draft of the final plat at the same time the public improvement plans (3 copies) are submitted. Neither lot number nor lot line changes shall be allowed on the plat after that time, unless approved by the City and all utility companies.

5. Permits

Building Permit applications for vertical construction shall not be accepted by the Building Department until the Final Plat has been recorded, and a "walk through" inspection has been conducted and approval of all public improvements as required by the Planning Commission has been obtained for this development.

Concrete or block walls built within a PUE, or within sanitary sewer or storm drain easements require review and approval from the Engineering Division of Public Works. Walls shall require a separate permit from the Building Department and may also require certification by a professional engineer.

6. System Development Charges (SDC)

Buildings in this development are subject to sewer treatment, collection and street SDCs. These SDC fees shall be paid at the time individual building permits are taken out.

This development is also subject to storm drain system development charges, the Developer is eligible for storm drain system development charge credits for the installation of storm drain pipe which is 24-inches in diameter or larger and is not used for storm drain detention in accordance with Medford Municipal Code (MMC), Section 3.891. The storm drain system development charge shall be collected at the time of the approval of the final plat

7. Construction and Inspection

Contractors proposing to do work on public streets, sewers, or storm drains shall 'prequalify' with the Engineering Division prior to starting work. Contractors shall work off a set of public improvement drawings, that have been approved by the City of Medford Engineering Division.

Any work within the County right-of-way shall require a separately issued permit to perform from the County.

For City of Medford facilities, the Public Works Maintenance Division requires that public sanitary sewer and storm drain mains be inspected by video camera prior to acceptance of these systems by the City.

Where applicable, the developer shall bear all expenses resulting from the adjustment of manholes to finish grades as a result of changes in the finish street grade.

Prepared by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL

Canyon Avenue (TL 700) 2-Lot Partition (TL 700)
Elysium Acre

LDP-18-088

A. Streets

1. **Street Dedications to the Public:**

- Dedicate right-of-way on **Canyon Avenue**.
- Dedicate 10-foot public utility easements (PUE).

2. **Improvements:**

Public Streets

- Construct **Canyon Avenue** to Minor Residential street standards.

Lighting and Signing

- Developer supplies and installs all street lights at own expense.
- City installs traffic signs and devices at Developer's expense.

Access to Public Street System

- Driveway access and street circulation to and through the proposed development shall comply with MLDC 10.550 and 10.426.
- Recommend that the minimum access easement be dedicated and constructed to allow access to Tax Lot 800 for future potential development.

Other

- Provide pavement moratorium letters.
- Provide soils report.

B. Sanitary Sewer:

- Ensure or construct separate individual sanitary sewer connection.

C. Storm Drainage:

- Provide an investigative drainage report.
- Provide a comprehensive grading plan.
- Provide water quality and detention facilities, calculations and O&M Manual.
- Provide engineers certification of stormwater facility construction.
- Provide storm drain laterals to each tax lot.

D. Survey Monumentation

- Provide all survey monumentation.

E. General Conditions

- Provide public improvement plans and drafts of the final plat.

- = City Code Requirement
- = Discretionary recommendations/comments

The above summary is for convenience only and does not supersede or negate the full report in any way. If there is any discrepancy between the above list and the full report, the full report shall govern. Refer to the full report for details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection.



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford
FROM: Rodney Grehn P.E., Water Commission Staff Engineer
SUBJECT: LDP-18-088
PARCEL ID: 371W17DD TL 700
PROJECT: Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.28 acre parcel located approximately 550 feet southeast of the intersection of Canyon Avenue and Roberts Road within the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district (371W17DD 700). Applicant & Agent, CA Galpin; Planner, Steffen Roennfeldt.
DATE: August 15, 2018

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

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. The newly installed water meters located "on-site" are required to be protected in place from potential damage, including construction vehicles, heavy equipment, and vehicular traffic. If meter boxes, lids, or actual water meters, or service lines into and out of the meter box are damaged, all repair costs will be charged to the current property owner of these water meters.

COMMENTS

1. Off-site water line installation is not required.
2. On-site water facility construction is not required.
3. Approximate water pressure is near 68 psi.
4. MWC-metered water service does exist to this property. There are two (2) ¾-inch water meters which were recently installed to serve the proposed new homes on each of these two parcels. (See Condition 3 above)

CITY OF MEDFORD
EXHIBIT # H
File # LDP-18-088
E-18-127



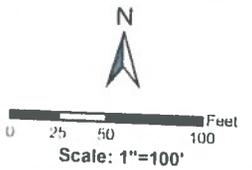
BOARD OF WATER COMMISSIONERS

Staff Memo

5. Access to MWC water lines is available. There is a 24-inch welded steel water transmission line that extends across these two proposed parcels within a 50-foot wide easement.



Ex. Water Meter to be protected in place during construction of new driveway improvements, and as well as during the home construction process.



Water Facility Map
for
LDP-18-088
Medford, OR.
August 15, 2018

Legend

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

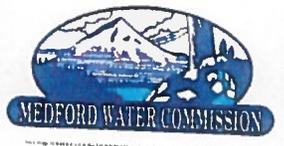
- Water Meters:**
- ⊕ Active Meter
 - On Well
 - Unknown
 - Vacant

- Water Valves:**
- ⊕ Butterfly Valve
 - ⊕ Gate Valve
 - ⊕ Tapping Valve

- Water Mains:**
- Active Main
 - - - Abandoned Main
 - Reservoir Drain Pipe
 - Pressure Zone Line

- Boundaries:**
- ▭ Urban Growth Boundary
 - ▭ City Limits
 - ▭ Tax Lots

- MWC Facilities:**
- ⊖ Control Station
 - ⊖ Pump Station
 - ⊖ Reservoir





Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

Review Date: 8/6/2018
Meeting Date: 8/15/2018

LD #: LDP18088

Planner: Steffen Roennfeldt

Applicant: CA Galpin

Project Location: Located approximately 550 feet southeast of the intersection of Canyon Avenue and Roberts Road within the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district (371W17DD 700).

Project Description: Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.28 acre parcel

Specific Development Requirements for Access & Water Supply

Conditions

Reference	Description
Approved	Approved as submitted with no additional conditions or requirements.

Construction General Information/Requirements

Development shall comply with access and water supply requirements in accordance with the Oregon Fire Code in affect at the time of development submittal. Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (fire hydrants) is required to be installed prior to construction when combustibile material arrives at the site.

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

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

Design and installation shall meet the Oregon requirements of the International Fire, Building, Mechanical Codes and applicable NFPA Standards.

Medford Fire-Rescue, 200 S Ivy St. Rm 180, Medford OR 97501 541-774-2300

www.medfordfirerescue.org

CITY OF MEDFORD
EXHIBIT # I
File # LDP-18-088
E-18-127

Memo



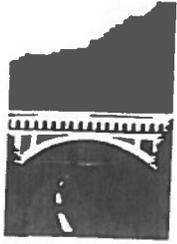
To: Steffen Roennfeldt, Planning Department
From: Mary Montague, Building Department
CC: Applicant and Agent: CA Galpin
Date: August 15, 2018
Re: LDP 18-088; Elysium Acre

Building Department:

Please Note: This is not a plan review. These are general notes based on general information provided. Plans need to be submitted and will be reviewed by a residential plans examiner to determine if there are any other requirements for this occupancy type. Please contact the front counter for fees.

1. Applicable Building Codes are 2017 ORSC; 2017 OPSC; and 2014 OMSC. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.
2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Go to "City Departments" at top of screen; click on "Building"; click on "ELECTRONIC PLAN REVIEW (ePlans)" for information.
3. Site Excavation permit required to develop, install utilities.
4. Demo Permit is required for any buildings being demolished.
5. Any properties located within the 100 year Flood Plain requires a permit. All buildings will require a flood elevation certificate. Appears that there is a Map Revision or Change. ID #41029C LOMC17. Verify with planning department.

CITY OF MEDFORD
EXHIBIT # 7
File # LDP-18-888
E-18-127



JACKSON COUNTY Roads

Roads
Engineering

Chuck DeJavier
Construction Engineer

200 Antelope Road
White City, OR 97503
Phone: (541) 774-6255
Fax: (541) 774-6395
DeJavierCA@jacksoncounty.org
www.jacksoncounty.org

August 3, 2018

Attention: Steffen Roennfield
Planning Department
City of Medford
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

RE: Tentative plat approval of a proposed 2-lot partition on Canyon Avenue – a City maintained road.
Planning File: LDP-18-088

Dear Steffen:

Thank you for the opportunity to comment on this request for a tentative plat approval for a proposed 2-lot partition on 1.28 acre parcel located approximately 500 feet southeast of the intersection of Canyon Avenue and Roberts Road within the Single-Family-Residential-2.5 to 4 dwelling units per gross acre (SFR-4) zoning district. (37-1W-17DD TL 700). Jackson County Roads has no comment.

Sincerely,

Chuck DeJavier
Construction Engineer

CITY OF MEDFORD
EXHIBIT # 16
File # LDP-18-088
E-18-127

Steffen K. Roennfeldt

From: Daniel Vandyke <Daniel.J.Vandyke@state.or.us>
Sent: Friday, August 3, 2018 1:23 PM
To: Steffen K. Roennfeldt
Subject: RE: LDP-18-088

Categories: LDP-18-088 Galpin

I recommend that all construction on the referenced lot/lots be adequately set back from Lone Pine Creek to both protect infrastructure and ensure adequate protection of riparian habitat. Summer Steelhead spawn in Lone Pine Creek, and juvenile steelhead have been confirmed to be present downstream of the property. Barriers to fish passage hinder migration, but fish use is expected farther upstream than currently designated. Historic fish use on Lone Pine Creek likely extended upstream to the vicinity of Foothill Road.

Dan Van Dyke
ODFW Rogue District Fish Biologist
1495 East Gregory Road
Central Point OR 97502
541-826-8774 Ext 234

CITY OF MEDFORD
EXHIBIT # L
File # LDP-18-088
E-18-127

Steffen K. Roennfeldt

From: Marcy Black <BlackMA@jacksoncounty.org>
Sent: Wednesday, August 8, 2018 2:04 PM
To: Steffen K. Roennfeldt
Cc: Debra Stroup
Subject: File NO. LDP-18-088 Project Name; Elysium Acre

Steffen:

The Airport requests an Avigation, Noise & Hazard easement be required as part of the tax lot partition process.

Thanks,

Marcy Black
Deputy Director-Administration

CITY OF MEDFORD
EXHIBIT # M
File # LDP-18-088
E-18-127



Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

Subject Elysium Acre Partition
 File no. LDP-18-088
 To Steffen Roennfeldt, Planner III
 From Liz Conner, Certified Floodplain Manager
 Date October 1, 2018

SITE CHARACTERISTICS

- SFR-4 zoning district
- 1.28 acre parcel
- Lone Pine Creek
- Zone AE (1% Special Flood Hazard Area)
- Base Flood Elevations established; Floodway established
- FIRM panel 41029C 1977F effective May 3, 2011

PROJECT DESCRIPTION

Consideration of a request for tentative plat approval of a proposed two-lot partition on a 1.28acre parcel located approximately 500 southeast of the intersection of Canyon Avenue and Roberts Road within the SFR-4 (Single-Family Residential, four dwelling units per gross acre)) zoning district (371W17DD 700).

FLOODPLAIN PERMIT REQUIREMENTS

Floodplain Regulations

The property is between two AE Special Flood Hazard Area with Base Flood Elevation (BFE), per the Medford Municipal Code Section 9.706 and the National Flood Insurance Program Regulations, the following shall apply to any new structure and site development, Section 60.3: Floodplain Management Criteria. Specifically 60.3 (d) which reads as follows;

CITY OF MEDFORD
 EXHIBIT # M
 File # LDP-18-088
F-18-127

(d) When the Federal Insurance Administrator has provided a notice of final base flood elevations within Zones A1-30 and/or AE on the community's FIRM and, if appropriate, has designated AO zones, AH zones, A99 zones, and A zones on the community's FIRM, and has provided data from which the community shall designate its regulatory floodway, the community shall:

- (1)** Meet the requirements of paragraphs (c) (1) through (14) of this section;
- (2)** Select and adopt a regulatory floodway based on the principle that the area chosen for the regulatory floodway must be designed to carry the waters of the base flood, without increasing the water surface elevation of that flood more than one foot at any point;
- (3)** Prohibit encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge;
- (4)** Notwithstanding any other provisions of § 60.3, a community may permit encroachments within the adopted regulatory floodway that would result in an increase in base flood elevations, provided that the community first applies for a conditional FIRM and floodway revision, fulfills the requirements for such revisions as established under the provisions of § 65.12, and receives the approval of the Federal Insurance Administrator.

Floodplain Manager Comments

A floodplain development permit is required for all development within the 1% SFHA.

The applicant/property owner is encouraged to purchase flood insurance to protect their investment if a flood event occurs on the property.

Floodplain Permit

Submit a floodplain development application and fee (\$75) along with submittal requirements identified in Section 9.705 (C).

Submit copies of all necessary permits from other governmental agencies from which approval is required prior to start of construction.

Construction shall be in compliance with applicable building and fire codes and floodplain regulations.

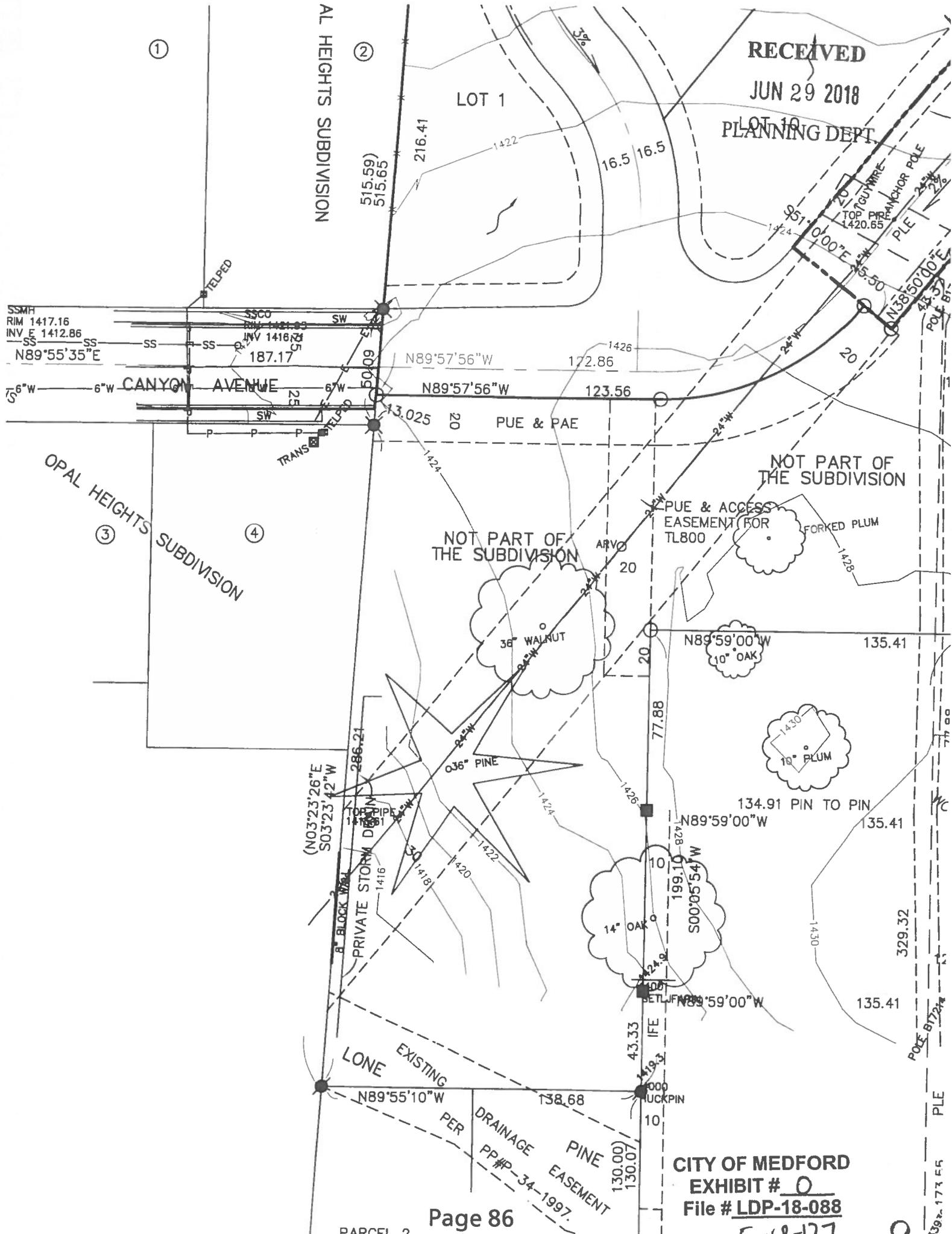
Expiration of Floodplain Permit

A floodplain Development Permit shall become invalid unless work is started within 180 days after its issuance. Extensions for periods of not more than 180 days each shall be requested in writing.

RECEIVED

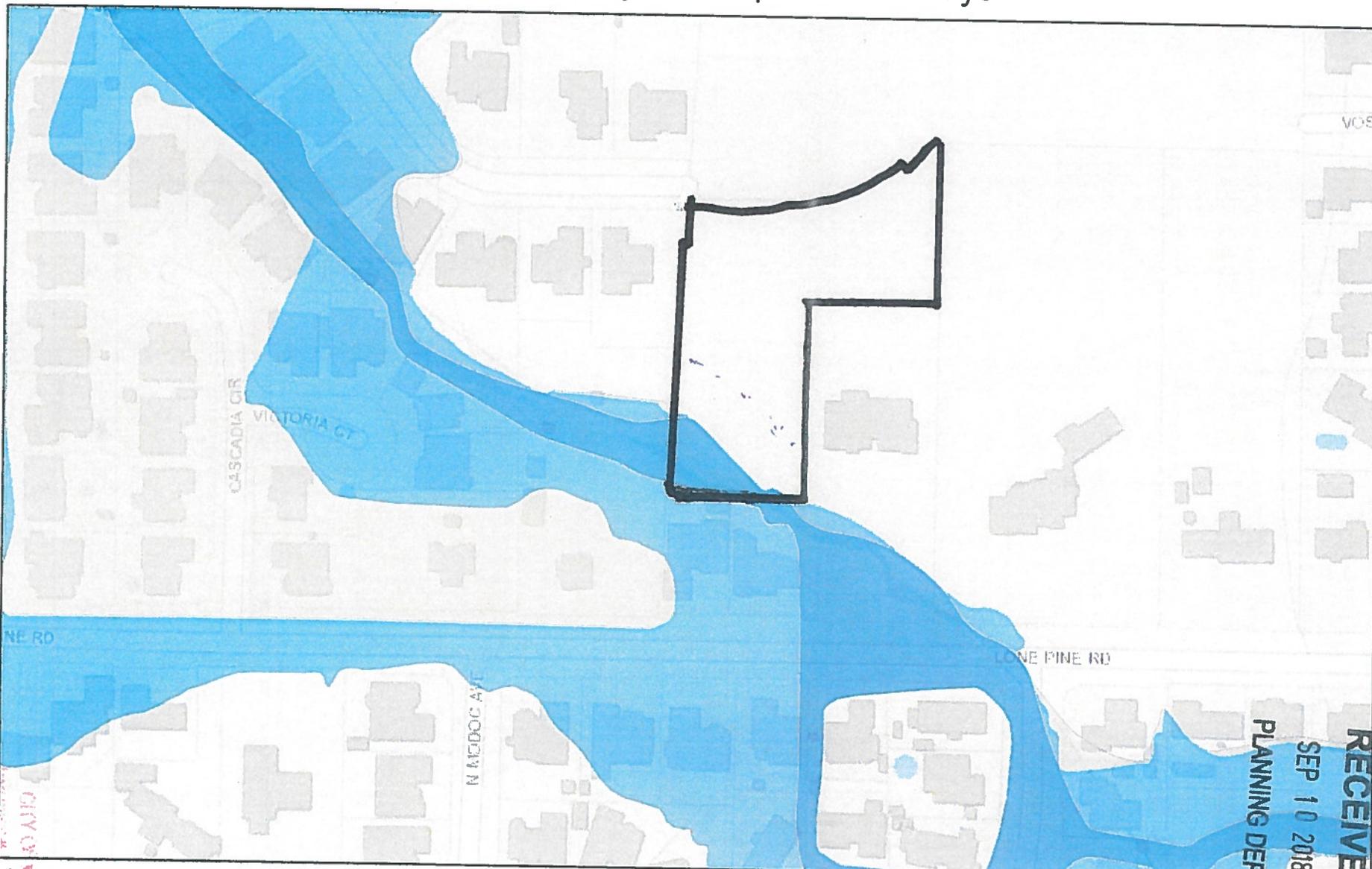
JUN 29 2018

PLANNING DEPT.



CITY OF MEDFORD
 EXHIBIT # 0
 File # LDP-18-088

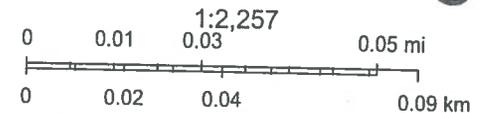
Jackson County Development Overlays



RECEIVED
 SEP 10 2018
 PLANNING DEPT.

9/6/2018 9:15:01 AM

- | | | | |
|-----------------------|-------------------------|------------------------------|-------------------|
| County Boundary | FEMA Flood Zones | Floodway | County Register |
| Urban Growth Boundary | 100 Year Determined BFE | Historic Register Properties | National Register |
| City Limits | 500 Year Boundary | County Register | |



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri
 Public User
 Jackson County GIS

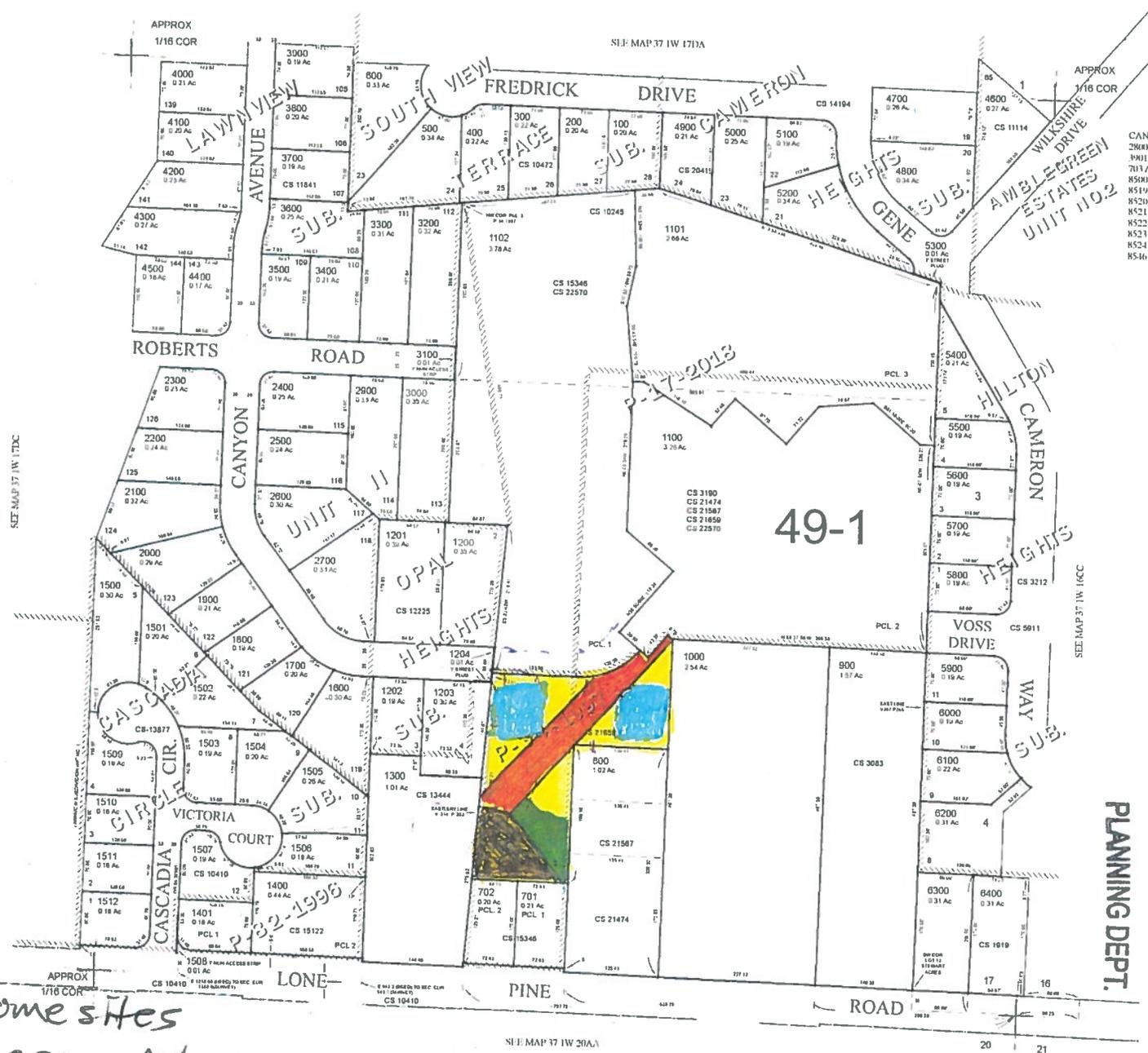
E-16-127
 1 00-12-NR

Attachment A

FOR APPRAISMENT AND TAXATION ONLY

S.E. 1/4 S.E. 1/4 SEC. 17 T. 37S. R. 1W. W.M.
JACKSON COUNTY
1" = 100'

371W17DD
MEDFORD



CANCELLED TAX LOT NUMBERS
2800 KILLED TO STREET
3901 REMAPPED TO 371W17DA
703 ADDED TO 1100
8590
8519
8520
8521
8522
8523
8524
8526

RECEIVED
SEP 10 2018
PLANNING DEPT.

371W17DD
MEDFORD

NIW MAP March 26, 2018
REV June 20, 2018

- Home sites
- FLOODWAY
- main water line easement
- riparian habitat / floodway

Page 88

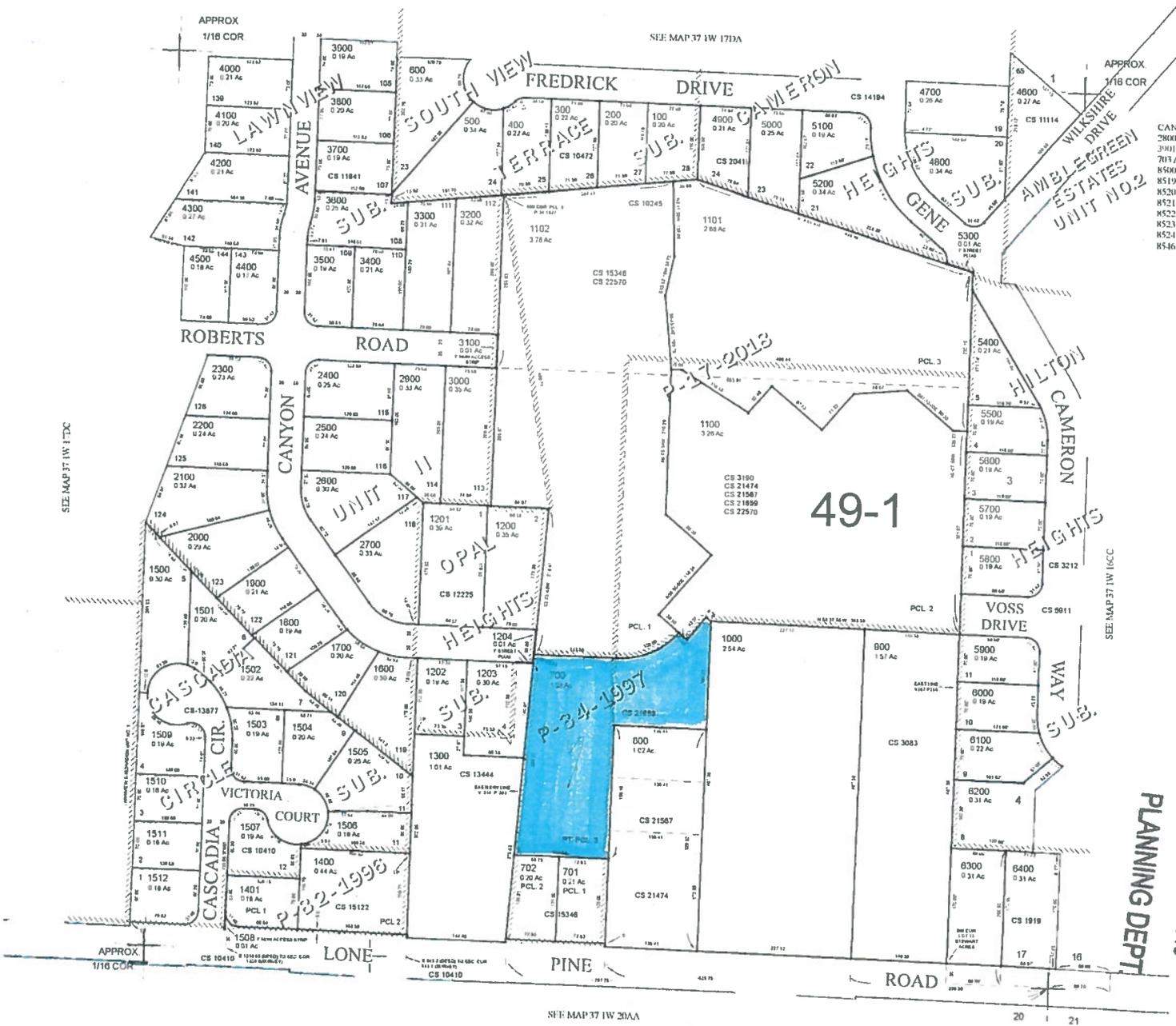
GIS DATA
06/22/2018 3:25:55 PM boammb

EXHIBIT #
E-18-127
LDP-18-002
CITY OF MEDFORD
PLANNING DEPT.

FOR ASSESSMENT AND TAXATION ONLY

S.E. 1/4 S.E. 1/4 SEC. 17 T. 37S. R. 1W. W.M.
JACKSON COUNTY
1" = 100'

371W17DD
MEDFORD



CANCELLED TAX LOT NUMBERS
 2800 KILLED TO STREET
 3901 RE-MAPPED TO 371W17DA
 703 ADDED TO 1100
 8500
 8519
 8520
 8521
 8522
 8523
 8524
 8546

RECEIVED
 SEP 10 2018
 PLANNING DEPT

371W17DD
 MEDFORD

NIW MAP March 26, 2018
 REV June 20, 2018

EXHIBIT # 2
 CITY OF MEDFORD
 E18-121
 LDR-18-087



After recording return to:
First American Title
370 Lithia Way
Ashland OR 97520

Until a change is requested all tax
statements shall be sent to the
following address:
C.A. Galpin
744 Cardley Ste 100
Medford , OR 97504

File No.: 7162-2396715 (jas)
Date: February 26, 2015

THIS SPACE RESERVED

Jackson County Official Records **2015-005966**
R-WD
Strn=14 SHINGLJS 03/03/2015 11:14:16 AM
\$20.00 \$11.00 \$10.00 \$8.00 \$20.00 **\$69.00**

I, Christine Walker, County Clerk for Jackson County, Oregon, certify
that the instrument identified herein was recorded in the Clerk
records.
Christine Walker - County Clerk

RECEIVED
JUN 29 2018
PLANNING DEPT.

STATUTORY WARRANTY DEED

William Barchet and Shelton Farms, LLC , an Idaho State Limited Liability Company, Grantor,
conveys and warrants to **C.A. Galpin** , Grantee, the following described real property free of liens and
encumbrances, except as specifically set forth herein:

See Legal Description attached hereto as Exhibit A and by this reference incorporated herein.

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in
the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **\$120,000.00**. (Here comply with requirements of ORS 93.030)

CITY OF MEDFORD
EXHIBIT # 5
File # LDP-18-088
F-10-007

M.

APN: 1-031796-5

Statutory Warranty Deed
- continued

File No.: 7162-2396715 (jas)

STATE OF Oregon)
)ss.
County of Jackson)

This instrument was acknowledged before me on this 2nd day of March 2015
by Talbot Shelton as Manager/Member of Shelton Farms, LLC, an Idaho State Limited Liability Company,
on behalf of the LLC.

Julie Austad Schamanek

Notary Public for Oregon
My commission expires: 6.21.2015

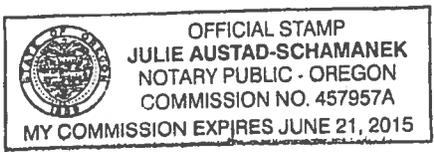


EXHIBIT A

LEGAL DESCRIPTION: Real property in the County of Jackson, State of Oregon, described as follows:

BEGINNING AT THE NORTHEAST CORNER OF PARCEL 1 PER PARTITION PLAT NO. P-34-1997 ACCORDING TO THE OFFICIAL PLAT THEREOF, IN VOLUME 8, PAGE 34 OF "RECORD OF PARTITION PLATS" OF JACKSON COUNTY, OREGON AND FILED AS SURVEY NO. 15346 IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR; THENCE ALONG THE EXTERIOR BOUNDARY OF PARCEL 3 OF SAID PARTITION PLAT THE FOLLOWING 2 COURSES: NORTH 89° 55' 10" WEST, 138.68 FEET; THENCE NORTH 03° 23' 42" EAST, 286.21 FEET (RECORD NORTH 03° 23' 26" EAST) TO THE SOUTHEAST CORNER OF CANYON AVENUE; THENCE CONTINUE ALONG SAID EXTERIOR BOUNDARY, NORTH 03° 23' 42" EAST, 13.025 FEET (RECORD NORTH 03° 23' 26" EAST) TO A 5/8 INCH IRON PIN; THENCE LEAVING SAID EXTERIOR BOUNDARY, SOUTH 89° 57' 56" EAST, 123.56 FEET TO A 5/8 INCH IRON PIN; THENCE ALONG THE ARC OF A 112.00 FOOT RADIUS TANGENT CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 51° 12' 04", A DISTANCE OF 100.09 FEET (THE LONG CHORD OF WHICH BEARS NORTH 64° 26' 02" EAST, 96.79 FEET) TO A 5/8 INCH IRON PIN; THENCE SOUTH 51° 10' 00" EAST, 15.50 FEET TO A 5/85 INCH IRON PIN; THENCE NORTH 38° 50' 00" EAST, 43.37 FEET TO A 5/8 INCH IRON PIN; THENCE SOUTH 51° 10' 00" EAST, 8.78 FEET TO THE INTERIOR ELL CORNER OF THAT TRACT DESCRIBED IN DOCUMENT NO. 2013-015881, OFFICIAL RECORDS OF JACKSON COUNTY, OREGON; THENCE ALONG THE EAST LINE OF SAID TRACT, SOUTH 00° 05' 52" WEST (RECORD SOUTH 00° 01' WEST), 160.11 FEET; THENCE NORTH 89° 59' 00" WEST, 135.41 FEET TO THE EAST LINE OF SAID PARCEL 3; THENCE ALONG SAID EAST LINE, SOUTH 00° 05' 54" WEST (RECORD SOUTH 00° 06' 05" WEST), 199.10 FEET TO THE POINT OF BEGINNING.

DENSITY CALCULATION FORM

For all residential LDP, LDS, PUD, and AC Application Files

SQ FT 0
 AC 0

File No.	LDP-18-088
Planner	Steffen Roennfeldt
Date	August 8, 2018

GROSS ACREAGE	
Tax Lot Numbers	
371W17DD700	1.28 AC
	AC
	AC
	AC
	AC
Existing ROW to Centerline	AC
Gross Acres	1.28 AC
Effective Acres (Gross - Subtracted)	1.11

SUBTRACTED ACREAGE	
Large Lots for Existing Development	AC
Reserved Acreage	AC
Other ¹	
Lone Pine Creek	0.17 AC
	AC
	AC
	AC
Subtracted Acres	0.17 AC

DENSITY RANGE	
Zoning District	SFR-4
Density Range	
Minimum	2.5
Maximum	4
No. DU Proposed	2
No. DU Permitted Min.	3
No. DU Permitted Max.	4
Minimum	2.78
Maximum	4.44
Percentage of Maximum	45.05%

EXISTING R-O-W CALCULATION				
Street Name	LF	Width	SF	Acreage
	-		-	-
	-		-	-
	-		-	-
	-		-	-

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CITY OF MEDFORD
 EXHIBIT # **I**
 LDP-18-088
 E-18-127
 File #

¹ Such as future ROW dedication, resource protection areas, common open space, other dedication areas, etc.

DENSITY CALCULATION FORM

For all residential LDP, LDS, PUD, and AC Application Files

File No.	LDP-18-0088
Planner	Steffen
Date	July 13, 2018

(1) GROSS ACREAGE CALCULATION

Tax Lot Numbers		
371W17DD700	1.28	AC
_____	_____	AC
Existing ROW to Centerline	-	AC
Gross Acres	1.28	AC
Effective Acres (Gross - Subtracted)	0.71	

(3) SUBTRACTED ACREAGE

Large Lots for Existing Development	-	AC
Reserved Acreage	-	AC
Other ¹	_____	AC
MWC Easement	0.40	AC
Lone Pine Creek	0.17	AC
_____	_____	AC
_____	_____	AC
Subtracted Acres	0.57	AC

(4) DENSITY RANGE

Zoning District	SFR-4
Density Range	
Minimum	2.50
Maximum	4.00
No. DU Proposed	2.00
No. DU Permitted	
Minimum	1.77
Maximum	2.84
Percentage of Maximum	70.52%

(2) EXISTING RIGHT-OF-WAY CALCULATION

	LF	Width	SF	Acreage
No abutting right-of-way (Street Name)	_____	_____	-	-
(Street Name)	_____	_____	-	-
(Street Name)	_____	_____	-	-
	_____	_____	-	-

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CITY OF MEDFORD
 EXHIBIT # 11
 LDP-18-088
 E-18-127

¹Such as future ROW dedication, resource protection areas, common open space, other dedication areas, etc.



Project Name:

Elysium Acre

Map/Taxlot:

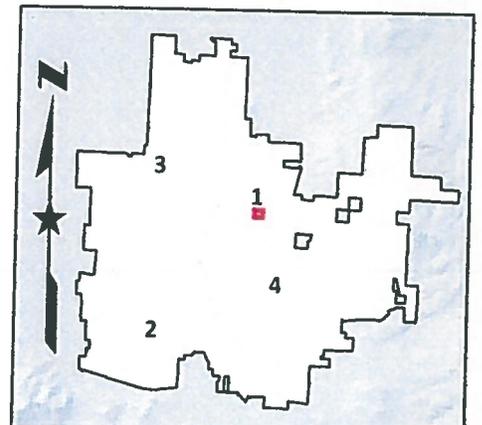
371W17DD TL 700



09/19/2018

Legend

-  Subject Area
-  Zoning Districts
-  Tax Lots





City of Medford

Planning Department

Working with the community to shape a vibrant and exceptional city

STAFF REPORT

for a Type IV legislative decision: Major Comprehensive Plan Amendment & Development Code Amendment

Project Urbanization Planning
Applicant City of Medford
File no. CP-16-075 & DCA-18-120
To Planning Commission *for 10/11/2018 hearing*
From Carla Angeli Paladino, Principal Planner, Long-Range Planning
Reviewer Matt Brinkley, Planning Director
Date October 4, 2018

BACKGROUND

Proposal

A legislative amendment to a procedure for preparing and adopting urbanization plans for areas recently brought into the Urban Growth Boundary. The proposed language will amend the Neighborhood Element of the Comprehensive Plan and will outline the process land owners will follow to adopt plans that demonstrate compliance with Regional Plan performance measures such as land uses, densities, and transportation networks (*See Exhibit A*). Also, the proposal includes minor changes to the Review and Amendment section of the Comprehensive Plan (*See Exhibit B*). (CP-16-075)

This project is filed in conjunction with a Development Code Amendment to revise Chapter 10 of the Municipal Code to incorporate procedural requirements associated with urbanization plans into Articles I and II (*See Exhibit C*). (DCA-18-120)

Authority

The amendments will be reviewed as a Type IV Legislative Major Comprehensive Plan Amendment and Development Code Amendment. The Planning Commission is authorized to recommend, and the City Council to approve, amendments to the Comprehensive Plan and Municipal Code under Medford Municipal Code §§10.214, 10.218, and 10.220.

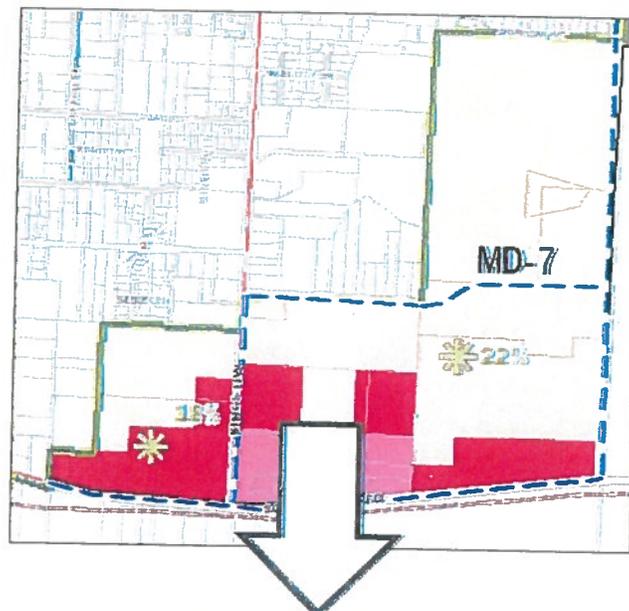
History and Analysis

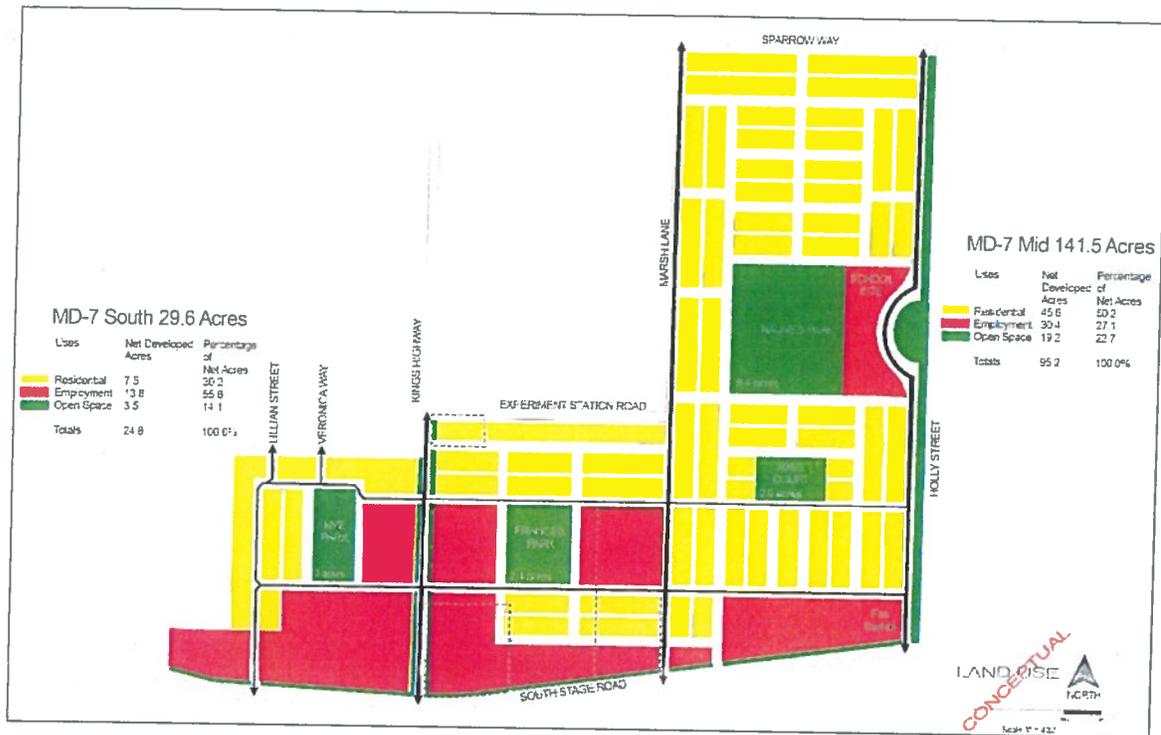
On June 8, 2018, the City's proposal to expand its Urban Growth Boundary (UGB) by 4,046 acres was acknowledged by the Department of Land Conservation and Development on the behalf of the Land Conservation and Development Commission. The UGB was expanded into lands designated as "Urban Reserve Areas" through the Regional Problem Solving process. This culminated in the City's adoption of the Regional Plan Element (RPE) into its Comprehensive Plan in 2012. The Regional Plan Element, which was also adopted by Jackson County and the other cities that participated in RPS, established specific requirements for the annexation of these lands into Medford's political boundary.

The amended Neighborhood Element, as currently proposed, would establish a process for demonstrating compliance with RPE requirements. This would be accomplished through the adoption of Urbanization Plans for each Urban Reserve planning area and inclusion of these plans into the Neighborhood Element. (That element currently includes "neighborhood" or "sub-area" plans such as the Southeast Plan and the Bear Creek Master Plan.)

Neighborhood or "sub-area" plans will be substantially consistent with "Conceptual Land Use" and "Conceptual Transportation Plans" that were created for each of the Urban Reserve Areas during the Urban Growth Boundary Amendment process and in partial fulfillment of the City's obligations found in Volume I, Sections 2.7 and 2.8 of the Regional Plan Element (RPE). The conceptual plans were included in the City's official record for the Urban Growth Boundary Amendment which was submitted to and approved by Jackson County and subsequently acknowledged by the Department of Land Conservation and Development (DLCD). In fact, the General Land Use Map designations (comprehensive plan future land use designations) that were adopted by City Council through the UGB amendment process were derived from these conceptual plans.

Conceptual plans, like the one below, were included in the City's UGB amendment project. Urbanization Plans would be further refined versions of these preliminary plans. Below is the example of MD-7.





Urbanization Plans for each of the Urban Growth Boundary planning areas would be submitted prior to or concurrently with requests for annexation. Although they would convey more detailed information than was previously included with conceptual plans, they are not expected to provide the level of detail found in applications for land divisions, Planned Unit Developments, etc. Urbanization Plans would take concept plans a step further than conceptual plans to identify how these new neighborhoods will meet the additional requirements of the Regional Plan (RPE). Such requirements include meeting the minimum density requirement of 6.6 dwelling units per acre; planning for mixed-use, pedestrian friendly areas; identifying open space and agricultural buffers; and laying out transportation systems in more detail than what was approved through the UGB amendment process.

Review and adoption of Urbanization Plans would be handled as major comprehensive plan amendments—a Type IV land use action—with each plan being incorporated into the Neighborhood Element as its own “neighborhood plan” or “special-area plan”. The proposed ordinance outlines the submittal requirements, the applicable criteria for Planning Commission and Council review, and includes a map that separates each of the expansion areas into planning units (see Exhibit A). Each planning unit will require an Urbanization Plan unless it is noted as exempt. A unit is exempt if it is entirely within an industrial or open space designation.

The initial draft of this amendment was created in 2016 and presented to the Planning Commission. The proposal has since been revised based on comments received from staff, other referral agencies, property owners, and land use consultants who represent

property owners in expansion areas. Earlier this year, staff conducted a test run of the proposed regulations with one of the property owners, who had been preparing for annexation and subsequent development for several years. The test run provided an opportunity for property owners, their representatives, and staff to put the language into action and make modifications as necessary to ensure that proposed regulations are clearly written and able to achieve developer and City goals as expressed in the Regional Plan Element and elsewhere in long range planning documents. The track change version of the Urbanization Plan document shows the changes made since the test run was conducted.

In addition, Chapter 10 of the municipal code has been amended to incorporate this new land use procedure, as well as minor changes to the Review and Amendment section of the comprehensive plan.

Related Planning Commission & City Council Review & Actions

The Planning Commission reviewed the proposed language at several recent study sessions on the following dates:

- Monday, September 10, 2018
- Monday September 24, 2018 combined City Council/Planning Commission study session on

City Council conducted its own study session on September 13, 2018 in addition to the combined Planning Commission/City Council study session on September 24.

The most significant issues raised at the combined meeting are summarized in the following:

- Balancing the need for fairness among individual property owners with the need for a process that enables property owners to pursue development according to their own goals and schedule. This issue lies at the center of the discussion regarding the level of consent required among property owners in order to initiate the urbanization planning process with the City. The current proposal requires that 50% of property owners representing at least 50% of the land area to be planned must consent to participate in the Urbanization Plan. The consensus opinion among Councilors and Commissioners at the September 24 combined study session was that this approach would be relatively balanced. It was further acknowledged that this particular standard, like any other in the ordinance, could be adjusted if, based on actual experience, deficiencies were identified during the annexation and urbanization planning process.
- Concern about additional, unnecessary processes and review. Urbanization Plans are not required of land annexed from unincorporated portions of Medford's Urban Growth Boundary that are not located in Urban Reserve Areas that were established through the Regional Problem Solving process. However, land annexed into the City

from portions of the newly expanded UGB that are located within Urban Reserve Areas as established by the Regional Plan Element must meet certain "Performance Indicators" contained within Chapter 5 of that document. Parties interested in annexing property into the City would be required to make findings related to these performance indicators, whether or not they were required to prepare an Urbanization Plan in order to demonstrate compliance with those performance indicators.

Beginning early in the UGB amendment process, Urbanization Plans were conceived as the most efficient and direct means of demonstrating compliance with these performance indicators. Many of the property owners who are likely to pursue annexation as soon as it is available to them were heavily involved in Regional Problem Solving and the Urban Growth Boundary Amendment process. In many cases, they have already produced conceptual plans that were submitted into the official UGB Amendment record. Urbanization Plans represent an incremental step forward in the development process from concept planning toward site plan review and/or land division, not a separate, additional or unrelated task. In fact, staff worked with one (1) property owner/developer to test the proposed ordinance with an Urbanization Plan that had been prepared using the draft language.

- Concern that Conceptual Plans and Urbanization Plans will reduce flexibility needed to accommodate innovative site design. Pursuant to RPE Performance Indicators 2.5, 2.6, 2.7, and 2.8, Conceptual Plans for each Urban Reserve Area were included in the Urban Growth Boundary Amendment proposal adopted by the City of Medford, Jackson County, and acknowledged by the State of Oregon. These conceptual plans were not reviewed and adopted through separate land use actions (for example as Planned Unit Developments, Subdivisions, or other land division process provided by the Medford Land Development Code). They were, nevertheless, relied upon by members of the public as well as both local legislative bodies in reviewing and subsequently adopting an expanded Urban Growth Boundary. It is staff's opinion, based on discussions with stakeholders including representatives from DLCD and other RPS signatory jurisdictions, that the application of Conceptual Plans to Urban Reserve planning areas should allow flexibility while ensuring substantial, as opposed to strict, adherence to the performance indicators and overall goals of the RPE. Conceptual Plans will require adjustment as property owners and developers acquire a more detailed understanding of development constraints and opportunities posed by the unique characteristics of individual properties, market conditions, and other factors that will influence their decisions.

FINDINGS AND CONCLUSIONS

Applicable criteria

For the applicable criteria for a Comprehensive Plan Amendment the Medford Municipal Code §10.218 redirects to the criteria in the “Review and Amendments” chapter of the Comprehensive Plan. The applicable criteria in this action are those for conclusions, goals and policies, and implementation strategies.

The applicable criteria that apply to code amendments are in Medford Municipal Code §10.218. The criteria are set in *italics* below; findings and conclusions are in roman type.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Conclusions] shall be based on the following:

1. *A change or addition to the text, data, inventories, or graphics which substantially affects the nature of one or more conclusions.*

Findings

Annexation policies are identified in the Urbanization Element of the Comprehensive Plan. As part of the City’s adopted findings for the Urban Growth Boundary amendment in 2016 and 2017, the language in the Urbanization Element was amended to reflect new annexation policies. The amended annexation policies reflect new conditions of approval that must be satisfied in order for the Council to approve an annexation of land added to the urban area from the Urban Reserve. Among the conditions, is a requirement for the submittal and adoption of an Urbanization Plan that demonstrates compliance with the Regional Plan (RPE). This process was contemplated as part of the Urban Growth Boundary expansion process and was incorporated into the text.

The proposed Comprehensive Plan amendment outlines the requirements and adoption process for these Urbanization Plans in greater detail. The text within the Neighborhood Element will be amended to include this new procedure and provide a framework for why these plans are being adopted, what the plans must show, and how the plans can be amended in the future.

No conclusions are being revised either in the Urbanization Element or Neighborhood Element of the Comprehensive Plan to reflect these new changes.

Conclusions

Although the text of the Comprehensive Plan is being amended to include the procedural requirements for Urbanization Plans, the Conclusions section of the plan is not being changed. This criterion is found to be not applicable.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Goals and Policies] shall be based on the following [criteria 1–6]:

1. *A significant change in one or more Conclusion.*

Findings

Please see explanation under the *Amendments to Conclusions* criterion above.

Conclusions

Based on the discussion under the *Amendments to Conclusions* criterion cited above this criterion is found to be not applicable to the proposed amendment.

2. *Information reflecting new or previously undisclosed public need.*

Findings

The requirement to review and adopt Urbanization Plans is related to the performance measures found in the Regional Plan and is a requirement prior to annexation and development of land within the expanded Urban Growth Boundary.

The City explained its need to expand its boundary during the Urban Growth Boundary amendment process which took into consideration items such as increased population, housing needs, and economic growth. No new information is being presented that was not previously disclosed as part of the UGB process.

Conclusions

There is no new information or undisclosed public need that relates to this proposal. This criterion is found to be not applicable.

3. *A significant change in community attitudes or priorities.*

Findings

The City worked on expanding its Urban Growth Boundary (UGB) for nearly two decades starting with the Regional Problem Solving process. As of 2018, the State acknowledged the City's proposal to expand its UGB which will provide new and additional opportunities for the construction of housing, retail, and employment areas. The Urbanization Planning process will help coordinate the development of these new areas and ensure the City is meeting its obligations under the Regional Plan requirements.

Conclusions

The approval to expand the City's Urban Growth Boundary provides a shift in community priorities which requires the relevant elements of the Comprehensive Plan be

updated and new procedures be established prior to development of these new areas. The adoption of the Urbanization Planning process is one of the necessary steps the City must take in order to ensure future development of these areas is consistent with the City's Comprehensive Plan. This criterion is found to be satisfied.

4. *Demonstrable inconsistency with another Plan provision.*

Findings

The proposal to create a procedure for the submittal and adoption of Urbanization Plans directly relates to information already contained within the Comprehensive Plan including the Regional Plan Element, the Urbanization Element, and other applicable elements that helped form the basis for expanding the Urban Growth Boundary.

There are no inconsistencies found among the applicable elements of the Comprehensive Plan.

Conclusions

This criterion is found to be not applicable as no inconsistencies have been identified among the elements in the Comprehensive Plan.

5. *Statutory changes affecting the Plan.*

Findings

The amendment directly relates to compliance with the Regional Plan and compliance with annexation policy for lands recently included in the City's Urban Growth Boundary. There are no statutory changes that affect the plan or this proposed process.

Conclusions

This criterion is found to be not applicable as no statutory changes affect the plan.

6. *All applicable Statewide Planning Goals.*

Goal 1—Citizen Involvement

Findings

The City has an adopted Citizen Involvement Element in compliance with Statewide Planning Goal 1. Notice of the amendment was provided to the Department of Land Conservation and Development for review and comment.

The amendment has been discussed with property owners and property owners' representatives. Proposed changes and feedback on the amendment have been provided, and a test run of the process with a willing property owner was completed to

evaluate how understandable and comprehensive the draft language is for submittal and implementation purposes.

The Urbanization Planning process was identified and discussed at the hearings for the Urban Growth Boundary expansion amendment. Furthermore, the review bodies (Planning Commission and City Council) will consider and vote on the proposed amendment during televised public hearings, providing an additional forum to discuss the proposal.

Conclusions

Based on feedback received from affected property owners, it is found that Goal 1 is satisfied.

Goal 2—Land-use Planning

Findings

The proposed amendment has been coordinated with applicable agencies and affected property owners. The changes ensure that future development within the expanded UGB will be consistent with the relevant documents and requirements outlined in the City's Comprehensive Plan.

Conclusions

The proposal is found to comply with Goal 2.

Goal 3—Agricultural Lands does not apply in this case.

Goal 4—Forest Lands does not apply in this case.

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

Findings

The proposed ordinance addresses paths, trails, and greenways as well as Open Space allocations required by the Region Plan Element.

Conclusions

The proposed ordinance addresses the specific components related to natural resources and open space and the importance of maintaining and protecting existing and new segments into the future. Goal 5 is found to be satisfied.

Goal 6—Air, Water, and Land Resources Quality is not applicable in this case.

Goal 7—Areas Subject to Natural Hazards is not applicable in this case.

Goal 8—Recreation Needs

Findings

The Regional Plan requirements consider the need for open space within each of the identified planning units. The Urbanization Planning process includes coordination of these plans with the Parks and Recreation Department to assess opportunities for future park land and trail construction and extensions.

Conclusions

The recreational needs of future residents within the expansion areas is contemplated in the Regional Plan and carried forward into the implementation process for adoption of Urbanization Plans. Goal 8 is found to be satisfied.

Goal 9—Economic Development

Findings

The Urban Growth Boundary amendment detailed the need for additional economic opportunities and employment land to serve Medford and the region. The adopted General Land Use Plan (GLUP) designations particularly for commercial and employment needs are distributed throughout the expansion areas. The Urbanization Plans help ensure these allocations are provided for as development occurs.

Conclusions

The Urbanization Plans will ensure the proposed mix of commercial and employment lands throughout the UGB are identified and consistent with adopted plans. Goal 9 is found to be satisfied.

Goal 10—Housing

Findings

Similarly, the Urban Growth Boundary amendment detailed the need for additional housing to serve Medford. The distribution of General Land Use Plan (GLUP) designations related to housing needs is dispersed throughout the new UGB areas. The Urbanization Plans will help ensure the Regional Plan requirements related to residential densities are identified and ultimately developed.

Conclusions

The Urbanization Plans review the committed residential densities within the planning units to ensure compliance with the City's commitment to 6.6 dwelling units per acre within the entire unincorporated portion of the Urban Growth Boundary. Goal 10 is found to be satisfied.

Goal 11—Public Facilities and Services

Findings

The Urbanization Planning procedure begins the process of coordination and discussion between property owners and utility providers. Although the requirement to extend and provide utilities to these new UGB areas is premature at this stage of planning, it is important for the City to understand the availability, conflicts, or service limitations that exist as these new lands prepare to develop.

Conclusions

The new expansion areas will need to be served by utilities as they develop. The Urbanization Plans afford owners and utility providers an opportunity to discuss issues, possibilities, and utility constraints that may exist prior to developing these lands. Goal 11 is found to be satisfied.

Goal 12—Transportation

Findings

Transportation and connectivity of roadways to these new expansion areas is critical to adequately serve future growth. These new areas will need to be consistent with the City's proposed Transportation System Plan (TSP) update which includes identifying and ultimately constructing higher order and local streets within these expansion areas. The General Land Use Plan designations and the transportation network have been modeled to show future impacts to the system. Projects have been proposed in the TSP update to help maintain the identified Level-of-Service (LOS) standards and account for added growth.

Conclusions

The Urbanization Planning process takes into consideration the transportation network needed to accommodate new growth in these areas. Goal 12 is found to be satisfied.

Goal 13—Energy Conservation is not applicable in this case.

Goal 14—Urbanization

Findings

The City has an adopted Urban Growth Management Agreement with the County that outlines the orderly development and transition of rural lands to urban lands. The City has identified the mix of land uses and higher order street network needed within each of these new expansion areas. The Regional Plan also outlines performance measures that must be adhered to in order utilize these lands in the most efficient and effective manner possible. The Urbanization Planning process proposed will help ensure these lands are developed accordingly.

Conclusions

The City was approved by the State to expand its Urban Growth Boundary in June 2018. It is the City's responsibility to ensure the efficient and orderly development of these new areas is consistent with the City's Comprehensive Plan and Regional Plan and that there is a smooth transition from rural land uses to urban land uses. Goal 14 is found to be satisfied.

Goals 15–19 are not applicable to this part of the State.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Implementation Strategies] shall be based on the following [criteria 1–6]:

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

Findings

The proposed ordinance does not "significantly change" any Goals or Policies; rather, it provides a process for ensuring compliance with existing Goals and Policies, particularly those found in the Annexation, Economic, Housing, General Land Use, Transportation System Plan, Urbanization, and Regional Plan Elements.

Conclusions

The proposed ordinance is found to be consistent with the goals and policies of the Comprehensive Plan. This criterion is found to be satisfied.

2. *Availability of new and better strategies such as may result from technological or economic changes.*

Findings

The criterion is not applicable.

Conclusions

This criterion is found to be not applicable to the proposal.

3. *Demonstrable ineffectiveness of present strategy(s).*

Findings

The Regional Plan Element (RPE) has introduced new requirements for the inclusion (annexation) of lands into the City's political jurisdiction that are located in Urban Reserves Areas and that are now contained within Medford's recently expanded Urban Growth Boundary. No specific mechanism or review process currently exists within the City's Comprehensive Plan or its Land Development Code that is designed for the purpose of enabling review and determining compliance with RPE standards. Whether

Urbanization Plans are utilized to demonstrate compliance or not, parties interested in annexation and development of such lands would need to provide additional findings. Given the spatial nature of these findings, Urbanization Plans would effectively convey the information needed for a reviewer to reach an informed decision.

A review of the UGB amendment record indicates that the desire for thoughtful, orderly, "master planned" neighborhoods for URA lands has been consistent throughout the UGB amendment process. Urbanization Planning was endorsed as a way to ensure livable neighborhoods that meet the needs of residents, businesses, and visitors alike while facilitating judicious investment in the public infrastructure required to develop new parts of the City. Current "strategies" are not necessarily demonstrably "ineffective" insofar as they have not been used to process requests to annex URA lands into the City. The Urbanization Planning process, however, has been deliberately designed to address this issue and can reasonably be anticipated to perform better than current processes. Staff therefore concludes that the present "strategy" can be found to be demonstrably ineffective relative to the alternative proposed by here.

Conclusions

This criterion is found to be satisfied.

4. *Statutory changes affecting the Plan.*

Conclusions

There are no statutory changes affecting the Plan; criterion is not applicable.

5. *Demonstrable budgetary constraints in association with at least one of the above criteria.*

Conclusions

This criterion is not applicable.

6. *All applicable Statewide Planning Goals.*

Findings

The relevant Statewide Planning Goals have been addressed in detail under Criterion 6 above. The plan is found to be in compliance with the applicable goals.

Conclusions

The Statewide Planning Goals have been addressed above. This criterion is found to be satisfied.

Land Development Code Amendment. The Planning Commission shall base its recommendation and the City Council its decision on the following criteria:

§10.218. Explanation of the public benefit of the amendment.

Findings

The City was recently approved by the State to expand its Urban Growth Boundary (UGB) by over 4,000 acres. These new expansion areas will enable growth for the City over the next 20 years. As such, the future annexation and development of these lands are subject to performance measures outlined in the adopted Regional Plan Element of the Comprehensive Plan. The Regional Plan was adopted in 2012 and is applicable to several jurisdictions in the region including Medford. Certain details related to the plan are specific to Medford. For example, the City has agreed to regulate a minimum residential density requirement of 6.6 dwelling units per acre in these new areas (between the years 2010-2035) when development occurs. The dwelling units per acre increases between the years 2036-2060.

As part of the UGB process, the City adopted General Land Use Plan (GLUP) designations within each of the expansion areas. These identified land use types (residential, employment, and open space) were deemed appropriate to provide an adequate supply of these uses to serve future growth in Medford.

The proposed Urbanization Plans takes these original GLUP concept plans and provides more detail into how these lands will build out and how property owners will show compliance with the Regional Plan requirements. It is important to the City to be able to report and track the performance of these areas. The process will streamline the requirements for property owners and make the regulations uniform across all the expansion areas.

The proposed Development Code changes help identify the land use process for this new procedure, outline submittal requirements so staff and property owners are clear about needed items, and modifies how such changes to the Comprehensive Plan can be initiated.

Conclusions

Medford participated with Jackson County and surrounding jurisdictions to adopt a Regional Plan that provided each of the jurisdictions with identified Urban Reserve areas. In June 2018, the City was approved by the state to expand into these Urban Reserve areas by 4,000 acres. The Urbanization Planning process is being established to ensure these new lands are developed in accordance with the regulations agreed upon and outlined in the Regional Plan Element. The Development Code amend-

ments proposed in conjunction with the Comprehensive Plan amendments will provide an adopted process to track development requirements over time and establish a procedure that property owners can follow. This criterion is found to be satisfied.

10.218. The justification for the amendment with respect to the following factors:

- 1. Conformity with goals and policies of the Comprehensive Plan considered relevant to the decision.*

Findings

The amendment relates to the goals and policies found in the Regional Plan Element specifically Goal 1 which is to: *Manage future growth for the greater public good.*

Some of the guiding policies noted are:

- The expansion of urban areas shall be consistent with the Regional Plan, as amended
- The Regional Plan will be implemented by intergovernmental agreements and amendments to the comprehensive plans and implementing ordinances of the participating jurisdictions.

The Urbanization Planning process will provide a procedure to review the development plans or urbanization plans of these new expansion areas within the Urban Growth Boundary. These plans are specific to showing compliance with the Regional Plan prior to annexation and will assist in tracking requirements as more specific land use actions such as land divisions or site plans are proposed.

Conclusions

The amendment is relevant to the Regional Plan goals and policies. This criterion is found to be satisfied.

- 2. Comments from applicable referral agencies regarding applicable statutes or regulations.*

Findings

The proposed development code amendment was distributed to internal and external agencies for review and comments in September 2018. Both the Fire and Building Departments provided official "no comments" for the record (*See Exhibits D and E*). A routing slip from Public Works Operations Department was also received noting no comments. The Engineering Department helped provide text changes to the draft as well.

Comments specific to the Comprehensive Plan amendment were provided to agencies both in July 2016 and September 2018. The following agencies provided information for consideration:

- Department of Land Conservation and Development, (*Exhibit F*)
- Oregon Department of Transportation (ODOT), (*Exhibits G & H*)
- Medford Water Commission, (*Exhibit I*)
- Parks and Recreation Department, (*Exhibit J*)

Conclusions

The City has reviewed and revised the draft language based on comments received from applicable referral agencies. This criterion is found to be satisfied.

3. *Public comments.*

Findings

The draft language was distributed by e-mail to property owners and land use representatives for review and comments. Modifications to the document have been made based on comments received by interested parties. An e-mail was received from Raul Woerner related to the Comprehensive Plan amendment language (*See Exhibit K*).

The Planning Commission and City Council both held study sessions related to this topic providing another avenue for the public to find out more about this topic and provide feedback. In addition, staff conducted a test run of the language in May with a willing property owner to examine how the proposed language functions and if any modifications could be made to improve upon the process. The current text is reflective of this test case and the language was modified to make it clearer.

Property owners within the entire Urban Reserve were notified of this amendment in order to provide an opportunity for additional public comments. The public hearings scheduled in October and November will provide additional public input into this process.

Conclusions

The proposal has been distributed directly to property owners and land use representatives to solicit input and feedback on the proposed process. The language was reviewed through a mock application in order to identify any flaws or needed changes. Property owners have been notified of the public hearing(s) and are afforded an opportunity to comment. This criterion is found to be satisfied.

4. *Applicable governmental agreements.*

Findings

The City and Jackson County have an adopted Urban Growth Management Agreement to ensure the efficient and orderly development of rural land uses to urban land uses within the Urban Growth Boundary. Participating jurisdictions under the Regional Plan are required to maintain a monitoring system to evaluate compliance with the plan. As a participating member, the City is obligated to report on compliance with the Regional Plan requirements every five years starting in 2017 upon initiation by Jackson County. The establishment of the Urbanization Planning process helps provide a mechanism to track the regional requirements as development occurs.

Conclusions

The City has an adopted Urban Growth Management Agreement with Jackson County that was recently updated as part of the Urban Growth Boundary amendment. In addition, the City is obligated to comply with Regional Plan requirements outlined in the adopted Regional Plan Element. The new Urbanization Planning process helps the City show compliance with these agreements and Comprehensive Plan elements. This criterion is found to be satisfied.

RECOMMENDED ACTION

Based on the findings and conclusions that all of the applicable criteria are either satisfied or not applicable, forward a favorable recommendation for approval of CP-16-075 and DCA-18-120 to the City Council per the staff report dated October 4, 2018, including Exhibits A through K.

EXHIBITS

- A Proposed Urbanization Planning process (addition to Neighborhood Element)
- B Review and Amendment changes in Comprehensive Plan
- C Proposed Development Code Amendments
- D Fire Department comments
- E Building Department comments
- F Department of Land Conservation and Development
- G Oregon Department of Transportation
- H Oregon Department of Transportation
- I Medford Water Commission
- J Parks and Recreation Department
- K E-mail from Raul Woerner dated September 2018

PLANNING COMMISSION AGENDA: OCTOBER 11, 2018

Exhibit A

Urbanization Planning

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1. OBJECTIVE

To adopt land use and circulation maps that assure that the Regional Plan Element (RPE) requirements under section 4.1.8 are being met for all areas added to the urban area from the urban reserve before the land can be annexed. Urbanization plans must show compliance with the minimum residential density standard of RPE 4.1.5, the requirement for mixed-use, pedestrian-friendly development of RPE 4.1.6, and compliance with the land use distribution requirements of RPE 4.1.8 (b).

Urbanization plans will encompass cohesive “planning units” within the expansion area. In this context “planning unit” means an area that is bounded by streets, natural features, and/or existing property lines in such a way that it is logical to plan as a unit. The cohesive units are mapped at the end of this division.

2. LEGAL EFFECT

An urbanization plan is a “Special Area Plan” as defined in the General Land Use Plan Element, a “conversion plan” as termed in the Urban Growth Management Agreement, and a neighborhood circulation plan as used in Chapter 10 of the Municipal Code. As such, an urbanization plan specifies zoning and development patterns in greater detail than the General Land Use Plan (GLUP) and Transportation System Plan maps.

Adopted urbanization plans become appendixes to this division.

3. HISTORY

The City of Medford adopted its portion of the Greater Bear Creek Valley Regional Plan as the Regional Plan Element of the Comprehensive Plan in 2012. Through this adoption the City established an urban reserve, from which land will be selected for inclusion into the UGB. The Regional Plan Element established a set of “performance indicators” (standards) that must be met as land is brought into the UGB from the urban reserve. These performance indicators played a role in determining where the UGB would be expanded to meet the City’s land need at the time of UGB expansion. However, further detail is needed in order to ensure that these areas will meet all applicable performance indicators as they are developed. The urbanization plans adopted into this division of the Neighborhood Element demonstrate that all applicable performance indicators from the Regional Plan Element will be addressed as areas develop.

4. PROCEDURE

Prior to or concurrently with annexation, urbanization plans must be submitted for each cohesive planning unit added to the UGB from the urban reserve. An urbanization plan shall be submitted for, and include all of the properties in, the added portions only of the planning units within the expansion area. Contiguous units may plan in conjunction and submit their plans together for consideration.

- 4.1 A pre-application meeting is required. The purpose of the meeting is for staff of various departments and agencies to convey objectives and warn of obstacles or concerns before applicant has begun significant work on plans. The property owners within the planning unit shall be notified of the pre-application conference date, time, and location.
- 4.2 Submittal of an urbanization plan is a Major Comprehensive Plan amendment application.
 - 4.2.1 An urbanization plan is a special area plan that refines the existing GLUP map, therefore it is not subject to the General Land Use Plan map amendment criteria in the Review & Amendments chapter. The applicable criteria are the provisions of sections 5 and 6, below.
 - 4.2.2 An urbanization plan application must contain the written consent of at least 50 percent of the property owners representing at least 50 percent of the total property area for each planning unit.
 - 4.2.3 The urbanization plans will be adopted as appendixes to the Neighborhood Element of the Comprehensive Plan.
 - 4.2.4 The submittal requirements are outlined in Chapter 10 Section 10.220(C) of the Municipal Code.
 - 4.2.5 Applicants must conduct a neighborhood meeting in accordance with Section 10.194 of the Municipal Code.

- 4.3 The plans will contain sufficient detail to demonstrate compliance with the applicable portions of the Regional Plan. The adopted plans will also be limited to maps, plan policies, and standards needed to demonstrate compliance with applicable portions of the Regional Plan Element. Changes to the General Land Use Plan map, as allowed by the Annexation Policies of the Urbanization Element, and changes to the Functional Classification Map in the Transportation System Plan shall be considered under the same application when the urbanization plans are submitted.
- 4.4 Exemptions. Areas that have only industrial or open space designations are not required to develop urbanization plans. In the 2016 expansion those areas are MD-2a, MD-5h, Md-6b, and Prescott and Chrissy parks.

5. PLAN CONTENTS

In order to adopt an urbanization plan, the City Council shall be satisfied that the plan substantially conforms to the performance measures outlined in the Regional Plan Element and the submitted plan adequately demonstrates each of the following:

- 5.1 Compliance with the minimum gross density requirement by identifying proposed zoning districts that correspond to the General Land Use Plan designations. For example, if an area contains only low-density urban residential (UR), the zoning districts must be allocated in such a way that if each area built out to the minimum allowed gross density of each district the requirement will be met. For the purposes of calculation, gross density comprises only the land for buildable lots and for public rights-of-way.
- 5.2 A neighborhood circulation plan map showing:
 - 5.2.1 Locations of higher-order streets. Locations and alignments of higher-order streets should be represented as accurately as possible. If alignments and/or connections have to be moved or eliminated prior to construction, resulting connectivity must be demonstrably as good or better as determined by the approving authority for that development action.
 - 5.2.2 A highly connected pattern of residential or private streets, alleyways, and paths depicted with enough detail to ascertain level of connectivity. A greater concentration of intersections within a development area is generally desirable both for efficient utilization of land in the urban reserve and to serve the transportation needs of all modes.

At minimum, connections from non-classified roads to higher-order streets (collector and above) shall be depicted. Configurations with less connectivity (fewer intersections, longer block lengths, more dead-ends, greater potential out-of-direction travel) may be justified on the basis of

topographical and other environmental or development constraints, and/or the particular needs of adjacent land uses and those of the surrounding vicinity.

Proposed networks with lower vehicular connectivity may also include mitigation measures including enhanced pedestrian and other active transportation facilities. Off-road multi-use paths shall be considered as components of the transportation system; trails (i.e., designed only for recreation) shall not.

Different types of streets shall be differentiated graphically.

- 5.3 Compliance with the open space allocation for an urban reserve area (see land use distribution table in RPE or Table 9-1 below). The allocation shall be proportioned to the size of the cohesive “planning unit” with respect to the whole area¹. Units that contain only Industrial GLUP designations are exempt from this requirement. The following classifications count as open space for purposes of fulfilling the RPE requirements:
- 5.3.1 Parks, both public and private
 - 5.3.2 Agricultural buffers
 - 5.3.3 Riparian corridors
 - 5.3.4 Areas under an “open space” tax assessment
 - 5.3.5 Locally significant wetlands
 - 5.3.6 Slopes greater than 25 percent
- 5.4 Compliance with the requirements of Regional Plan Element, section 4.1.6, for mixed-use/pedestrian-friendly development. Planning units containing only one type of classification are exempt from this requirement.
- 5.5 Preliminary coordination and discussions with public utility providers, including water, sewer, transportation, and irrigation districts.
- 5.5.1 Coordination may include identifying any existing infrastructure on or adjacent to the site and determining whether it can be maintained or needs to be moved, and determining its ability or limitations to serve the site.

¹ For example, if the planning unit “MD-1a” is 40 percent of area “MD-1,” then it has to contain no less than 40 percent of the open space allocation for the “MD-1” area.

- 5.6 Location or extensions of riparian corridors, wetlands , historic buildings or resources, and habitat protections and the proposed status of these elements.
- 5.7 Compliance with applicable provisions of the Urban Growth Management Agreement.
- 5.8 Compliance with the terms of special agreements between the landowners and other public entities that were part of the basis for including an area in the urban growth boundary, as detailed in the Urban Growth Management Agreement.
- 5.9 Coordination with the Parks and Recreation Department for adherence to the Leisure Service Plan related to open space acquisition and proposed trail and path locations.
- 5.10 Vicinity map including adjacent planning units and their General Land Use Plan designations.
- 5.11 Property lines for the subject planning unit and adjacent properties, particularly where new streets are proposed.
- 5.12 Existing easements of record, irrigation canals, and structures.
- 5.13 Areas designated as unbuildable per the Urban Growth Boundary City Council Report dated August 18, 2016 (Map A-1), and the status of those areas, including agricultural buffers.
- 5.14 Contour lines and topography.
- 5.15 In the interest of maintaining clarity and flexibility for both the City of Medford and for landowners, **no urbanization plan may be submitted with or contain the following items**, which are only appropriate at the time of development:
 - 5.15.1 Deviations from Municipal Code provisions, including exceptions to Chapter 10.
 - 5.15.2 Limitations on development due to facility capacity shortfalls.
 - 5.15.3 Architectural details.
 - 5.15.4 Specifics about building types and building placement.
 - 5.15.5 Access and internal circulation on prospective lots or development sites.

6. ALLOWANCES

The Regional Plan Element (RPE) allocates land use categories—residential, employment, open space—in specific proportions to each area of the urban reserve. RPE land use allocations were based on a variety of factors including technical studies that broadly assessed the City’s need for residential and employment land over a 50-year period. Allocations for each land use category are expressed as a proportion of the total land mass of each individual Urban Reserve Area. Given the limitations of these technical studies and the changing nature of demand for urban lands, landowners and developers should be provided with a means of reconciling current land needs with these prescribed allocations. The following deviations may be considered by the Council when adopting an urbanization plan:

- 6.1 Rearrangement of the GLUP designations within the unit in order to more effectively implement the goals of the RPE as expressed by the Performance Indicators contained within Chapter 5 and other applicable sections of the RPE and the City’s other duly adopted long range plans. This could be demonstrated through market studies and other similar documents prepared by subject area experts.
- 6.2 Changes within a class of GLUP designations, but only from less intense to more intense. For example, a change from low-density residential to medium-density residential is permitted, but not the reverse.

7. AMENDMENTS

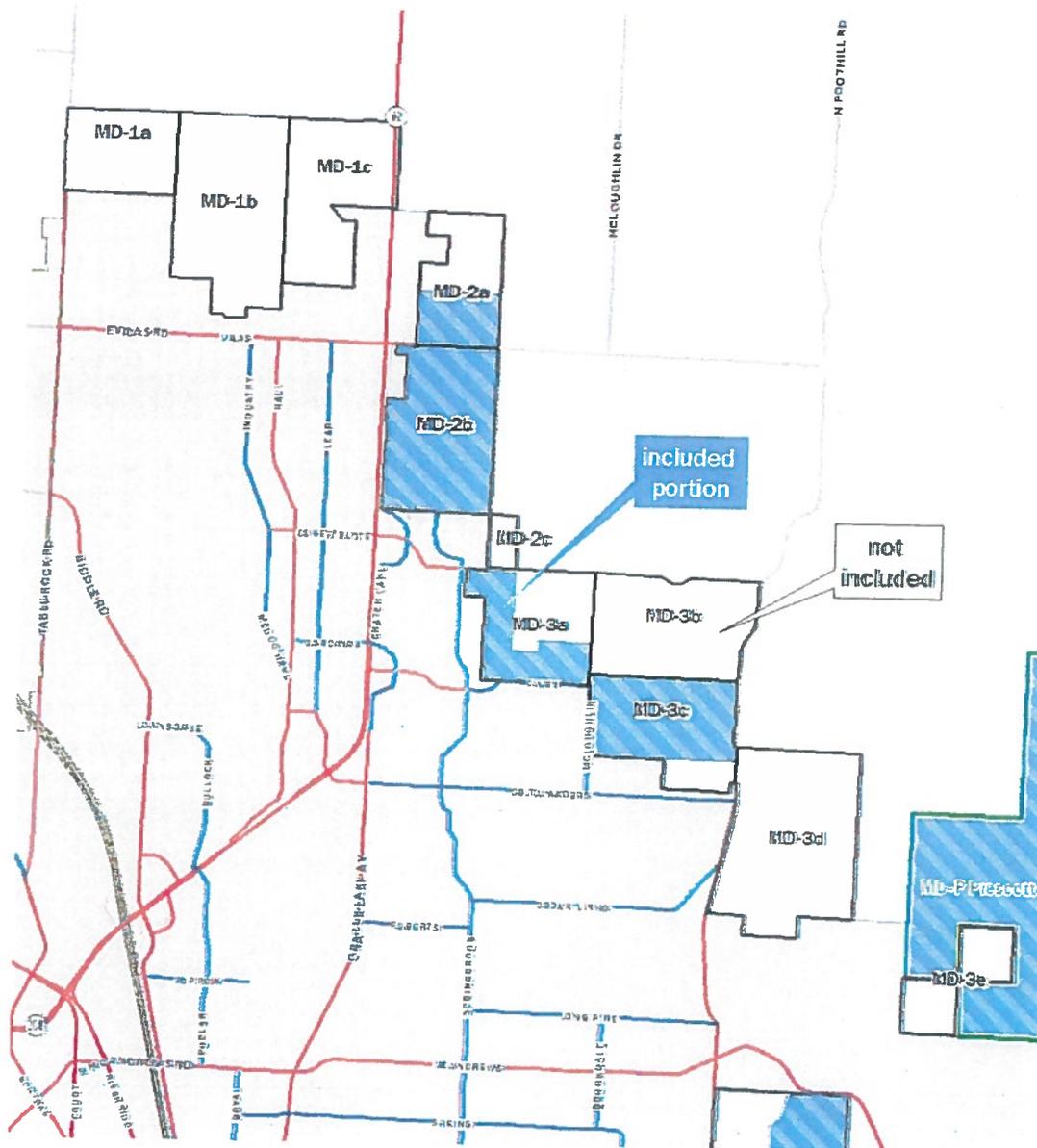
This section prescribes the process for amendments when part of a planning unit has developed, but there is a desire to change the urbanization plan for the undeveloped remainder of the planning unit.

- 7.1 Follow the procedures in Sections 4–6, except that the ownership calculation for eligible applicants (see 4.2.2.) includes only the areas of the original extent that have not been developed.
- 7.2 The amended plan will replace the previously adopted plan in this chapter.

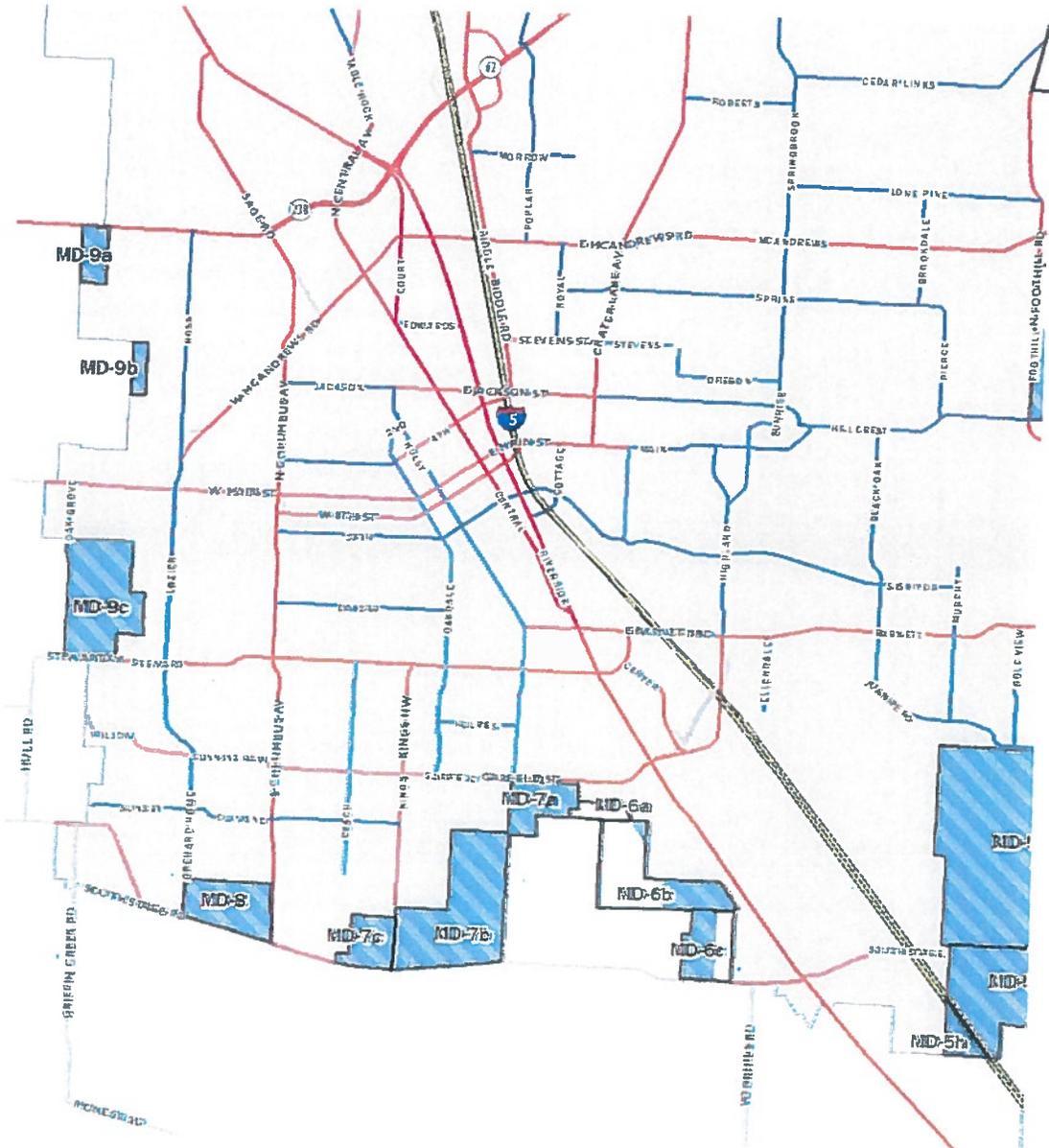
8. PLANNING UNIT MAPS

The following maps identify the cohesive planning units for the purposes of administering this chapter. The dark striped areas show the latest UGB expansion.

8.1 Areas MD-1 through MD-3 (north and northeast)



8.3 Areas MD-6 through MD-9 (south and southwest)



9. OPEN SPACE REQUIREMENTS BY PLANNING UNIT

The open space requirements for each of the designated MD areas is identified in the Regional Plan. The percentages have also been identified for each of the planning units below. It is understood that development constraints will prevent strict adherence to the exact number of acres required based on the percentages in Table 9-1. Therefore, the number of Open Space acres proposed by an Urbanization Plan may vary from the requirement by no more than +/- 0.25 acres.

Table 9-1

Planning Unit Number	Regional Plan Open Space Percentage
MD-1 a	6%
MD-1 b	
MD-1 c	
MD-2 a	0%
MD-2 b	11%
MD-3 a	16%
MD-3 b	
MD-3 c	
MD-3 d	
MD-4	15%
MD-5 a	

MD-5 b	19%
MD-5 c	
MD-5 d	
MD-5 e	
MD-5 f	
MD-5 g	
MD-5 h	
MD-6 a	
MD-6 b	
MD-6 c	
MD-7 a	
MD-7 b	22%
MD-7 c	13%
MD-8	29%
MD-9 a	18%
MD-9 b	

MD-9 c	
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Exhibit A-1 Track Change Version

Urbanization Planning

1. Objective.....	1
2. Legal Effect.....	1
3. History.....	2
4. Procedure.....	2
5. Plan Contents.....	3
6. Urbanization Plan—Allowances.....	6
7. Amendments.....	7
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1. OBJECTIVE

To adopt land use and circulation maps that assure that the Regional Plan Element (RPE) requirements under section 4.1.8 are being met for all areas added to the urban area from the urban reserve before the land can be annexed. Urbanization plans must show compliance with the minimum residential density standard of RPE 4.1.5, the requirement for mixed-use, pedestrian-friendly development of RPE 4.1.6, and compliance with the land use distribution requirements of RPE 4.1.8 (b).

Urbanization plans will encompass cohesive “planning units” within the expansion area. In this context “planning unit” means an area that is bounded by streets, natural features, and/or existing property lines in such a way that it is logical to plan as a unit. The cohesive units are mapped at the end of this division.

2. LEGAL EFFECT

An urbanization plan is a “Special Area Plan” as defined in the General Land Use Plan Element, a “conversion plan” as termed in the Urban Growth Management Agreement, and a neighborhood circulation plan as used in Chapter 10 of the Municipal Code. As such, an urbanization plan specifies zoning and development patterns in greater detail than the General Land Use Plan (GLUP) and Transportation System Plan maps.

Adopted urbanization plans become appendixes to this division.

3. HISTORY

The City of Medford adopted its portion of the Greater Bear Creek Valley Regional Plan as the Regional Plan Element of the Comprehensive Plan in 2012. Through this adoption the City established an urban reserve, from which land will be selected for inclusion into the UGB. The Regional Plan Element established a set of “performance indicators” (standards) that must be met as land is brought into the UGB from the urban reserve. These performance indicators played a role in determining where the UGB would be expanded to meet the City’s land need at the time of UGB expansion. However, further detail is needed in order to ensure that these areas will meet all applicable performance indicators as they are developed. The urbanization plans adopted into this division of the Neighborhood Element demonstrate that all applicable performance indicators from the Regional Plan Element will be addressed as areas develop.

4. PROCEDURE

Prior to or concurrently with annexation, urbanization plans must be submitted for each cohesive planning unit added to the UGB from the urban reserve. An urbanization plan shall be submitted for, and include all of the properties in, the added portions only of the planning units within the expansion area. Contiguous units may plan in conjunction and submit their plans together for consideration.

- 4.1 A pre-application meeting is required. The purpose of the meeting is for staff of various departments and agencies to convey objectives and warn of obstacles or concerns before applicant has begun significant work on plans. The property owners within the planning unit shall be notified of the pre-application conference date, time, and location.
- 4.2 Submittal of an urbanization plan is a Major Comprehensive Plan amendment application.
 - 4.2.1 An urbanization plan is a special area plan that refines the existing GLUP map, therefore it is not subject to the General Land Use Plan map amendment criteria in the Review & Amendments chapter. The applicable criteria are the provisions of sections 5 and 6, below.
 - 4.2.2 An urbanization plan Application must contain the written consent of at least 50 percent of the property owners, representing at least 50 percent of the total property area for each planning unit, and at least 50 percent of the assessed land value for the unit.
 - 4.2.3 The urbanization plans will be adopted as appendixes to the Neighborhood Element of the Comprehensive Plan.
 - 4.2.4 The submittal requirements are outlined in Chapter 10 Section 10.220(C) of the Municipal Code.

- 4.2.5 Applicants must conduct a neighborhood meeting in accordance with Section 10.194 of the Municipal Code.
- 4.3 The plans will contain sufficient detail to demonstrate compliance with the applicable portions of the Regional Plan. The adopted plans will also be limited to maps, plan policies, and standards needed to demonstrate compliance with applicable portions of the Regional Plan Element. Changes to the General Land Use Plan map, as allowed by the Annexation Policies of the Urbanization Element, and changes to the Functional Classification Map in the Transportation System Plan will shall be considered under the same application when the urbanization plans are submitted.
- ~~5.~~ 4.4 Exemptions. Areas that have only industrial or open space designations are not required to develop urbanization plans. In the 2016 expansion those areas are MD-2a, MD-5h, ~~AND~~ Md-6b, and Prescott and Chrissy parks.

~~6.5.~~ PLAN CONTENTS

In order to adopt an urbanization plan, the City Council shall be satisfied that the plan substantially conforms to the performance measures outlined in the Regional Plan Element and the submitted plan adequately demonstrates each of the following:

- ~~6.15.1~~ 6.15.1 Compliance with the minimum gross density requirement by identifying proposed zoning districts pre-zoning areas that correspond to the ~~according to~~ General Land Use Plan designations. For example, if an area contains only low-density urban residential (UR), the zoning districts must be allocated in such a way that if each area built out to the minimum allowed gross density of each district the requirement will be met. For the purposes of calculation, gross density comprises only the land for buildable lots and for public rights-of-way.
- ~~6.25.2~~ 6.25.2 A neighborhood transportation circulation plan map showing:
- 5.2.1 Locations of higher-order streets. Locations and alignments of higher-order streets should be represented as accurately as possible. If alignments and/or connections have to be moved or eliminated prior to construction, resulting connectivity must be demonstrably as good or better as determined by the approving authority for that development action.
- ~~6.2.1~~ 5.2.2 A highly connected pattern of local residential or private streets, alleyways, and paths depicted with enough detail to ascertain level of connec-

activity. A high densityA greater concentration of intersections within a development area is generally desirable both for efficient utilization of land in the urban reserve and to serve the transportation needs of all modes.

At minimum, connections from non-classified roads to higher-order streets (collector and above) shall be depicted. ~~Obstacles to connections will be shown and explained~~Configurations with less connectivity (fewer intersections, longer block lengths, more dead-ends, greater potential out-of-direction travel) may be justified on the basis of topographical and other environmental or development constraints, and/or the particular needs of adjacent land uses and those of the surrounding vicinity.

Proposed networks with lower vehicular connectivity may also include mitigation measures including enhanced pedestrian and other active transportation facilities. A high density of intersections is desirable both for efficient utilization of land in the urban reserve and to serve the transportation needs of all modes. ~~Off-street paths~~road multi-use paths ~~count shall be considered~~ as components of the transportation system; trails (i.e., designed only for recreation) ~~do shall~~ not.

Different types of streets shall be differentiated graphically.

6.2.2

~~6.2.3~~ Locations and alignments of higher order streets are intended to be accurate should be represented as represented as accurately as possible. If locations/alignments and/or connections have to be moved or eliminated during subsequent development prior to construction, resulting connectivity must be demonstrably as good or better as determined by the approving authority for that development action.

6.35.3 Compliance with the open space allocation for an urban reserve area (see land use distribution table in RPE or Table 9-1 below). The allocation shall be proportioned to the size of the cohesive "planning unit" with respect to the whole area¹. Units that contain only Industrial GLUP designations are exempt from this requirement. The following classifications count as open space for purposes of fulfilling the RPE requirements:

6.3.15.3.1 Parks, both public and private

6.3.25.3.2 Agricultural buffers

¹ For example, if the planning unit "MD-1a" is 40 percent of area "MD-1," then it has to contain no less than 40 percent of the open space allocation for the "MD-1" area.

- ~~6.3.35.3.3~~ Riparian corridors
- ~~6.3.45.3.4~~ Areas under an "open space" tax assessment
- ~~6.3.55.3.5~~ Locally significant wetlands
- ~~6.3.65.3.6~~ Slopes greater than 25 percent

~~6.45.4~~ Compliance with the requirements of Regional Plan Element, section 4.1.6, for mixed-use/pedestrian-friendly development. Planning units containing only one type of classification are exempt from this requirement.

~~5.5~~ Preliminary Coordination and discussions with public utility providers, including water, sewer, transportation, and irrigation districts.

~~6.55.5.1~~ Coordination may include identifying any existing infrastructure on or adjacent to the site and determining whether it can be maintained or needs to be moved, and determining its ability or limitations to serve the site.

~~6.65.6~~ Location or Extensions of riparian corridors, wetlands protections, historic buildings or resources, and habitat protections and the proposed status of these elements.

~~6.75.7~~ Compliance with applicable provisions of the Urban Growth Management Agreement.

~~5.8~~ Compliance with the terms of special agreements between the landowners and other public entities that were part of the basis for including an area in the urban growth boundary, as detailed in the Urban Growth Management Agreement.

~~5.9~~ Coordination with the Parks and Recreation Department for adherence to the Leisure Service Plan related to open space acquisition and proposed trail and path locations.

~~5.10~~ Vicinity map including adjacent planning units and their General Land Use Plan designations.

~~5.11~~ Property lines for the subject planning unit and adjacent properties, particularly where new streets are proposed.

~~5.12~~ Existing easements of record, irrigation canals, and structures.

~~5.13~~ Areas designated as unbuildable per the Urban Growth Boundary City Council Report dated August 18, 2016 (Map A-1), and the status of those areas, including agricultural buffers.

~~6.85.14~~ Contour lines and topography.

6.95.15 In the interest of maintaining clarity and flexibility for both the City of Medford and for landowners, **no urbanization plan may be submitted with or contain the following items**, which are only appropriate at the time of development:

6.9.15.15.1 Deviations from Municipal Code provisions, including exceptions to Chapter 10.

6.9.25.15.2 Limitations on development due to facility capacity shortfalls.

6.9.35.15.3 Architectural details.

6.9.45.15.4 Specifics about building types and building placement.

6.9.55.15.5 Access and internal circulation on prospective lots or development sites.

7.6. ALLOWANCES

The Regional Plan Element (RPE) allocates land use categories—residential, employment, open space—in specific proportions to each area of the urban reserve. ~~Since these RPE allocations were independent of particular determinations of land needs, there has to be some leeway for the Council RPE land use allocations were based on a variety of factors including technical studies that broadly assessed the City's need for residential and employment land over a 50-year period. Allocations for each land use category are expressed as a proportions of the total land mass of each individual Urban Reserve Area. Given the limitations of these technical studies and the changing nature of demand for urban lands, and landowners and developers in reconciling should be provided with a means of reconciling~~ current land needs with these prescribed allocations. The following deviations may be considered by the Council when adopting an urbanization plan:

7.16.1 Rearrangement of the GLUP designations within the unit ~~in order to more effectively implement the goals of the RPE as expressed by the Performance Indicators contained within Chapter 5 and other applicable sections of the RPE and the City's other duly adopted long range plans. This could be demonstrated through market studies and other similar documents prepared by subject area experts.~~

7.26.2 Changes within a class of GLUP designations, but only from less intense to more intense. For example, a change from low-density residential to medium-density residential is permitted, but not the reverse.

8.7. AMENDMENTS

This section prescribes the process for amendments when ~~time has passed and~~ part of a planning unit has developed, but there is a desire to perception that a change the urbanization plan should be made to the remainder of for the undeveloped remainder of the planning unit. the urbanization plan.

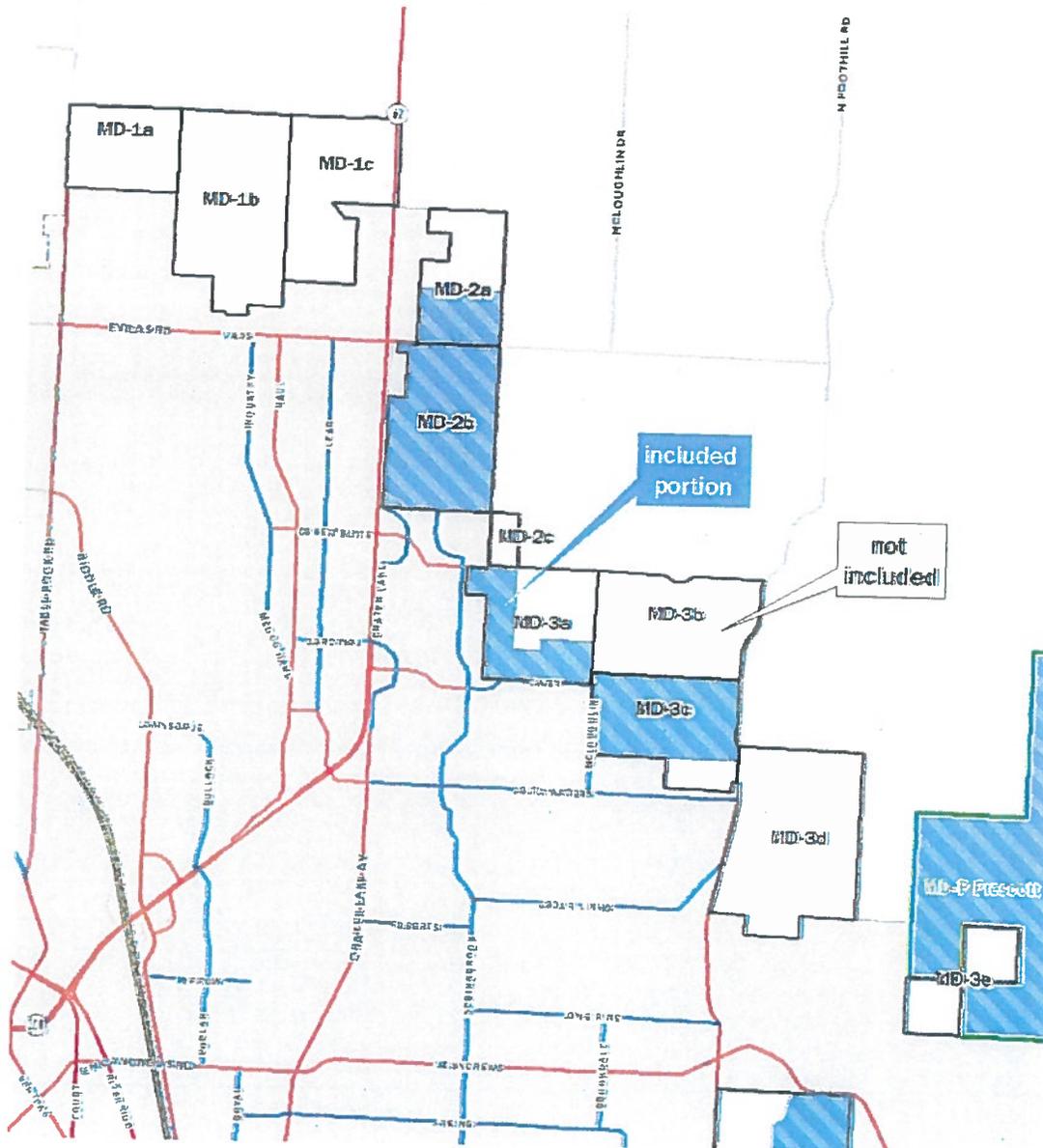
8-17.1 Follow the procedures in Sections 4–6, except that the ownership calculation for eligible applicants (see 4.2.2.) includes only the areas of the original extent that have not been developed.

8-27.2 The amended plan will replace the previously adopted plan in this chapter.

9.8. PLANNING UNIT MAPS

The following maps identify the cohesive planning units for the purposes of administering this chapter. The dark striped areas show the latest UGB expansion.

9.18.1 Areas MD-1 through MD-3 (north and northeast)



10.9. OPEN SPACE REQUIREMENTS BY PLANNING UNIT

The open space requirements for each of the designated MD areas is identified in the Regional Plan. The percentages have also been identified -applied to for each of the planning units below, and the number of acres of open space required. These are base-line numbers and some planning units may exceed the number of acres based on special conditions agreed upon as part of the Urban Growth Boundary hearing process. It is understood that development constraints will prevent strict adherence to the exact number of acres required based on the percentages in Table 9-1. Therefore, the number of Open Space acres proposed by an Urbanization Plan may vary from the requirement by no more than +/- 0.25 acres.

Table 9-1

Planning Unit Number	Regional Plan Open Space Percentage
MD-1 a	6%
MD-1 b	
MD-1 c	
MD-2 a	0%
MD-2 b	11%
MD-3 a	16%
MD-3 b	
MD-3 c	
MD-3 d	
MD-4	15%

MD-5 a	19%
MD-5 b	
MD-5 c	
MD-5 d	
MD-5 e	
MD-5 f	
MD-5 g	
MD-5 h	0%
MD-6 a	
MD-6 b	
MD-6 c	
MD-7 a	22%
MD-7 b	
MD-7 c	
MD-8	13%
MD-9 a	29%

MD-9 b	18%
MD-9 c	

REVIEW AND AMENDMENTS

Amended July 1, 2010, Ordinance No. 2010-159; Amended June 21, 2018, Ordinance No. 2018-77

INTRODUCTION

Planning is a process; it is naïve to assume that a single document can answer all the questions or resolve all the problems for all times. Conditions change, resources are shifted, and community goals are revised.

For these reasons it is essential that means exist to keep the Plan dynamic. Oregon's statewide planning program addresses this need in two ways. First, a *post-acknowledgement plan amendment* review process exists to assure that local amendments to a state-acknowledged Plan or its implementing codes and ordinances are consistent with the statewide planning goals and with the plans of other affected agencies. The second statewide approach to assuring the maintenance of local comprehensive plans is by means of a more thorough *periodic review* program which will occur cyclically beginning at least five years after Plan acknowledgment. The *periodic review* program emphasizes internal plan consistency as well as overall compliance with new and revised state rules and statutes.

In addition to these state-administered programs, a well-defined local process to review and revise the *Comprehensive Plan* is essential. The local Plan amendment process should reflect a balance between the desire for maintaining a dynamic and locally responsive plan and the need to provide a reasonable degree of certainty and stability in the rules and processes governing land use. Such a plan amendment process is presented below.

TYPES OF AMENDMENTS

Because of the diverse structural nature of the *Comprehensive Plan*, it is necessary to categorize plan amendments in several different ways (bearing in mind that all plan amendments are land use actions as defined by state statutes). This Plan contains a variety of components: Data; Conclusions; Goals and Policies; Implementation Strategies; a General Land Use Plan Map; a City-County adopted Urban Growth Boundary and Urbanization Policies; and several other components. Specific procedural requirements for all land use actions are codified in Article II of the *Land Development Code*. Two different procedural classifications will apply to *Comprehensive Plan* amendments as follows:

Procedural Classifications for *Comprehensive Plan* Amendments

Type IV

Conclusions	Urban Reserve
Goals and Policies	Urban Growth Management Agreement
Implementation Strategies	Urban Reserve Management Agreement
General Land Use Plan Map (minor)	Review and Amendment Procedures
General Land Use Plan Map (major)	Citizen Involvement Program
Urban Growth Boundary (minor)	<u>Urbanization Plan</u>
Urban Growth Boundary (major)	

The distinction between major and minor plan amendments is based on the following definitions which were derived from the Guidelines associated with Statewide Goal 2:

Major Amendments are those land use changes that have widespread and significant impact beyond the immediate area, such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships.

Minor Amendments are those land use changes that do not have significant effect beyond the immediate area of the change and should be based on special studies or other information which will serve as the factual basis to support the change. The public need and justification for the particular change should be established.

Disputes. When there is a question or dispute over the type of amendment, the director of the Planning Department shall issue a written decision.

CRITERIA FOR PLAN AMENDMENTS

Because of the important functional differences among the various Plan components, no common set of criteria can be used to assess all proposed Plan amendments. Below are listed the criteria which must be considered when evaluating proposed amendments to each of the specified Plan components. While all of the criteria may not apply to each proposed amendment, all must be considered when developing substantive findings supporting final action on the amendment, and those criteria which are applicable must be identified and distinguished from those which are not.

Conclusions. Amendments shall be based on the following:

1. A change or addition to the text, data, inventories, or graphics which substantially affects the nature of one or more conclusions.

Goals and Policies. Amendments shall be based on the following:

1. A significant change in one or more Conclusion.
2. Information reflecting new or previously undisclosed public needs.
3. A significant change in community attitude or priorities.
4. Demonstrable inconsistency with another Plan provision.
5. Statutory changes affecting the Plan.
6. All applicable Statewide Planning Goals.

Implementation Strategies. Amendments shall be based on the following:

1. A significant change in one or more Goal or Policy.
2. Availability of new and better strategies such as may result from technological or economic changes.
3. Demonstrable ineffectiveness of present strategy(s).
4. Statutory changes affecting the Plan.
5. Demonstrable budgetary constraints in association with at least one of the above criteria.
6. All applicable Statewide Planning Goals.

Street Re-classifications, including the re-classification of a lower order street to either a collector or arterial street, or when re-classifying a collector street to an arterial street, and when the re-classification is not a part of a major (Type IV) legislative amendment. Amendments shall be based on the following:

1. A demonstrated change in need for capacity which is consistent with other plan provisions.
2. Consideration of alternatives to the proposed revision which includes alternative vehicle routes and alternative travel modes that would better preserve the livability of affected residential neighborhoods.
3. A significant change in one or more Goal or Policy.
4. Statutory changes affecting the Plan.
5. Demonstrable budgetary constraints in carrying out the existing plan.

6. All applicable Statewide Planning Goals.

Map Designations. Amendments shall be based on the following:

1. A significant change in one or more Goal, Policy, or Implementation strategy.
2. Demonstrated need for the change to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities.
3. The orderly and economic provision of key public facilities.
4. Maximum efficiency of land uses within the current urbanizable area.
5. Environmental, energy, economic and social consequences.
6. Compatibility of the proposed change with other elements of the City *Comprehensive Plan*.
7. All applicable Statewide Planning Goals.

Urban Growth Boundary. See *Urbanization Element*.

Urban Reserve. See *Urbanization Element*.

Urban Growth Management Agreement. See *Urbanization Element*.

Urban Reserve Management Agreement. See *Urbanization Element*.

Citizen Involvement Program. Amendments shall be based on recommendations from the Committee for Citizen Involvement (CCI) and on Statewide Goal 1 and any other applicable Statewide Goals.

Review and Amendment Procedure. Amendments shall be based on Statewide Goal 2 and any other applicable Statewide Goals.

Urbanization Plan. See [Urbanization Planning Chapter in the Neighborhood Element \(Sections 5 and 6\)](#)

REVISIONS OF DATA, INVENTORIES AND GRAPHICS

Revisions of those portions of the Plan document which do not affect a Plan Conclusion, Goal, Policy, Implementation Strategy, General Land Use Plan Map designation, Urban Growth Boundary, Citizen Involvement Program or Review and Amendment Procedures may be made when needed by order of the Planning Director. Such revision shall be transmitted to the Planning Commission, City Council, and all other recorded holders of the *Comprehensive Plan*.

ARTICLE I - GENERAL PROVISIONS

10.012 **Definitions, Specific.**

When used in this chapter, the following terms shall have the meanings as herein ascribed:

Urbanization Plan. An adopted land use and circulation plan showing compliance with the Regional Plan Element for each established planning unit identified in the Comprehensive Plan. An urbanization plan is a “Special Area Plan” as defined in the General Land Use Plan Element, a “conversion plan” as termed in the Urban Growth Management Agreement, and a neighborhood circulation plan as used in this chapter. Urbanization plans are required prior to or in conjunction with annexation requests for all areas adopted as part of the 2016 Urban Growth Boundary expansion or future Urban Growth Boundary expansions.

ARTICLE II - PROCEDURAL REQUIREMENTS

10.106 Procedural Types.

(D) Type IV Legislative Procedures.

(1) Legislative decisions that involve the greatest degree of discretion as they establish by law the general policies and regulations for future land use decisions and have either widespread and significant impact beyond the immediate area or change the character of the land use, or affect large areas or many different ownerships.

(2) The Planning Commission shall review Type IV land use permit applications and forward a recommendation to City Council to approve, approve with modifications, approve with conditions, deny, or to adopt an alternative. City Council shall consider and address the recommendation, but shall not be bound by it. The City Council is the approving authority and, if it so determines that a Type IV land use permit application has satisfied the standards and criteria for approval, shall approve Type IV land use applications by ordinance.

(3) Public notice(s), public comment period(s) and public hearing(s) are required according to Section 10.124 of this Chapter

(4) Requested action may be initiated by City Council and Planning Commission (except annexations) ~~or for m~~ Minor amendments or Urbanization Plans may be initiated; by an applicant(s).

(5) Appeals of Type IV decisions are made to the Land Use Board of Appeals (LUBA) per Section 10.140(I).

[Added Sec. 12, Ord. No. 2018-64, Ord. No. 2018-64, June 21, 2018 (effective July 23, 2018.)]

10.108 Land Use Review Procedure Types.

Table 10.108-1 identifies the procedural type, applicable standards, and approving authority for each type of land use review as well as whether the 120-day rule in Section 10.104(D) is applicable. Each procedural type is subject to specific due process and administrative requirements of this chapter.

Table 10.108-1. Land Use Review Procedures				
Land Use Review Type	Procedural Type	Applicable Standards	Approving Authority	Subject to 120 Day Rule (ORS 227.178)?
Minor Modification to a Site Plan & Architectural Review Approval	I	10.200(H)(2)	Planning Director	No
Major Modification to an Approved Conditional Use Permit	III	10.184(D)(1)	Planning Commission	Yes
Minor Modification to an Approved Conditional Use Permit	I	10.814(D)(2)	Planning Director	No
Nonconformities	I	10.032 – 10.036	Planning Director	No
Portable Storage Container	II	10.840(D)(6)	Planning Director	Yes
Park Development Review	III	10.185	Planning Commission	Yes
Pre-Application	I	10.156	Not Applicable	No
Preliminary PUD Plan	III	10.190 – 10.198	Planning Commission	Yes
Property Line Adjustment	I	10.158	Planning Director	No
PUD Plan Revision(s)	III	10.198	Planning Commission	Yes
PUD Plan Termination	III	10.198	Planning Commission	Yes
Riparian Corridors, Reduction or Deviation	I	10.927	Planning Director	No
Sign Permit	I	10.1000 – 10.1810	Planning Director	No
Site Plan and Architectural Review	III	10.200	SPAC	Yes
Tentative Plat, Partition	II	10.170	Planning Director	Yes
Tentative Plat, Subdivision	III	10.202	Planning Commission	Yes
Transportation Facility Development	IV	10.226	City Council	No
Urban Growth Boundary Amendment, Major	IV	Urbanization, 10.220	City Council	No
Urban Growth Boundary Amendment, Minor	IV	Urbanization, 10.222	City Council	No
<u>Urbanization Plan</u>	<u>IV</u>	<u>10.200(B)(4)</u>	<u>City Council</u>	<u>No</u>
Vacation of Public Right-of-Way	IV	10.226	City Council	No
Zone Change, Major	IV	Review & Amendment, 10.220	City Council	No
Zone Change, Minor	III	10.204	Planning Commission	Yes

[Added Sec. 13, Ord. No. 2018-64, June 21, 2018 (effective July 23, 2018); Amd. Sec. 1, Ord. No. 2018-86, July 19, 2018.]

10.110 Designation and Duties of Approving Authorities.

(C) City Council Authority. The City Council is hereby designated as the approving authority for all the following land use reviews:

Land Use Review

Annexation

Appeals (See Section 10.140)

Comprehensive Plan Amendment (Major or Minor)

General Land Use Plan Map Amendment (Major or Minor)

Land Development Code Amendment

Transportation Facility Development

Urban Growth Boundary Amendment (Major or Minor)

Urbanization Plan

Vacation of Public Right-of-Way

Zoning Map Amendment (Major)

10.124 Due Process Element 2: Notification

(D) Publication. Unless otherwise indicated, public hearing notices for all proposed land use actions shall be published in a newspaper of general circulation prior to the scheduled public hearing date before the approving authority. The schedule of publication for each procedure type shall be as specified in Table 10.124-1.

Procedure Type	Newspaper Publication	On-Site Public Hearing Sign	Affected Property Owners Notice
Type I	None	None	None
Type II	None	None	
Type IV: Land	Notice shall be published no later than 10 days		

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Procedure Type	Newspaper Publication	On-Site Public Hearing Sign	Affected Property Owners Notice
Development Code Amendment, Major Comprehensive Plan Amendment, Major Zone Change, <u>Urbanization Plan</u>	prior to the public hearing date before the Planning Commission (the advisory body), AND No later than 10 days prior to the public hearing date before the City Council (the approving authority).	None	Generally not applicable to a legislative action unless it meets ORS 227.186 criteria (i.e., the change effectively rezones property). <u>For Urbanization Plans, the public hearing date notice will be sent to all property owners within the project boundaries plus all property owners within 200 feet of the project boundaries.</u>

[Replaced Sec. 22, Ord. No. 2018-64, June 21, 2018 (effective July 23, 2018); Amd. Sec. 4, Ord. No. 2018-86, July 19, 2018.]

10.156 Pre-application Conference.

Prior to submitting a land use permit application, the applicant may apply for a preapplication conference with the Planning Department. In the case of an Urbanization Plan, the applicant shall apply for a pre-application conference with the Planning Department prior to submitting a formal application. Upon receipt of an application the pre-application conference shall be scheduled. At the conference there shall an exchange of information regarding procedural requirements, required land use applications, consistency with the Comprehensive Plan and this Chapter, scheduling and such other technical and design assistance as will aid the applicant in preparing a complete application. Upon conclusion of the conference the Planning Department shall provide the applicant with a written summary of the conference.

[Amd. Sec. 1, Ord. No. 5986, Oct. 1, 1987; Amd. Sec. 9, Ord. No. 7659, June 2, 1994; Amd. Sec. 4, Ord. No. 2015-90, Sept. 3, 2015; Replaced Sec. 43, Ord. No. 2018-64, June 21, 2018 (effective July 23, 2018).]

10.214 Type IV Land Use Actions.

(A) Type IV Actions.

Type IV actions comprise the following land use reviews:

Type IV Land Use Application

Annexation, except as provided in Section 10.216

Land Development Code Amendment

Major Comprehensive Plan Amendment

Major General Land Use Plan Map Amendment

Major Urban Growth Boundary Amendment

Major Zoning Map Amendment

Minor Comprehensive Plan Amendment

Minor General Land Use Plan Map Amendment

Minor Urban Growth Boundary Amendment

Transportation Facility Development

Urbanization Plan

Vacation of Public Right-of-Way

(B) Major Type IV land use reviews including amendments to the Land Development Code are legislative actions and may only be initiated by the Planning Commission or City Council. An Urbanization Plan is a Major Comprehensive Plan Amendment that may be initiated by the property owners representing the subject area. See Review & Amendments chapter of the Comprehensive Plan for definitions of “major” and “minor.”

(C) Minor Type IV land use reviews including Annexations, Transportation Facility Developments and Vacations are quasi-judicial actions and may be initiated by the Planning Commission, City Council, or property owners representing the subject area. An exception to the preceding rule is that the Planning Commission does not initiate annexations.

(D) Type IV Approving Authorities. For Type IV actions the City Council is the approving authority and the Planning Commission acts as an advisory body to City Council. At a public hearing the Planning Commission will consider the request and make a recommendation to City Council to approve or deny the request. For annexations, the City Council makes a decision without a recommendation from the Planning Commission. Following completion of a recommendation by the Planning Commission, it shall be scheduled for a public hearing before the City Council. The decision of the City Council shall be based upon the application, the evidence, comments from referral agencies, comments from affected property owners (if any), the Planning Commission’s recommendation (if applicable), compliance with the Statewide Planning Goals and Guidelines, this code and the Comprehensive Plan.

[Add Sec. 86, Ord. No. 2018-64, June 21, 2018 (effective July 23, 2018).]

10.220 Major Type IV Amendments.

(A) Major Type IV Amendments are those land use changes that have widespread and significant impact beyond the immediate area, such as changes capable of producing large volumes of traffic, changes to the character of the land use itself, or changes that affect large areas or involve many different ownerships. Major Type IV Amendments include:

- (1) Major Comprehensive Plan, including separate plans adopted by reference;
- (2) Major General Land Use Plan Map;
- (3) Major Urban Growth Boundary;
- (4) Major Zoning Map Amendment;
- (5) Urban Reserves;
- (6) Urban Growth Management Agreement; ~~or~~
- (7) Urban Reserve Management Agreement; or
- (8) Urbanization Plan.

(B) Major Type IV Amendment Approval Criteria.

Refer to the Review and Amendment section of the Comprehensive Plan, except in the case of the following ~~three- four~~ actions:

- (1) Major Zoning Map Amendment. Refer to the approval criteria for Land Development Code Amendments in Section 10.218.
- (2) Urban Growth Boundary Amendment. Refer to Urbanization Element of the Comprehensive Plan.
- (3) Urban Reserve Adoption/Amendment. Refer to ORS 195.137–145 and OAR 660-021.
- (4) Urbanization Plan. Refer to Sections 5 and 6 in the Urbanization Planning Chapter in the Neighborhood Element

(C) Urbanization Plan Application Form.

An application for an Urbanization Plan shall contain the following items:

- (1) Written consent of owner(s) within the planning unit per the Urbanization Planning requirements in the Comprehensive Plan.
- (2) Urbanization Plan map(s) drawn to scale that includes the Plan Contents found in Section 5 in the Urbanization Planning Chapter in the Neighborhood Element (20 copies).
- (3) One reduced copy of each size plan (8.5" x 11" and 11"x 17").
- (4) Electronic files in dwg format or shapefiles.
- (5) Vicinity map including other adjacent planning units and their General Land Use Plan designations.
- (6) Property lines for the subject planning unit and adjacent properties, particularly where new streets are proposed.
- (7) Existing easements of record, irrigation canals, and structures.
- (8) Areas designated as unbuildable per the Urban Growth Boundary City Council Report dated August 18, 2016 (Map A-1), and the status of those areas, including agricultural buffers.
- (9) Written or graphical representation of compliance with the Plan Contents found in Section 5 in the Urbanization Planning Chapter in the Neighborhood Element.
- (10) Written findings showing compliance with the Regional Plan requirements
- (11) Contour lines and topography
- (12) Property owner's names, addresses, and map and tax lot numbers within 200 feet of the project boundaries, typed on mailing labels.

[Amd. Sec. 29, Ord. No. 7659, June 2, 1994; Amd. Sec. 11, Ord. No. 2007-100, May 17, 2007; Replaced Sec. 89, Ord. No. 2018-64, June 21, 2018 (effective July 23, 2018).]



Medford Fire-Rescue Land Development Report

Exhibit D

Review/Project Information

Reviewed By: Kleinberg, Greg

Review Date: 9/13/2018
Meeting Date: 9/19/2018

LD #: CP16075 **Associated File #1:** DCA18120

Planner: Carla Paladino

Applicant: City of Medford

Project Location: Within the Urban Growth Boundary

Project Description: The purpose of this project is to develop a mechanism for preparing urbanization plans for areas newly brought into the urban growth boundary; this project is related to the UGB Amendment project (file no. CP-14-114). The proposed amendment to the Neighborhood Element of the Comprehensive Plan will provide guidance to land owners to develop urbanization plans that show land uses, densities, and transportation networks in the newly included areas. The resulting plans will be adopted into the Neighborhood Element. This project is filed in conjunction with DCA-18-120, a development code amendment to revise Chapter 10 of the Municipal Code to incorporate procedural requirements associated with urbanization plans

Specific Development Requirements for Access & Water Supply

Reference	Description	Conditions
Approved	Approved as submitted with no additional conditions or requirements.	

Construction General Information/Requirements

Development shall comply with access and water supply requirements in accordance with the Oregon Fire Code in affect at the time of development submittal. Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (fire hydrants) is required to be installed prior to construction when combustible material arrives at the site.

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

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

Design and installation shall meet the Oregon requirements of the International Fire, Building, Mechanical Codes and applicable NFPA Standards.

Medford Fire-Rescue, 200 S Ivy St. Rm 180, Medford OR 97501 541-774-2300

www.medfordfirerescue.org

Memo



Exhibit E

To: Carla Angeli Paladino, Planning Department
From: Chad Wiltout, Building Department (541) 774-2363
CC: City of Medford, Urbanization Planning
Date: September 19, 2018
Re: September 19, 2018 LDC Meeting: Item #3 – CP-16-075 and DCA-18-120

Please Note:

This is not a plan review. Unless noted specifically as Conditions of Approval, general comments are provided below based on the general information provided; these comments are based on the 2014 Oregon Structural Specialty Code (OSSC) unless noted otherwise. Plans need to be submitted and will be reviewed by a commercial plans examiner, and there may be additional comments.

Fees are based on valuation. Please contact Building Department front counter for estimated fees at (541) 774-2350 or building@cityofmedford.org.

For questions related to the Conditions or Comments, please contact me, Chad Wiltout, directly at (541) 774-2363 or chad.wiltout@cityofmedford.org.

General Comments:

1. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.
2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Electronic Plan Review (ePlans)" for information.
3. A site excavation and grading permit will be required if more than 50 cubic yards is disturbed.
4. A separate demolition permit will be required for demolition of any structures not shown on the plot plan.

Comments:

5. Building Department has no comments at this time.

John K. Adam

From: LeBombard, Josh <josh.lebombard@state.or.us>
Sent: Monday, 18 July 2016 8:51 AM
To: John K. Adam
Subject: DLCDC File No. 008-16; Local File No. CP-16-075

RECEIVED
JUL 18 2016
PLANNING DEPT

John,

Thank you for sending notice to us on the amendment to the Neighborhood Element of the Comprehensive Plan regarding urbanization planning. We have reviewed the proposal and have the following comment:

1. Assuming that urbanization plans will be required for all areas added to the UGB for all future UGB amendments, listing specific portions of UGB areas proposed during the current UGB amendment does not seem necessary or appropriate (Section 4, first paragraph).

Cheers,
Josh

Josh LeBombard | Southern Oregon Regional Representative
Community Services Division
Oregon Dept. of Land Conservation and Development
Southern Oregon Regional Solution Center
c/o Jobs Council, Southern Oregon University
100 E Main Street, Suite A | Medford, OR 97501
Cell: (541) 414-7932
josh.lebombard@state.or.us | www.oregon.gov/LCD

From: [MCDONALD, John](#)
To: [Carla G. Paladino](#)
Subject: Urbanization Planning Comments
Date: Wednesday, September 26, 2018 2:45:51 PM

Carla,

Thank you for the opportunity to comment on the Urbanization Planning document, File nos. CP-16-075 and DCA 18-120.

Assuming the plan is adopted into the "neighborhood element" of the comprehensive plan, would this qualify as a zone change or comp plan amendment?

If not, we have no comments.

Sincerely,

John McDonald

Development Review Planner

ODOT Southwestern Region

541-957-3688

From: [MCDONALD John](#)
To: [Carla G. Paladino](#)
Subject: Urbanization Planning Comments
Date: Wednesday, September 26, 2018 3:01:53 PM

Carla,

Thank you for the opportunity to review the Urbanization Planning document, File Nos. CP-16-075 and DCA-18-120.

Our only comment is that if the Urbanization Plan constitutes an amendment to the comprehensive plan, then compliance with the Transportation Planning Rule (Oregon Administrative Rule 660-012) will need to be demonstrated. If that is the case, then section 5.5 may need to be modified as the Rule can require a significant level of analysis.

Please call or email if you'd like to discuss the comment.

Sincerely,

John McDonald

Development Review Planner

ODOT Southwestern Region

541-957-3688



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

FROM: Rodney Grehn P.E., Water Commission Staff Engineer

SUBJECT: CP-16-075 & DCA-18-120

PROJECT: The purpose of this project is to develop a mechanism for preparing urbanization plans for areas newly brought into the urban growth boundary; this project is related to the UGB Amendment project (file no. CP-14-114). The proposed amendment to the Neighborhood Element of the Comprehensive Plan will provide guidance to land owners to develop urbanization plans that show land uses, densities, and transportation networks in the newly included areas. The resulting plans will be adopted into the Neighborhood Element. This project is filed in conjunction with DCA-18-120, a development code amendment to revise Chapter 10 of the Municipal Code to incorporate procedural requirements associated with urbanization plans.

DATE: September 19, 2018

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

CONDITIONS:

1. The Applicant shall schedule a meeting with MWC Engineering staff to review proposed development project within the Urban Growth Expansion area. MWC Will provide "Conditions of Development" for required Water Facility Infrastructure requirements to support proposed development.

MEDFORD PARKS & RECREATION

Exhibit J

HEALTHY LIVES. HAPPY PEOPLE. STRONG COMMUNITY.

MEMORANDUM

TO: John Adams, Principal Planner

FROM: Brian Sjothun, Parks & Recreation Director 

SUBJECT: Comments for Urbanization Planning – CP-16-075

DATE: July 26, 2016

RECEIVED
JUL 28 2016
PLANNING DEPT

The Medford Parks and Recreation Department has had an opportunity to review the information related to the UGB Amendment project (file no. CP-14-114). The basis of our comments stem from the soon to be completed update to the Leisure Services Plan (LSP) and other correspondence that has been reviewed as part of the UGB public hearings.

Identified Parkland Acquisition Areas

The department, through the update to the LSP, has identified areas of Medford where there are currently no access to neighborhood or community parks. The UGB expansion was considered in developing the attached Map 12: Proposed Parkland Acquisition Target Areas. The department would be interested in developing a mechanism where at least 3-5 acres of land for neighborhood parks and 15-20 acres for community parks is considered in the development stage of bringing parcels into the City.

The department understands that it would be difficult to make the donation of land a requirement for development, however there is an advantage to a developer to partnering with the City in providing the needed outdoor recreational space.

During the UGB public testimony, several property owner/agents indicated through their proposals a willingness to provide public parks/open space. Council was supportive in allowing these properties to be considered for inclusion into the UGB and that such plans must follow what was proposed at the public hearings.

The Parks and Recreation Department supports these potential future public parks as long as they meet the following criteria:

- Neighborhood Parks should be between 3-8 acres
- Community Parks should be between 15-20 acres
- Park sites must be in an area identified as a need within the LSP

Trails & Paths

The LSP also identifies future routes for trails and paths through Map 13: Proposed Trails and Paths. The addition of trails, paths and links to existing parks received a very high score from the community survey that was conducted in 2015. The department is in need of having support for consideration on how to provide these highly demanded facilities to the community as part of any portion of this process.

Providing these types of facilities will assist in developing pedestrian-friendly developments. Section 5.2.2 indicates the need to provide a transportation circulation plan map showing paths.

However, the department does not agree with the statement that trails designed only for recreation does not count as part of the transportation plan. The Bear Creek Greenway is an excellent example of how a path/trail is utilized as a transportation facility. Again, the results of the community survey showed that residents would like safer routes to connect to their neighborhood parks.

5.3 – Compliance with Open Space

The LSP identifies the limitations upon the Parks and Recreation Department to maintain buffers, riparian corridors, open space, significant wetlands and other properties that are not useable for public park space. The department will not accept these areas in lieu of providing park space in the areas identified within the LSP.

Section 5 – Other

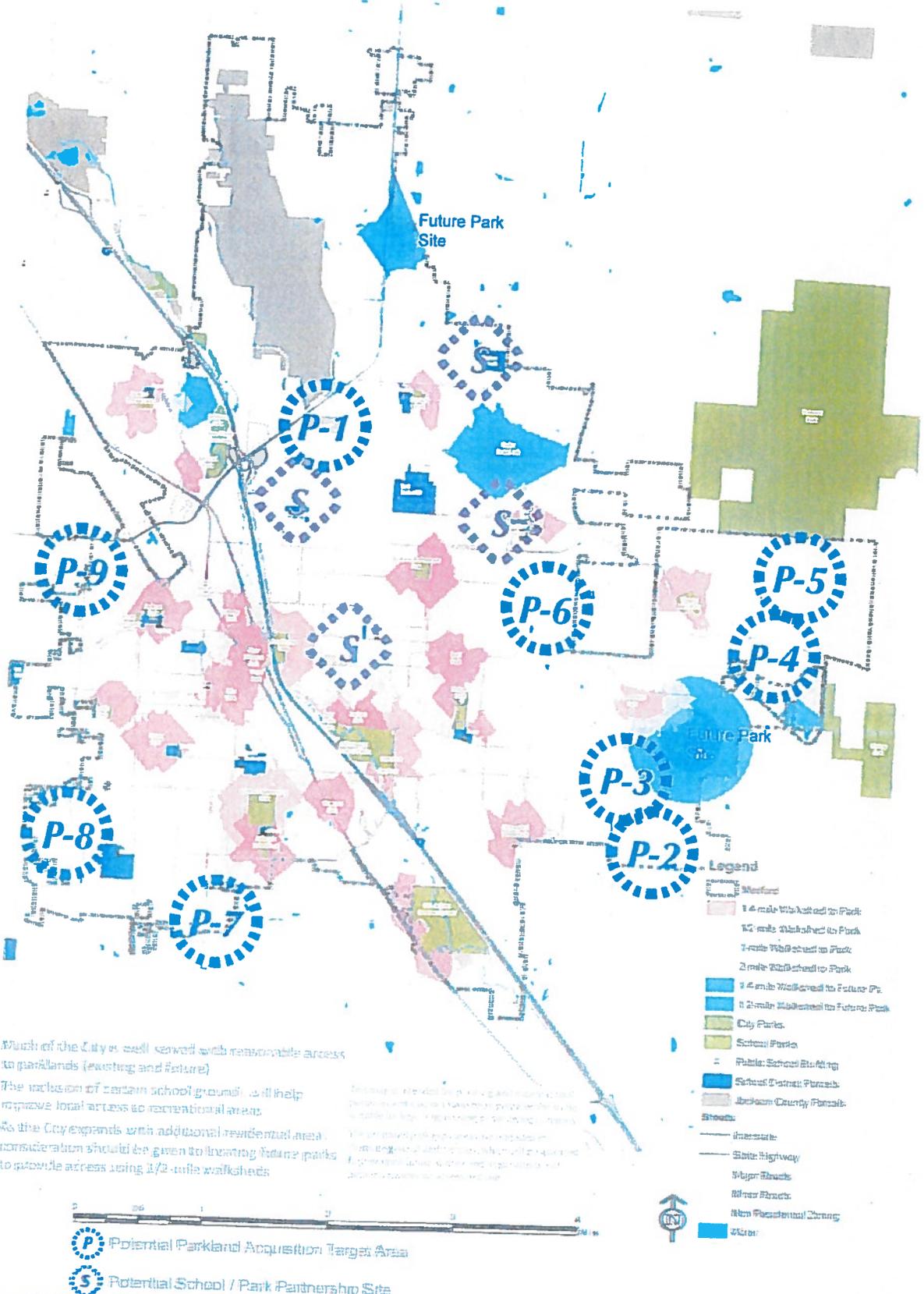
Section 5.4 to 5.8 outlined coordination and compliance with various agencies and terms of special agreements. The Parks and Recreation Department requests consideration of adding a section that requires coordination in potentially providing parks and trails that meet the needs outlined in the LSP.

Conclusion

The basic request by this department is to recognize the need in the areas proposed for inclusion into the UGB for parks and trails. Consideration should be given to develop a mechanism where these items can be provided or partnered with the department for the residents of the area they would serve. Also, the commitments made by various property owners to provide such facilities should be honored.

Attachments:

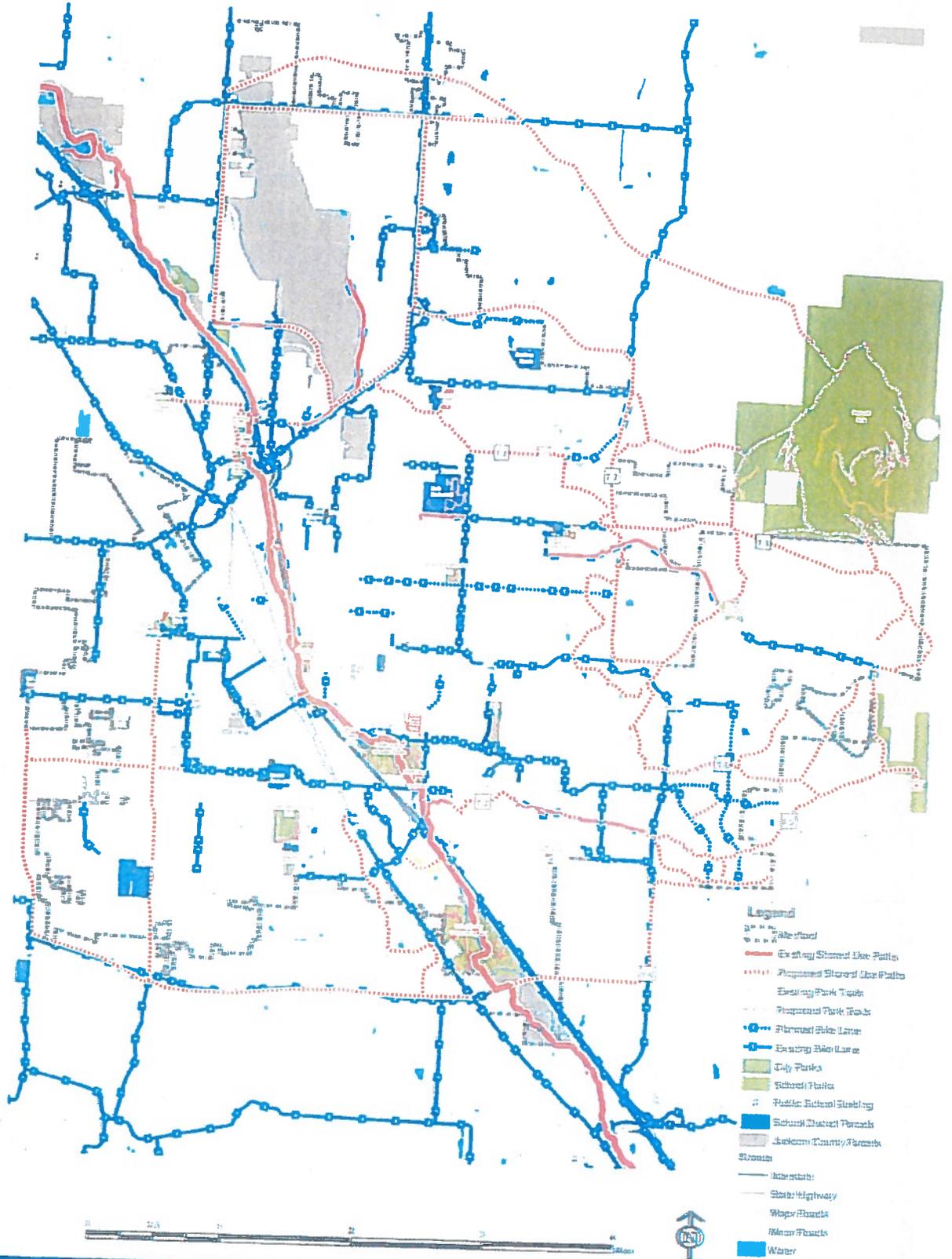
- Map 12: Proposed Parkland Acquisition Target Areas
- Map 13: Proposed Trails and Paths
- Memorandum – Urban Growth Boundary Impacts on Leisure Services Plan



- Much of the City is well served with reasonable access to parklands (existing and future)
- The inclusion of certain school grounds will help improve local access to recreational areas.
- As the City expands with additional residential area, consideration should be given to locating future parks to provide access using 1/2-mile walksheds.

The inclusion of certain school grounds will help improve local access to recreational areas. The inclusion of certain school grounds will help improve local access to recreational areas. The inclusion of certain school grounds will help improve local access to recreational areas.

Map 12: Proposed Parkland Acquisition Target Areas



Map 13: Proposed Trails & Paths

MEDFORD PARKS & RECREATION

HEALTHY LIVES. HAPPY PEOPLE. STRONG COMMUNITY.

MEMORANDUM

TO: Mayor and Council, via Bill Hoke – City Manager Pro Tem

FROM: Brian Sjothun, Parks & Recreation Director

RE: Urban Growth Boundary Impacts on Leisure Services Plan

DATE: July 6, 2015

The Medford Parks and Recreation Department and Commission have been actively participating and providing comments to the Planning Commission and staff regarding the proposed Urban Growth Boundary (UGB) expansion. This communication provides Council with information regarding how the current proposal could impact the Leisure Services Plan.

Prescott Park and Chrissy Park

The inclusion of both parks within the City of Medford UGB is contained within different planning documents. The 1,877 combined acreage for these parks is currently recommended for inclusion by the Planning Commission. This inclusion into the UGB would allow the Department to implement the approved master plans for the specified sites through the City of Medford process instead of Jackson County. Additionally, the inclusion would also assist in streamlining the process for development and enhance continuity with other facilities being developed inside the UGB. The ability to follow already established City standards would be another benefit to the Department and park users.

The recommendation for inclusion is referenced in the following documents:

City of Medford – Comprehensive Plan – Regional Element (page 8)

- Medford owns two large wildland parks that presently lie outside its Urban Growth Boundary: Prescott Park (1,740 acres) and Chrissy Park (85 acres). The City intends ultimately to incorporate these into its corporate limits to enable Medford to exercise jurisdictional authority over the parklands and to enable extension of supporting basic infrastructure. Medford and Jackson County each believe parks are best managed by their own jurisdictions. This Regional Plan places both city-owned parks under municipal jurisdiction.



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City of Medford – 2015-20 Strategic Plan – (page 21)

- Goal 8: Provide recreational activities and opportunities to improve the lives of Medford residents.
 - Objective 8.1: Ensure that long-term plans are adopted that identify where land is needed for parks and pedestrian/bicycle trail systems throughout the City.
 - Action 8.1b: Pursue the inclusion of Prescott and Chrissy Parks into the City's Urban Growth Boundary.

MD-5 – Inclusion of 180 Acres

On June 11, the Planning Commission approved a recommendation to Council that would add 180 acres (includes buildable and non-buildable land) between Cherry Lane and Barnett Road and east of the existing UGB. This recommendation has a favorable impact to the Leisure Services Plan and in particular the Trails Plan component.

The City obtained 7.24 acres in 2013 to serve as a future trailhead and connection for the Larson Creek Greenway Trail. This trail would extend from just north of the proposed commercial core area of the SE Area Plan to Chrissy Park and eventually to Prescott Park. The proposed inclusion of the 180 acres would aid greatly in developing this trail/transportation system that is highlighted in the following documents:

Greater Bear Creek Valley Regional Problem Solving Agreement (page 14)

- Transportation
 - Identify a general network of locally owned regionally significant north-south and east-west arterials and associated projects to provide mobility throughout the Region.
 - Designate and protect corridors for locally owned regionally significant arterials and associated projects within the RVMPO to ensure adequate transportation connectivity, multimodal use, and minimize right-of-way costs.

City of Medford – Transportation System Plan – Introduction and Executive Summary (pages 1-20)

- Strategies
 - Complete Bear Creek Greenway path, the Larson Creek Greenway path ... and identify other opportunities for multi-use paths.

City of Medford – Comprehensive Plan – Regional Element (page 27 & 28)

- Efficient Accommodation of Identified Land Needs
 - MD-5 will provide a direct urban connection with Chrissy Park as an open-space/park use specific urban reserve.
- ESEE Consequences
 - ... Social benefits from direct urban connections to Chrissy Park are also important and valuable social consequence.



City of Medford – Leisure Services Plan – Planning Policies and Guidelines (pages 51-54)

- Policy 1-D: The City of Medford shall provide park land and facilities conveniently located and economically accessible to all members of the Community:
 - Implementation 1-D (4): Implement the Southeast Medford Area Plan Map with regards to greenway trails, parks, and recreation facilities.
- Policy 3-B: The City of Medford shall seek to acquire natural and other corridors to link parks and open space throughout the community.
 - Implementation 3-B (2): Acquire missing links in corridors and parcels that are contiguous to other public open spaces to provide maximum benefits for recreation wildlife.
- ESEE Consequences
 - ... Social benefits from direct urban connections to Chrissy Park are also important and valuable social consequence.

MD-2

This area of Medford has been identified by the Parks and Recreation Commission as a high priority for public parks and open space. The current Leisure Services Plan also identifies the area as a site for a potential community or neighborhood park. In June 2014, the Commission reviewed several sites in this area and requested that staff work to acquire identified vacant land. Staff engaged the Trust for Public Lands (TPL) to negotiate and acquire the sites on behalf of the City. The TPL was unsuccessful in attempts to purchase land because the asking price per acre was greater than what the land would appraise.

Coker Butte Development LLC, (CBD) owns 210 acres within the proposed MD-2 area for inclusion. CBD and the Medford Parks and Recreation Foundation entered into a Gift Pledge Agreement on February 18, 2015. This agreement would provide the Foundation a donation of 23.5 acres of open space within the development at no cost. This donation is contingent upon the property being included within the proposed UGB expansion. If included, this property would come to the City of Medford at no cost and would fulfill the goal of acquiring future park land within this service area.

The goals identifying the need for a park site within MD-2 include the following:

City of Medford – 2015-20 Strategic Plan (page 21)

- Goal 8: Provide recreational activities and opportunities to improve the lives of Medford residents.
 - Objective 8.1: Ensure that long-term plans are adopted that identify where land is needed for parks and pedestrian/bicycle trail systems throughout the City.
 - Action 8.1a: Fulfill identified land needs when properties are proposed for development.
 - Action 8.1c: Locate parks and facilities in underserved areas.
 - Action 8.1d: Review all high need areas as outlined in the Leisure Services Plan for future park sites and potential acquisition.



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City of Medford – Leisure Services Plan – Planning Policies and Guidelines (page 52)

- Policy 1-D: The City of Medford shall provide park land and facilities conveniently located and economically accessible to all members of the Community:
 - o Implementation 1-D (1): Locate parks and facilities in underserved areas.

MD-7 & 8

As with the case with MD-2, this area has also been identified by the Parks and Recreation Commission as a high priority for public parks and open space and was reviewed as part of June 2014 review.

On June 2, the Commission reviewed a presentation from a land-use consultant who represents the property owners in this area. The presentation outlined the potential for several new park sites that would be donated to the City as part of the open space requirements. The Commission wished to express their support to the Council for consideration of inclusion for these properties. The goals and plans that support such consideration for this area are the same as stated previously for MD-2.

Conclusion

Staff has reviewed several of the proposals which have been previously submitted by property owners for consideration to the Planning Department and Planning Commission. We have not reviewed all of the areas in order to determine potential impacts on the Leisure Services Plan. However, from what we have reviewed it appears that the recommendation of the Planning Commission to the Council on the UGB amendment would serve to implement various policies, strategies, goals and objectives of the City-adopted documents identified above.

This memorandum is to serve as information for Council regarding the potential impacts to the Leisure Services Plan and how they relate to this and other planning and goal-setting documents that have been previously approved by Council.

Thank you,
Brian Sjothun, CPRP



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From: raul@csaplanning.net
To: [Carla G. Paladino](#)
Cc: [Matt H. Brinkley](#)
Subject: RE: Urbanization Planning & Wetlands
Date: Thursday, September 13, 2018 2:58:12 PM

Carla:

I couldn't get the pdf copy with my comments to go through due to file size, so I will just summarize my comments here for the Urbanization Plan (Draft 11) section.

Section 5.2.2:

Do not require excessive detail (i.e., alleys, private streets, etc...) for the circulation plan. As mentioned in the staff report (page 5), these are meant to be high level concept documents. These areas will be built out over the twenty planning horizon and there needs to be some flexibility in design available. Geotech reports and traffic safety analyses will be needed to precisely located to this level of detail.

The City already has adopted block length and perimeter standards to assure a connected street pattern and which include provisions for such issues as slopes, natural features, etc.... Urbanization plans should just show the needed higher order connections and identify essential local order street connections (such as at appropriate creek crossings) and paths.

Consider also that every street adds impervious surface and reduces the net developable area for other urban uses. Good connectivity is desirable but not in excess or to exclusion of other important community needs. Perhaps replace "A high density of intersections" with "Good connectivity". A high density of intersections may not be appropriate in some areas due to terrain or along regional arterials and highways.

Section 5.2.3

"Location of streets are intended to be accurate" should be qualified. At this level of planning, the intent should be to depict the general location of planned connections. Again, don't over-plan the local street connections – concentrate on the higher order and specific local connections deemed to be important enough to show on the neighborhood plan. Let the code's block size and connectivity standards otherwise be used to assure good neighborhood connectivity as the areas develop.

Section 5.3

Is the list of open space classifications exclusive of anything else, or will other categories be considered if proposed (e.g., a school yard, plazas, etc...)?

Section 6 "Allowances"

The Regional Plan allocations are to the entire urban reserve areas, not just those recently included in the UGBA. The City should allow consideration of plans that show how the remainder area outside the UGB will fit in with the recent UGBA concept plans to satisfy the Regional Plan. MD-4, for example, has a remainder area that is completely owned by the majority owner (Cogswell dba Hillcrest Corp.) of the portion inside the UGB.

Also, consider noting under this section that the allocations were used for long range projections over a fifty year planning period and should not assigned an unreasonable level of precision. The City should be able to adopt plans that substantively comport with the allocations rather than exactly. A percentage point or two shouldn't prevent adoption of a plan the City otherwise favors.

Section 7.2

Note that amendments will need to comply with any changes to applicable land use regulations as may have been enacted in the interim. Also, include owners of all land within the original plan area

for public notice of the proposed changes (rather than limiting notice to lots within 200 feet). Keep in mind that adoption of overly detailed concept plans will greatly increase the likelihood that amendments will be requested. Minimum requirements for these concept plans should be related to meeting Regional Plan commitments.

Section 9

The Open Space Requirements table shows what was allocated in the Regional Plan for entire urban reserves, not just the portions recently added to the UGB. As previously noted, the allocations were for projecting very generalized land needed over a fifty time period, and should not be construed to be to this level of precision (table indicates to one-hundredth of an acre). Consider some rounding provision or other factor (e.g., "in substantive conformance with the allocations...") rather than exact amounts.

Other:

A Minimum Density Overlay (MDO) District could be codified in the Medford Land Development Code as Section 10.346 or 10.347 (code currently goes from 10.345 directly to 10.348). The following draft code language is offered:

"10.347 Minimum Density Overlay District, MDO

- A. Purpose: To implement the Committed Residential Density strategy adopted in accordance with Section 4.1.5 of the Regional Plan Element. This overlay functions to increase the minimum required residential density over any base zoning district other than SFR-00, which is a holding zone.
- B. Applicability: Upon annexation, this overlay shall be applied to land designated for residential use and subject to an adopted Conceptual Land Use Plan requirement that the Minimum Density Overlay be applied to all or a portion of the planning area in order to achieve a specified residential density target. When SFR-00 zoning is initially adopted as a holding zone, the overlay will still be adopted in accordance with the adopted Conceptual Land Use Plan but will not apply until the land is re-zoned to another residential zone. This overlay may also be applied to other land within the City in combination with planning of mixed-use neighborhoods, town centers, and activity centers.
- C. Minimum Density Overlay Designation: An adopted Minimum Density Overlay shall be designated on the Zoning Map with the letters "MDO" followed by a numeral integer that specifies the minimum residential density per acre that is to be required for residential development within the overlay area. For example, "MDO-8" applied over an SFR-10 zoning district requires that a minimum density of eight units per acre for residential development rather than the standard minimum density of six units per acre for that zoning district.
- D. Base Zoning District: The Minimum Density Overlay specified for a particular area by an adopted Urban Reserve Conceptual Land Use Plan shall be paired with a base zoning district that both accommodates the MDO specified density and is consistent with the GLUP Map Designation for the area. For example, an MDO-10 overlay for UR designated land on the GLUP Map would be paired with SFR-10 zoning rather than MFR-15 zoning.
- E. Removal/Amendment: The overlay may be removed or amended to comply with changes to the Regional Plan Element or to implement an alternative strategy demonstrating that the committed residential density requirements of the Regional Plan will be met. For example, an MDO-10 overlay of lesser area could be substituted for an MDO-8 overlay to achieve the same overall target density for the planning area."

Please consider the above recommendations as the City further proceeds in review and adoption of its Urbanization Plan provisions.

Very truly yours,
CSA Planning, Ltd.
Raul Woerner
(541) 779-0569

From: Carla G. Paladino [mailto:Carla.Paladino@cityofmedford.org]

Sent: Friday, September 7, 2018 5:10 PM

To: Mark S. Bartholomew (msb@roguelaw.com); Greg Hathaway (greg@hathawaylarson.com); Chris Hearn (chearn@davishearn.com); randy@maharhomes.com; ask@opusnet.com; 'sking@perkinscoie.com'; 'Megan LaNier'; Mike Montero; 'Pfeiffer, Steven L. (Perkins Coie)'; 'Mike Savage'; 'emostue@charter.net'; KAllan@fosterdenman.com; 'Daralene Hansen'; 'skinnersw@att.com'; Dick Stark (ras@starkhammack.com); raul@csaplanning.net; Jay Harland (jay@csaplanning.net); knox@mind.net; laz@kda-homes.com; 'michael@bondllc.net'; 'timc@pacificlivingcenters.com'; Robert Boggess (RBoggess@naumes.com); Mike Naumes (MNaumes@naumes.com); slynch@retirement.org; Clark (cstevens@mind.net); Brian McLemore (Brian@retirement.org); Greg Holmes

Cc: Matt H. Brinkley

Subject: Urbanization Planning & Wetlands

Hello All,

Planning staff will provide City Council with an update next Thursday, September 13th regarding two projects (Urbanization and Wetlands) related to future development of the UGB expansion areas. The memo with the draft language for both projects is available on the City's website at the link below.

<http://www.ci.medford.or.us/files/CC%20SS%2009-13-18%20Packet.pdf>

If you have any changes for staff to consider, please let me know. Staff will be working with a stakeholder group regarding the wetland regulations. The Urbanization Planning language is a bit more straight forward, but is something completely new, and so more eyes looking at it and providing feedback is helpful.

If you know of others who may be interested in this information, please forward this message.

Thank you,

Carla

Carla G. Angeli Paladino

Principal Planner - Long Range Division

City of Medford Planning Department

Lausmann Annex

200 South Ivy Street, Medford, Oregon 97501

541-774-2395 (direct)

Office Line: 541-774-2380

Fax: 541-618-1708

www.ci.medford.or.us



City of Medford

Planning Department

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STAFF REPORT

for a Type IV legislative decision: Major Comprehensive Plan Amendment

Project Transportation System Plan
File no. CPA-16-036
To Planning Commission *for 10/11/2018 hearing*
From Carla Angeli Paladino CFM, Principal Planner
Reviewer Matt Brinkley CFM AICP, Planning Director
Date October 4, 2018

BACKGROUND

Proposal

A legislative amendment to adopt a revised Transportation System Plan (TSP) for the planning period 2018–2038 and amend applicable portions of the Comprehensive Plan including the Transportation element, Public Facilities element, and the Goals, Policies, and Implementation element. (Exhibits A, B, and C) The updated TSP will replace the existing Transportation Element in its entirety.

The Transportation System Plan documents (Volumes I and II, attachments, and appendices can be found at the link below: <http://www.ci.medford.or.us/Page.asp?NavID=4168>

History 2010-2018

Work began to update the Transportation System Plan in 2010. The State awarded the City a grant to begin evaluating transportation needs related to the City's proposed Urban Growth Boundary expansion. That same year, Kittelson and Associates (KAI) was hired to work on the project and both a Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) were established to review information. Transportation modeling was started, but issues began to arise in 2011 causing a nearly two year delay in the project and requiring the grant funding to be renegotiated. The original TAC and CAC were disbanded and a new Joint Transportation Subcommittee (JTS) was created to serve in the role of the CAC.

By 2015, Kittelson provided an analysis for evaluation of the proposed expansion areas in the Urban Growth Boundary. In 2017, the City hired KAI to write the transportation document. Council re-established a Technical Advisory Committee and expanded the membership of the JTS known as the Super CAC. Staff outlined and implemented a public outreach campaign for the project and transportation topics of interest were discussed through a series of study sessions and meetings with the City Council, Planning Commission, and advisory committees starting in 2017 through 2018.

The existing transportation plan was adopted in 2003 and is nearing its 20-year planning horizon. Due to anticipated growth within the City limits and in the expanded Urban Growth Boundary, the City requires an updated transportation plan that incorporates new data from the regional model, reflects the City's transportation goals, and identifies priority projects to be constructed over the next planning period.

The Planning Commission and City Council have worked with staff to draft the plan over the past several years and recognize its relevance to aid in the future growth of the community.

Authority

This proposed legislative land use action is a Type IV Major Comprehensive Plan Amendment. The Planning Commission is authorized to recommend, and the City Council to approve, amendments to the Comprehensive Plan under Medford Municipal Code §§10.214 and 10.220.

ANALYSIS

Medford is the largest city in the region and meets the housing, employment, and recreational needs of residents and visitors alike. As such, the City must ensure a transportation system that meets the needs of a variety of users and a growing community. The 2018-2038 Transportation System Plan is needed to address future growth and provide direction on the improvement of the transportation system over the next 20 years.

FINDINGS AND CONCLUSIONS

Applicable criteria

For the applicable criteria the Medford Municipal Code §10.218 redirects to the criteria in the "Review and Amendments" chapter of the Comprehensive Plan. The applicable criteria in this action are those for conclusions, goals and policies, and implementation strategies. The criteria are set in *italics* below; findings and conclusions are in roman type.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Conclusions] shall be based on the following:

1. *A change or addition to the text, data, inventories, or graphics which substantially affects the nature of one or more conclusions.*

Findings

The updated Transportation System Plan for the plan years 2018-2038 is proposed to replace the existing plan adopted in 2003. The development of the plan over the years is reflective of several different factors including adoption of the Regional Plan in 2012, the approved expansion of the City's Urban Growth Boundary by the City in 2016 (County in 2017) and by the Department of Land Conservation and Development in 2018, and updated modeling that anticipates future population growth. The plan summarizes the projects needed to ensure a transportation system that accommodates all modes such as walking, biking, and driving as well as considerations for freight, air, and transit that also contribute to the overall system.

The document is intended to be more flexible and user-friendly than the current version in order to respond when community needs, priorities, and funding sources change over time. Some of the new or revised elements of the plan include: updates to the Level-of-Service (LOS) standard; new roadway cross-sections; amended goals, objectives, and actions items; and a revised Functional Classification map.

The document is divided into two volumes. Volume I is the main document which is organized into six sections and attachments. Within Volume I reside the goals and objectives, existing conditions analysis, project list, funding sources and the City's plans for auto, freight, bike, pedestrian, transit, and other modes of transportation. Volume II is the appendix to the main document and provides the background data, technical memoranda, and analysis for the plan.

The new plan will replace the old document in its entirety. The applicable sections of the Comprehensive Plan including the Transportation element, Public Facilities element, and Goals, Policies, and Implementation Strategies sections of the plan will also be updated.

Conclusions

Criterion 1: Satisfied. A new Transportation System Plan is needed to reflect changing conditions and future growth within the City limits and Urban Growth Boundary. The plan outlines the City's vision for a transportation system to serve the future needs of the community. It also estimates the funding sources that will help pay for the priority projects identified for the various modes. The new plan will supersede the existing plan and serve the City over the 2018–2038 planning period.

Comprehensive Plan, Review and Amendments chapter: Amendments [to Goals and Policies] shall be based on the following [criteria 1–6]:

1. *A significant change in one or more Conclusion.*

Findings

The various elements (e.g. Public Facilities, Economic, and Housing) of the Comprehensive Plan include summary conclusions related to each particular topic. The existing Conclusions section identified in the Transportation Element contains three conclusions related to Transit Oriented Districts (TOD), and the language is taken directly from the 2003 Transportation System Plan. The updated plan does not include this specific TOD language and is proposed to be replaced with new conclusions based on the revised plan.

Twelve new conclusion statements are proposed that reference various topics covered in the Transportation System Plan. The conclusions include items such as the need for coordination among the City, County, and State in order to meet the transportation needs of the public, modified cross sections (for higher order streets), an updated Functional Classification plan that identifies the existing and proposed higher order street network. The conclusions also discuss the City's Level of Service (LOS) standards, activity centers to meet the goals of the Regional Transportation Plan (RTP) related to alternative measures, and the importance of improving safety and mobility through intersection improvements, installing sidewalk and bicycle facilities, and by complying with the Americans with Disability Act (ADA) requirements. The conclusions also include statements recognizing the importance of transit, as well as air, rail, and pipeline, and Transportation Demand Management, in reducing demand on the system and the use of Transportation System Management in getting the most out of the built environment. The conclusions also mention the priority project list to help accommodate a growing City and ways to address retrofitting existing streets to incorporate missing modes. All the conclusions provide an overview of the Transportation System Plan and how the plan will meet the needs of the community.

Conclusions

Criterion 1: Satisfied. The Conclusions section has been revised to reflect the major components of the updated 2018-2038 Transportation System Plan.

2. *Information reflecting new or previously undisclosed public need.*

Findings

The City recently received State approval to expand its Urban Growth Boundary. This expansion of approximately 4,000 acres will accommodate additional growth

for the next two decades and will require new and upgraded transportation facilities.

The updated plan considers existing conditions throughout the City and future needs within expansion areas. The plan provides a summary table of the estimated revenues, fixed expenditures, and funds available to construct priority ("Tier 1" funded) projects over the planning period.

The original 20-year revenue projections allocated for capital projects totaled \$72,440,343 (referred to as the "baseline scenario" or Scenario 1). Staff was asked to provide additional funding scenarios that would offset the need to increase street utility fees that fund road maintenance by using the new State Transportation Revenue House Bill 2017. The Engineering Department drafted five additional revenue scenarios and project lists that alternate the use of HB 2017 funds towards maintenance or projects. In addition, staff varied the annual grant funding assumption of \$700,000 in the baseline scenario to \$1,500,000 and \$3,000,000, respectively, based on a historical average over a 14 year period. The memorandum dated August 2, 2018, provides the complete overview of this topic along with corresponding project lists (Exhibit D). The scenario summary is provided below.

Scenario #	HB2017	Annual Grant Funding	20-year Revenue Available for Capital Projects	Difference from Scenario 1	Exhibits*
1	Projects	\$700,000	\$72,440,343	\$0	1a, 1b
2	Maintenance	\$700,000	\$35,859,063	(\$36,581,280)	2a, 2b, 2c
3	Projects	\$3,000,000	\$118,440,343	\$46,000,000	3a, 3b, 3c
4	Maintenance	\$3,000,000	\$81,859,063	\$9,418,720	4a, 4b, 4c
5	Projects	\$1,500,000	\$88,440,343	\$16,000,000	5a, 5b, 5c
6	Maintenance	\$1,500,000	\$51,859,063	(\$20,581,280)	6a, 6b, 6c

*Exhibits are attached to Exhibit D

The City Council reviewed and discussed the scenarios at a study session on August 23, 2018. Based on feedback from several members of the Council, Scenario 5 was selected as the preferred alternative to incorporate into the TSP over the baseline Scenario 1. However, recognizing the value in each of the proposed scenarios, Council directed staff to provide the different scenarios to the Planning Commission, Technical Advisory Committee, and Joint Transportation Committee/Citizen Advisory Committee for review and comments and to incorporate the different scenarios into the report for Council consideration during the hearing process.

On September 10, 2018, the Planning Commission was presented the above information and several of the members voiced support for Scenarios 3 or 4, understanding their role to provide a more formal recommendation during the hearing.

On September 26, 2018, the Joint Transportation Committee/Citizen Advisory Committee reviewed the information and there was strong support and a lot of discussion to continue funding street maintenance at the City's current level. Regarding the funding scenarios, six members recommended support of Scenario 5 and four members supported Scenario 4 for consideration.

On September 27, 2018, the Technical Advisory Committee reviewed the information and again there was a strong emphasis placed on allocating funds to ensure maintenance is prioritized. Of the members in attendance, three were supportive of Scenario 6 and one member was supportive of Scenario 5.

A major component of the Transportation System Plan is the projected revenues and selection of priority projects to be constructed. The priority projects ensure the City's overall Level-of-Service (LOS) standard "D" is maintained (with the exception of two intersections located at South Pacific Highway/Stewart Avenue and Highland Drive/Barnett Road which could be downgraded to LOS "E") throughout the community and key streets are upgraded and improved to meet the needs of a growing City and regional center.

Conclusions

Criterion 2: Satisfied. The City is projected to grow and develop especially in the new Urban Growth Boundary expansion areas. The need to plan for future growth requires the City to select key projects that will strategically aid in maintaining a functioning transportation system that will accommodate all users across the entire community.

A significant change in community attitudes or priorities.

Findings

For nearly two decades, the City worked toward the goal of expanding its Urban Growth Boundary. Several key factors including adoption of the Regional Plan in 2012 helped to move that goal one step closer to reality. In 2016, the City Council adopted a proposal to expand its UGB and by 2018 the State acknowledged it. Updating the Transportation System Plan and evaluating how the transportation system will be affected by future growth in the expansion areas and throughout the City is a community priority.

Over the past year, the City completed a robust public outreach plan to gain feedback and input on the updated transportation plan. Public input was received through a multi-pronged approach that included open houses, public events, and online surveys that began with feedback about the goals and objectives, included input into project prioritization, and review of the draft document. In addition, staff met regularly with the Joint Transportation Subcommittee/Citizen Advisory

Committee (JTS-CAC) and Technical Advisory Committee (TAC), two committees heavily invested in providing comments and recommendations into the document.

Furthermore, the City Council took a leadership role in reviewing and modifying the new goals, objectives, and action items that help set the tone for the plan and the type of transportation system the City is striving to achieve.

Information received as part of the on-line survey indicates that residents of Medford use all available modes of transportation with the top three modes being vehicles, bicycles, and walking. The plan provides for the installation of new and enhanced facilities to serve all three of these modes and others.

Conclusions

Criterion 3: Satisfied. The City successfully completed the expansion of the Urban Growth Boundary amendment in 2018. In order to ensure orderly development and to meet the needs of future growth, a revised transportation plan must be adopted. The document outlines these new factors and provides guidance into how the system will be improved and expanded upon over the next twenty years.

3. *Demonstrable inconsistency with another Plan provision.*

Findings

Transportation is a Category "A" facility in the Comprehensive Plan. Category "A" facilities are key physical facilities necessary for urban development. The topic is identified in several of the Comprehensive Plan elements including the Environment, Housing, Public Facilities, and Transportation elements. Generally, transportation is linked in some way to these other elements. For example, in the Environment element transportation issues relate to ways to reduce greenhouse gas emissions or noise factors.

Minor changes are being sought within the Public Facilities element to update the text. The updated Transportation System Plan will replace the existing text in the Transportation element in its entirety. Provisions found within the existing Transportation element that are still applicable, such as adopted circulation maps or reference to the Rogue Valley International Airport's adopted master plan, have been carried forward into the updated plan. Any conflicts found within the various elements have been amended or completely replaced to resolve any inconsistencies within the Comprehensive Plan.

Conclusions

Criterion 4: Satisfied. The topic of transportation is identified throughout the various elements of the Comprehensive Plan. Changes to text or replacement of an entire element are proposed in order to maintain consistency within the Comprehensive Plan document.

4. *Statutory changes affecting the Plan.*

Findings

Transportation planning is one of the 19 Statewide Planning Goals and is specifically addressed in the Oregon Administrative Rules found in 660-012-0000 through 660-012-0070 (also known as the Transportation Planning Rule "TPR") and within applicable Oregon Revised Statutes. These provisions outline how local jurisdictions and Metropolitan Planning Organizations (MPOs) coordinate land use and transportation systems to increase transportation options. The City of Medford is located within the Rogue Valley Metropolitan Planning Organization (RVMPO) and can be affected by changes in state rules.

The State created an advisory committee to evaluate amendments to the Transportation Planning Rule governing metropolitan areas. Engineering staff has been a participant on the State's Rulemaking Advisory Committee which started in 2016. The original work looked at updating greenhouse gas reduction targets adopted in 2017 and then moved onto clarifying procedures in the TPR. On September 11th, a letter from the Department of Land Conservation and Development was provided to the committee members stating the rulemaking would be placed on hold until after the 2019 legislative session, due to confusion on the substance of the rule changes.

The existing administrative rules that govern transportation planning are still in effect and will be evaluated against the City's updated Transportation System Plan to show compliance. Prior to the City Council hearing, City's Legal staff will provide a memorandum indicating their review of the updated TSP against the TPR regulations.

Conclusions

Criterion 5: Satisfied. The City's plan must adhere to applicable federal and state regulations related to transportation planning. There are no administrative rule changes related to the Transportation Planning Rule that affect the City's updated Transportation System Plan. The City's plan will show compliance with the existing applicable rules.

5. *All applicable Statewide Planning Goals.*

The City is proposing to update the Comprehensive Plan and adopt a new Transportation System Plan (TSP). This action will effectively amend the City's state-acknowledged Comprehensive Plan. The findings below explain that the updated TSP is found to be consistent with the relevant Statewide Land Use Planning Goals.

Goal 1—Citizen Involvement

Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.

Findings

The review of the TSP update was guided by the appointment of the Joint Transportation Subcommittee as the Citizen Advisory Committee in 2011. This nine member committee was later expanded in 2017 to a 25 member committee referred to as the Joint Transportation Subcommittee-Citizen Advisory Committee (JTS-CAC) or Super Citizen Advisory Committee. Representative from surrounding jurisdictions, the County, State, school district and other agencies made up the 11 member Technical Advisory Committee who helped guide the technical aspects of the plan. Both the JTS-CAC and TAC were responsible for reviewing and providing feedback on all major topics related to the plan such as prioritization of projects. The original JTS group was responsible for drafting the original set of goals, objectives, and action items, and had been meeting for several years. The expanded JTS-CAC met eight times over the course of the project starting in 2017. The TAC met seven times between 2017 and 2018.

All meetings were open to the public and provided an opportunity for citizens to offer comments and share ideas including a presentation from the Siskiyou Velo organization related to the National Association of City Transportation Officials (NACTO) guidebook released in 2017 related to Designing for All Ages and Abilities bicycle facilities.

As noted in Criterion 3 above, the City also sought feedback from its citizens through a diverse outreach campaign that included six open houses. Staff attended four public events, and conducted two on-line forums, including a community survey that produced over 1,000 responses.

In addition, the Planning Commission and City Council met during regular study sessions to discuss the progress of the plan and provide direction. Altogether, 20 study sessions were held between these review bodies.

A minimum of two public hearings will be held to discuss this proposal providing additional opportunity for input by residents and agencies. The Planning Commission will provide a recommendation for the City Council's consideration.

A social media campaign has provided a means for those in support of the "all ages and abilities" bicycle facilities guidebook produced by NACTO to provide comments. The City has received over 100 e-mails from residents within Medford and throughout the region voicing their support for an enhanced bicycle network (See Exhibit F for names and comments from citizens). A memorandum dated May 14, 2018, from the Bicycle and Pedestrian Advisory Committee also indicates support for the Goals and Objectives to show a review of the NACTO document when the City considers the installation of bicycle facilities (See Exhibit E). The action item that reflects this language is found in 12-d of the TSP Goals and Objectives.

Conclusions

Goal 1: Satisfied. The development of the plan has included a strong citizen involvement component that included input from the JTS-CAC, TAC, Bicycle and Pedestrian Advisory Committee (BPAC), Planning Commission, City Council and citizens. The hearing process also provides additional opportunities for citizen involvement.

Goal 2—Land-use Planning

Goal 2 requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.

Findings

The transportation network in Medford is a diverse system that is owned, managed, and/or operated by a number of jurisdictions, entities, and agencies. The relevant state, regional, county, and local plans, projects, and studies were reviewed and evaluated to guide the development of the TSP (Volume II, Appendix A for Summary of Documents Reviewed). The City coordinated development of this plan with a number of stakeholders including the Mayor and City Council, the Project Management Team, and the Technical Advisory Committee (TAC). The membership of the TAC included broad representatives from the agencies listed below.

- Oregon Department of Transportation (ODOT)
- Jackson County Roads & Greenway; Planning
- City of Central Point
- City of Phoenix

- Department of Land Conservation and Development
- Rogue Valley Metropolitan Planning Organization
- Rogue Valley Transit District
- Freight
- Medford School District 549c

Conclusions

Goal 2: Satisfied. The City has effectively coordinated the development of the TSP document with the applicable state, regional, and local partners who were represented on the Technical Advisory Committee.

Goal 3—Agricultural Lands does not apply in this case.

Goal 4—Forest Lands does not apply in this case.

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

Goal 6 – Air, Water, and Land Resources Quality

Goal 7—Areas Subject to Natural Hazards

Goal 7 requires local governments to adopt comprehensive plans to reduce risk to people and property from natural hazards.

Findings

The community relies on a safe and functioning transportation system. In the event a natural hazard causes disruption to the system it is important for the City to plan for how it will handle and rebound from such impacts. Under the Economic Development goal in the document is an objective and action item that aims to evaluate vulnerabilities to the transportation system in relationship to natural disaster such as an earthquake. It calls for the City to develop a mitigation strategy using the City's recently adopted Natural Hazards Mitigation Plan to study impacts to major corridors.

Conclusions

Goal 7: Satisfied. The City has an updated Natural Hazards Mitigation Plan (NHMP) that identifies the significant hazards that could disrupt the community. The TSP recognizes the importance of the transportation system and identifies an action item in the Goals and Objectives section (Objective 6, Action Item: 6-a) to assess the resiliency of the system in the event of a natural disaster, specifically a Cascadia event.

Goal 8—Recreation Needs

Goal 8 seeks to satisfy the recreational needs of the citizens of the state and visitors, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Findings

The TSP incorporates the shared-use path network identified in the City's Leisure Services Plan. The development and connection of such paths provide for additional recreational opportunities as well as the possibility of transportation connections throughout the community.

Conclusions

Goal 8: Satisfied. The desire to create additional recreational opportunities for the residents and visitors of Medford is re-iterated in the transportation plan through the identification of shared-use paths within the network.

Goal 9—Economic Development

Goal 9 requires local comprehensive plans and policies contribute to a stable and healthy economy in all regions of the state.

Findings

Within the identified Goals and Objectives found in Section 2 of the TSP document, Economic Development is identified as Goal 2. This goal seeks to enhance economic development and vitality within the City and throughout the Region. The noted objectives include: supporting existing and planned land uses, efficiently moving freight, increasing resiliency related to a natural disaster, and supporting tourism and neighborhoods.

The Tier I project list includes a number of key projects distributed throughout the community to support new development particularly near new Urban Growth Boundary expansion areas and other areas for redevelopment. The Foothill/North Phoenix/South Stage Road corridor is an important City project identified within the plan that supports the City's economic goals but also has regional significance for the City of Phoenix, Jackson County, and ODOT. Four Urban Upgrade projects and a new roadway project showing the extension of South Stage over Interstate-5 are identified in Tables 5 and 7 of the document. Improvements to intersections particularly in the north and east side of Medford have been identified in Table 8. In many cases, new traffic signals (or roundabouts) are needed at these identified intersections to help maintain the City's Level-of-Service standard and ensure development impacts are mitigated and development is able to proceed supported by needed infrastructure. The TSP also identifies five ODOT intersections that are not projected to meet ODOT's mobility target which will require further study as part of the Interchange Area Management Plan (IAMP) or alternative mobility target study. Improvements and/or alternative mobility targets at these intersections will be critical to allow Medford's economy to continue to develop.

ODOT is currently working on an (IAMP) at the East Vilas Road and Oregon 62 Bypass location. A Technical Advisory Committee for the project reviewed the initial 19 scenarios in July 2018 and recommended the top four performing alternatives be further analyzed. The committee is awaiting adoption of the City's TSP to ensure proposed projects are consistent with Medford's Tier 2 project list. The full list of Oregon 62 Bypass projects under ODOT's jurisdictions are identified in Table 9 of the document. The completion of the Highway 62 Bypass and the transfer of the current Highway 62 to the City will provide additional economic development opportunities for redevelopment along this corridor.

Conclusions

Goal 9: Satisfied. The transportation system plan is aligned with the City's goals for economic development.

Goal 10—Housing

Goal 10 requires local jurisdictions to provide for the housing needs of its citizens and provide for the appropriate type, location and phasing of public facilities and services sufficient to support housing development in areas developed or undergoing development or redevelopment.

Findings

In June, the State acknowledged the City's proposal to expand its Urban Growth Boundary to accommodate future growth. The amount and mix of land planned to be developed and the type of land uses have a direct impact on the how the transportation system will be used in the future. The travel demand model provides base year 2006 and forecast year 2038 traffic volume projections that reflect anticipated land use changes and planned transportation improvements within the study area. It also assumes regional growth and build-out of the City's expansion areas (Volume II, Appendix L – Operations Analysis Memorandum).

As noted in Goal 9 above, the identified Tier I projects will provide system improvements to support new housing development within the City and expansion areas. All of the proposed Urban Upgrade projects include new sidewalk and bicycle facilities that also support development in residential locations.

Conclusions

Goal 10: Satisfied. The development of the TSP was based on modeling future growth to accommodate all land uses including housing. The projects outlined support residential development within the City and Urban Growth Boundary.

Goal 11—Public Facilities and Services

Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

Findings

Transportation facilities are identified as Category 'A' facilities in the Comprehensive Plan. Medford's transportation system includes roadways, bicycle facilities, and sidewalks needed to accommodate urban development.

Section 2 of the TSP (Exhibit A) describes existing conditions and future needs within the system; Section 5 identifies projects. The projects are categorized into different project types and have been identified to improve the system and help meet future needs. The City has identified priority projects (Tier 1) to pursue over the planning period that will help facilitate growth. It is recognized however that priorities over time may change and other projects may need to be pursued.

The City is responsible for planning for adequate public facilities to serve the City and the new expansion areas. The adoption of a new transportation system based on this projected growth is necessary to meet the City's obligations to provide and plan for urban infrastructure.

Conclusions

Goal 11: Satisfied. The updated transportation plan outlines the types of infrastructure projects and improvements needed to provide for a growing City.

Goal 12—Transportation

Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a "safe, convenient and economic transportation system. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule ("TPR"). The TPR contains numerous requirements governing transportation planning and project development.

Findings

The proposed Transportation System Plan (TSP) for the City is comprised of two Volumes. Volume 1 is separated into 6 different sections. The *Introduction and Goals and Objectives* help provide the framework for the document and outline what the City is trying to accomplish with the plan over the next planning period. The *Goals and Objectives* address topics such as Safety and Public Health, Economic Development, Livability, Connectivity, Financing, and Environment. Section 3 provides the *Existing Conditions and Future Needs Assessment* of the transportation system.

Current facilities for all transportation modes were evaluated to identify any deficiencies, and an analysis was conducted to estimate the conditions in the future year 2038 based on future growth and land uses. Applicable transportation and land use projects were incorporated into the analysis to estimate future conditions, identify future issues and potential mitigations. Discussions with the Citizen Advisory Committee, Technical Advisory Committee, Planning Commission, City Council, and the public were held throughout the planning process to assess these conditions and identify priority projects. The technical analysis is provided in Volume II of the document. Key findings for each transportation mode are outlined in the TSP.

The purpose of Goal 12 is to promote coordination of land use and transportation planning. The updated TSP will replace the 2003 plan and will be adopted as the new Transportation Element of the City's Comprehensive Plan. The adoption of these changes is a legislative amendment recommended by the Planning Commission and adopted by the City Council through ordinance. The City will follow up with any relevant Development Code Amendments to ensure consistency between the TSP and development requirements. Section 6 of the TSP outlines key code and policy amendments to be drafted and evaluated.

Oregon Transportation Plan (OTP)

The Oregon Transportation Plan (OTP) is the state's long-range, multimodal transportation plan. The OTP is the overarching policy document for a series of modal and topic plans that together form the state transportation system plan. A local TSP must be consistent with applicable OTP goals and policies. The following demonstrates how the Draft TSP complies with State transportation policy:

Policy 1.1 Development of an Integrated Multimodal System

It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

Response

As the region's major urban center, Medford provides a diverse range of modal choices to serve its residents. Section 5 of the TSP addresses the various modes including vehicles, air, freight, transit, bicycles, and pedestrians. The updated plan includes a new cross section for arterial streets that separates the bicycle facilities from the roadway. The creation of new arterial streets and urban upgrades will include this enhancement to help provide safer facilities for those traveling by bicycle while improving roadway conditions for motorists by reducing potential conflicts between motor vehicles, cyclists, and pedestrians.

The plan recognizes the City's responsibility to coordinate with the Metropolitan Planning Organization, other jurisdictions, and agencies to help improve the trans-

portation system within the City and as the system connects throughout the region. Projects are proposed throughout the City to enhance all modes.

Policy 1.2 Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Response

Section 5 of the plan identifies the range of cross sections starting with the higher order arterial and collectors and ending with the residential streets. The Functional Classification plan has been updated to identify new higher order streets within the expansion areas and included a review of all existing higher order streets to determine any needed modifications. The City recognizes its built environment has limitations but has set established goals and policies to help aid in providing transportation choices for all its users. For existing higher order streets that may contain missing facilities along existing development, a policy has been created to evaluate how improvements are made to the roadway. For example, streets missing sidewalks will be required to install sidewalk but the planter strip may be reduced in order to work within existing right-of-way constraints. Similarly, for streets missing bicycle facilities, the City will seek alternate routes via other parallel and lower order streets, evaluate a possible lane reconfiguration to add the facilities, or identify specific streets that will require a widened sidewalk to serve as a multi-use path.

All new roadways and urban upgrades will provide facilities for all modes of travel. The City has set aside funding annually for both the installation of sidewalks near neighborhood schools and the infill of bicycle gaps throughout the system. In Section 5, Tables 14 through 19 identify projects for sidewalks, shared-use paths, and bicycle facilities representing over a 100 different projects. Two of the identified actions items within the Goals and Objectives that are supported by the CAC, TAC, Bicycle and Pedestrian Advisory Committee (BPAC), and the public include review of the All Ages and Abilities Bicycle Facilities guidebook produced by NACTO when new bicycle facilities are being considered on the City's roadways. In addition, the City plans to look more closely at bicycle and pedestrian facilities through the development of a separate plan that focuses on these modes.

The City partners with Rogue Valley Transit District (RVTD) who is the provider of transit service throughout the City and region. Figure 22 identifies the major transit routes and stops located within the City. The City's goal to improve connectivity of the system recognizes the importance of coordinating with RVTD to enhance services including links to the airports, downtown, and neighborhoods. RVTD is also in the process of updating its master plan and the City will coordinate any necessary changes to its TSP in the future.

Policy 2.1 - Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

Policy 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Response

The City's updated TSP (Section 3) addresses the existing conditions and future needs of the transportation infrastructure that is critical to the long term benefit of people and the movement of goods. The City has identified needed projects in Section 5 to support the transportation system through the year 2038. These projects include upgrades to signalized intersections to help ensure the City's Level-of-Service standards are met. Such projects are important as development occurs to ensure compliance with the standards and participate in the needed upgrade of these facilities over time.

Polices and regulations that help implement the plan are designed to preserve and maintain the transportation system. This is accomplished by the routine scheduling and overlay of major roadways to ensure their use and function over time. In addition, the City has strategies to improve local access and mobility through access management as discussed in Section 5. The City strives to continue to enforce spacing standards in accordance with the roadway's jurisdiction and functional classification, require consolidation of driveways over time and as development opportunities present themselves, and provide other transportation improvements such as turn lanes when deemed appropriate. The City relies on the Oregon Highway Plan when roadways are under the jurisdiction of ODOT.

Policy 3.1 – An Integrated and Efficient Freight System

It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.

Policy 3.3 – Downtowns and Economic Development

It is the policy of the State of Oregon to provide transportation improvements to support downtowns and to coordinate transportation and economic development strategies.

Response

Goal 2 of the TSP is Economic Development. It identifies the City's goals to coordinate efforts to improve the effectiveness and safety of the movement of freight. It

also supports the efforts of the Rogue Valley International Airport and its master plan. The strengthening of the City's downtown and surrounding neighborhoods are also an important objective of the plan and the coordination of the transportation system and adjacent land uses.

The freight routes in the City are shown in Figure 3, Section 3 along with Jackson County, ODOT's, and the National Highway System's freight routes and connections. The City's roadway design standards help ensure the roadways are built to support freight traffic. Table 20 of the plan identifies the freight improvement needs and street projects identified in the Rogue Valley Metropolitan Planning Organization Freight Study.

Policy 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Response

The ability to provide residents and visitors with transportation options (the ability to easily and safely walk, bike or use transit) helps provide the greatest benefits for reducing the use of vehicles and helping to reduce environmental impacts by reducing energy consumption and improving air quality.

The transportation plan identifies projects to improve and expand the sidewalk network and installation of bicycle facilities or shared-use paths throughout the community. One major project identified is the completion of the Larson Creek Greenway corridor in southeast Medford. This part of the City is anticipated to grow and this greenway corridor will provide new opportunities for residents to choose alternative modes of transportation.

RVTD provides nine transit routes to serve all four wards of the community. After RVTD's master plan is updated, the City will support implementation of this plan as much as possible.

The City will continue to coordinate land use and transportation planning by evaluating neighborhood plans (Liberty Park, downtown) or transit oriented districts (TOD). These plans help integrate residential and employment land uses and provide opportunities to shorten and reduce the number of trips by supporting the use of other transportation options.

Policy 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Response

Safety is addressed in Section 5 of the transportation plan with technical data provided in Volume II, Appendix B (Safety & Technical Memorandum). Table 13 identifies the top 20 safety locations, the overlap with other indicators as shown in ODOT's Statewide Priority Index System (SPIS) and All Roads Transportation Safety (ARTS) lists, and their correspondence to identified projects in the plan.

The safety memorandum explains the safety analysis conducted for the City and groups the topic into two sections: crash trends overview and network screening. The crash trends overview section provides a summary of the data used for the analysis and general trends seen throughout the City. The network screening process evaluated all the roads and intersections within the City. Crash data was obtained from ODOT for the years between 2011 and 2015.

The TSP also provides an analysis of the transportation facilities using the Bicycle and Pedestrian Levels of Stress methodologies. Figure 13 identifies the types of improvements needed to create low stress bicycle connections. Figure 14 shows existing pedestrian facilities, Figure 15 shows the existing levels of pedestrian stress experienced on pedestrian facilities. Annual funding is identified in the project list to provide for sidewalk and bicycle improvements throughout the City. Other projects identified such as urban upgrades will accommodate all modes of travel and help improve safety along the City's streets and these improvements are considered in Section 5 under the Legacy Streets topic.

Policy 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Response

The City has coordinated this plan with adjacent jurisdictions including the City of Phoenix and City of Central Point, Jackson County, the Rogue Valley Metropolitan Planning Organization, and ODOT. These agencies were represented on the Technical Advisory Committee as outlined under Goal 2 above.

Policy 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Policy 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Response

The plan included a robust public involvement process that is summarized in the introduction of the document in Section 1 and as detailed under the Goal 1 Statewide Planning Goals findings noted above. The City provided information via its webpage (MedfordTSP.com) and conducted two on-line forums that included a community survey. Additional public feedback will be provided during the public hearing process.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. Medford's updated TSP meets the State policies as follows:

Policy 1A: State Highway Classification System

It is the policy of the State of Oregon to develop and apply the state highway classification system to guide ODOT priorities for system investment and management.

Policy 1C: State Highway Freight System

This policy balances the need for movement of goods with other uses of the highway system, and to recognize the important of maintaining efficient through movement on major truck freight routes.

Response

The City has a number of state facilities within its boundaries including Interstate 5 (I-5), Crater Lake Highway (Statewide Highway), Highway 99 and Rossanley Drive (District Highways), and the new OR 62 Bypass categorized as a Principal Arterial

Other. The Functional Classification of these roadways establishes their primary function and their access management regulations. The City's driveway and traffic spacing standards vary from those of ODOT. Discussion regarding access management is found in Section 5 of the plan. The City coordinates with ODOT on access spacing standards based on OAR 734-051-3050 and the Oregon Highway Plan.

Policy 1B: Land Use and Transportation

This policy recognizes the role of both State and local governments related to the state highway system.

Response

As outlined in Goals 1 and 2 of this report, and OTP Policy 7.1 above, the development of the TSP has been a collaboration between the City, ODOT, and other stakeholders. The plan recognizes the relationship between integrating land use and transportation facilities especially near designated activity centers and TODs. The City is a participant in the Rogue Valley Metropolitan Planning Organization and is helping to achieve the alternative measures outlined in the Regional Transportation Plan (RTP). The concentration of land use and transportation improvements near activity centers will help in achieving the RTP requirements.

Policy 1F: Highway Mobility Policy

This policy seeks to maintain acceptable and reliable levels of mobility on the state highway system, consistent with the expectations for each facility type, location and functional objectives.

Response

The plan summarizes the existing and projected (2038) traffic conditions analysis for streets and intersections in Section 3 and in detail in Volume II, Operations Analysis memorandum. Figure 4 shows the existing intersection Level-of-Service (LOS) and Figure 5 shows the future baseline intersection Level-of-Service. Intersections not projected to meet the City's or ODOT's mobility targets were evaluated to identify potential improvements such as modifications to signal timing or signal phasing, adding turn lanes or through lanes, or installing a signal. There are five identified ODOT intersections that need further evaluation as part of the Interchange Area Management Plans (IAMPs) or alternative mobility targets. The City is participating in the IAMP process and will cooperate with ODOT to implement plans that are consistent with highway mobility standards.

Policy 1G: Major Improvements and Policy 2B: Off-System Improvements

This policy seeks to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT works in partnership with local governments to address highway performance and safety needs.

It is the State policy to provide state financial assistance to local jurisdictions to develop, enhance, and maintain improvements on local transportation systems when they are a cost-effective way to improve the operation of the state highway system such as through local jurisdictions adopting land use, access management and other policies to assure the continued benefit of the off-system improvement to the state highway system.

Response

The TSP outlines needed projects to accommodate future growth in the following categories: additional vehicle capacity, new roadway connections, pedestrian and bicycle travel, and safety. The projects are identified in Section 5 of the plan and includes a commitment to improve the Foothill/North Phoenix/South Stage corridor. In the same section, access management standards are addressed for access, spacing, driveway access, and access consolidation. These identified strategies in the plan are intending to help preserve the transportation system investments while promoting safety and limiting congestion.

Policy 1H: Bypasses and Policy 2C: Interjurisdictional Transfers

It is State policy to build bypasses to provide safe, efficient passage for through travelers and commerce, and to effectively serve state and regional traffic trips.

It is State policy to consider, in cooperation with local jurisdictions, interjurisdictional transfers to lead to increased efficiencies in the operation and maintenance of a particular roadway segment or corridor.

Response

The construction of Phase 1 of the OR 62 Bypass project is underway in Medford. The project will result in a new four-lane access controlled expressway from Interstate 5 to OR 62 north of White City. The current phase starts at OR 62 east of Bullcock Road and Poplar Drive and extends north on the west side of OR 62 to Corey Road. An IAMP is also under review for the Vilas Road and OR 62 Bypass.

The Bypass is expected to reduce traffic volumes on the old Highway 62 providing opportunities to review access management, streetscape enhancements, pedestrian crossing treatments, multi-modal improvements, and transit needs. The City of Medford will eventually take jurisdiction of segments of the old Highway 62.

Policy 2F: Traffic Safety

It is State policy to continually improve safety for all users of the highway system.

Response

See response under OTP Policy 5.1.

Policy 3A: Classification and Spacing Standards

It is State policy to manage the location, spacing and type of road and street intersections and approach roads on state highways to assure safe and efficient operation of state highways.

Response

Access management is covered in Section 5 of the plan and outlines the City's and ODOT's spacing standards for accesses, driveways, and traffic signals. These standards are coordinated through regulations found in Chapter 10 of the Medford Municipal Code.

Policy 4A: Efficiency of Freight Movement

It is State policy to maintain and improve the efficiency of freight movement on the state highway system and access to intermodal connections. The State shall seek to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban areas and rural communities.

Response

The freight routes shown in Figure 3 identify those for the City, County, ODOT, and the National Highway System. Several of the City's Tier 1 projects (Figure 19) that also include intersection projects are proposed on designated freight routes including the Foothill/North Phoenix corridor, Table Rock Road, and W. McAndrews Road.

Policy 4B: Alternative Passenger Modes

It is State policy to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.

Response

Section 5 of the updated TSP includes a Pedestrian plan that outlines sidewalk, bicycle, and shared-use path projects to help address gaps in the system and ensure a better connected network to serve all users. A new cross section that is the preferred alternative when new roads are built provides for the separation of bicycle facilities off of the roadway. Separated facilities better serve the needs of all ages

and abilities. Sidewalk infill has been prioritized near neighborhood schools with annual funding proposed at \$250,000.

Rogue Valley Transit District provides nine fixed-routes throughout the City that provides options for the traveling public. The City will support RVTB and the implementation of their updated master plan as much as possible.

The plan outlines different strategies through Transportation System Management and Transportation Demand Management to maximize the existing system by trying to incentivize different forms of travel through carpooling or encouraging mixed-use developments.

Other Modal Plans

The State has a number of modal and topic plans that together form the State TSP. In addition to the OHP, which is the modal plan for the State's roadways, the following govern aspects of statewide planning for the transportation system: Oregon Transportation Safety Action Plan; Oregon Bicycle and Pedestrian Plan/ Bicycle and Pedestrian Design Guide; Oregon Public Transportation Plan; Oregon Freight Plan; Oregon State Rail Plan; and Oregon Aviation Plan.

Response

Section 5 of the Transportation System Plan outlines the modal plans that are included in the document. These plans include: Street Plan, Safety Plan, Transit Plan, Freight/Rail/Intermodal Plan, and Water, Air, and Pipeline Plans. All of these plans were developed to be consistent with State modal plans and ensure the City's plan meets relevant State policies and requirements.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the Transportation Planning Rule (TPR) is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the TPR is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The TPR contain policies for preparing and implementing a transportation system plan.

Response

660-012 Administrative Rule Section Number(s)	Administrative Rule Provision	City's Response based on updated TSP
-0015	Preparation and Coordination of Transportation System Plans	The City has coordinated the TSP update with affected State, local governments, the school district, the RVMPO, and other affected agencies through the Technical Advisory Committee and Citizen Advisory Committee
-0016	Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas	The City has coordinated with the RVMPO regarding the plan and will provide needed updates to the Regional Transportation Plan once adopted. The City recognizes its commitment to participate in striving to achieve the alternative measures identified in the Regional Transportation Plan.
-0020	Elements of Transportation System Plans	The plan has studied existing and future conditions to meet the transportation needs of Medford in 2038. The Functional Classification Plan has been updated to show new higher order streets within the Urban Growth Boundary expansion areas and make updates as necessary to existing streets. The plan includes the extension of streets to make better connections. The plan addresses all modes of travel including roads, pedestrians, bicycles, shared-use paths, air, freight, rail, transit and pipeline.
-0025	Complying with the Goals in Preparing Transportation System Plans; Refinement Plans	The adoption of a new TSP is a legislative decision. The information within this report addresses the applicable criteria associated with a Major Comprehensive Plan amendment and compliance with the Statewide Planning Goals, the Oregon Transportation Plan, Oregon Highway Plan, other Modal Plans, and

		the applicable administrative rules.
-0030	Determination of Transportation Needs	The plan is based on adopted population and employment forecasts for Medford. The planning period for the TSP is from 2018-2038. The plan includes improvements to enhance the multi-modal system and provide transportation options for all users. The City will assist in reducing reliance on the automobile by coordinating future land use and transportation facilities and by participating in the alternative measures outlined in the Regional Transportation Plan.
-0035	Evaluation and Selection of Transportation System Alternatives	See -0030 above; The plan includes projects to assist in expanding the system and providing transportation alternatives for its residents.
-0040	Transportation Financing Program	The plan includes an estimate of anticipated revenues over the planning period. Projects are prioritized into Tier 1 (funded) and Tier 2 (unfunded) projects. The Tier 1 projects are categorized in two, five-year timeframes and a ten-year timeframe. An estimated cost is provided for each of the identified City projects.
-0045	Implementation of the Transportation System Plan	Code amendments related to implementation of the TSP are found in Section 6 of the document and will follow adoption of the plan.
-0050	Transportation Project Development	The plan includes ODOT projects. The Regional Transportation Plan will be updated after adoption of the plan.

Conclusions

Goal 12: Satisfied. As outlined above, the City's TSP is found to be in compliance with the Oregon Transportation Plan, Oregon Highway Plan, Other Modal Plans, and the applicable administrative rules that govern Goal 12. Code amendments that assist with implementing the TSP are outlined in Section 6 of the document and will follow upon adoption of the plan.

Goal 13—Energy Conservation
Goal 13 seeks to conserve energy

Findings

As noted in other goals above, there is a strong connection between existing and future land uses and transportation facilities. Creating land use patterns and connected transportation systems provides more efficient use of land and helps to reduce energy consumption by providing for shorter commutes, more direct routes or the use of alternative modes of travel.

Development within the expansion areas must show compliance with the performance measures of the Regional Plan. These measures require minimum residential densities, transportation connections, and integrated development patterns to serve the residents. Provisions such as these help achieve greater energy efficiency throughout the community.

Section 5 of the document also discusses Transportation Demand Management and Transportation System Management strategies that address ways to try and shift travel habits and find ways to improve the system without increasing travel lanes or building new roads. These identified strategies also lead to more energy conservation.

Conclusions

Goal 13: Satisfied. The transportation plan identifies areas such as activity centers that provide opportunities for more mixed-use, concentrated development patterns that help create more efficiencies. The new expansion areas and increased transportation connections will also conserve energy.

Goal 14—Urbanization

Goal 14 requires the orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Findings

The update to the Transportation System Plan is directly related to the City's expansion of its Urban Growth Boundary and to provide for the transition from rural lands to urban lands. Provisions outlined in the Regional Plan help to ensure these new lands are served by adequate public facilities and developed in a manner that makes efficient use of land. An evaluation of the transportation impacts and needs to serve these new areas is necessary and appropriate in order to ensure a smooth transition of these lands. The City spent several years modeling transportation impacts taking into consideration the future development of rural lands to urban lands.

Conclusions

Goal 14: Satisfied. Provisions are in place to ensure coordination between transportation facilities and the transition of lands from rural to urban uses.

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

Comprehensive Plan, Review and Amendments chapter: Amendments [to Implementation Strategies] shall be based on the following [criteria 1–6]:

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

Findings

The updated plan includes a new set of goals, objectives, and action items to provide guidance on how to implement the transportation plan for a growing community. The plan begins with a vision statement to maintain and improve the transportation system to serve all people. The plan identifies six overall goals, 21 objectives, and 82 action items to help guide staff and the community to continue building and improving the City's transportation system. The main themes of the goals, objectives, and action items cover the following topics: Safety and Public Health, Economic Development, Livability, Connectivity, Financing, and Environment.

The new Transportation System Plan will guide changes to the City's infrastructure and operations over the 20-year planning period. The goals, objectives, and action identify and summarize the vision of the plan and provide ways to implement it. Staff will be responsible for updating the Planning Commission and City Council regularly on the progress towards the goals and objectives.

Conclusions

Criterion 1: Satisfied. The plan outlines the City's new goals, objectives, and action items needed to implement the transportation plan. This element of the plan was developed based on input from the Joint Transportation Subcommittee/Citizen Advisory Committee, the Planning Commission, public input, and then refined by the

members of the City Council. The provisions assist in meeting the City's vision related to transportation.

2. *Availability of new and better strategies such as may result from technological or economic changes.*

Findings

The development of the City's transportation system is highly dynamic. The maintenance, improvement, and construction of transportation infrastructure is a collaborative effort among City, County, State, and Federal agencies as well as private and public entities. The plan anticipates new population growth over the planning period. Serving current and future residents and visitors will require new and enhanced transportation facilities. The City has identified its financial ability to construct priority projects over the next two decades and recognizes other forms of funding and assistance will be needed through grants, financial support from other jurisdictions and agencies, and public-private partnerships to help build out the system over time.

Advancements in transportation are occurring rapidly through the use of more fuel efficient vehicles, traffic signal technology, and the research and testing of autonomous vehicles. The city is the major urban center in the region and will grow and change over time as new development occurs. The plan takes into consideration these factors and will serve the community as conditions change in the transportation landscape.

Conclusions

Criterion 2: Satisfied. The plan is a blue print to help ensure the transportation system for the City is maintained and improved over time. There is an overabundance of projects that the City cannot fully fund, but through prioritization and seeking out other sources of funding and opportunities, the transportation system will be enhanced to effectively serve its residents.

3. *Demonstrable ineffectiveness of present strategy(s).*

Findings

The Transportation System Plan was adopted in 2003. The City has grown and changed over the past 15 years and is preparing to serve approximately 20,000 more people in the next two decades. In order to plan for this growth, the transportation needs of the community need to be evaluated and planned for. There is no finding that the present strategy is ineffective, but growing demands of existing facilities require routine evaluation and, where necessary, improvement, expansion, or augmentation.

Conclusions

Criterion 3: Satisfied. The existing transportation plan was effectively used over the last 15 years to serve the community. Future growth necessitates an update to the plan to enhance the transportation system and prioritize needed projects.

4. *Statutory changes affecting the Plan.*

Findings

This same criterion has been addressed in Criterion 5 above. No statutory changes are found to effect the new transportation plan.

Conclusions

Criterion 4: Satisfied. Detailed responses are provided in Criterion 5 above. The proposal complies with existing administrative rules that govern such plans.

5. *Demonstrable budgetary constraints in association with at least one of the above criteria.*

Findings

The City has estimated its projected revenues and expenditures for the next 20 years. The plan shows there is approximately \$88.4 million dollars available for capital projects. See Criterion 2 above (*Information reflecting new or previously undisclosed public need*) for more details on the proposed funding.

Based on estimated revenues, the City has prioritized projects into Tier 1 and Tier 2 lists. Tier 1 projects are those with funding allocated to them, while Tier 2 projects are unfunded. The needed projects are categorized into different project types including:

- Urban Upgrades
- Roadway Widening
- New Roadways
- Intersection Improvements
- Sidewalk
- Shared Use Paths, and
- Neighborhood Bikeways and Bicycle Facilities

The estimated capital revenues have been allocated to projects in all the categories above. The projects selected will help maintain the City's Level-of-Service standard "D" (with two intersections at Level-of-Service "E") at specified intersections and set aside funds towards the Foothill/North Phoenix/South Stage corridor. The selected projects provide a diverse mix of opportunities to upgrade existing streets, complete trail segments along Larson Creek, and extend new roadways.

The selected projects will be reviewed through the biennial budget process and assigned through a five-year capital improvement plan. Depending on priorities, community needs, and grant funding, projects can be shifted to different timeframes for completion.

Conclusions

Criterion 5: Satisfied. The City has more projects than can reasonably be funded over the planning period. Therefore, all applicable projects have been prioritized into Tier 1 and Tier 2 lists with funding allocated to Tier 1 projects. The transportation needs of the community may change over time, but identified projects have been selected to maintain city standards and improve transportation facilities to serve the residents of the City.

6. *All applicable Statewide Planning Goals.*

Findings

The Statewide Planning Goals identified as relevant to the Transportation System Plan have been addressed in detail in Criterion 6 above.

Conclusions

Criterion 6: Satisfied. The updated Transportation System Plan is compliant with the applicable Statewide Planning Goals.

RECOMMENDED ACTION

Based on the findings and conclusions that all of the applicable criteria are satisfied, forward a favorable recommendation for approval of CP-16-036 to the City Council per the staff report dated October 4, 2018, including Exhibits A through F.

EXHIBITS

- A Transportation System Plan (replaces the existing Transportation Element)
- B Public Facilities Element
- C Conclusions, Goals, and Policies Element
- D City Council Memorandum dated August 2, 2018 with attachments
- E Memorandum dated May 14, 2018 from the Bicycle and Pedestrian Advisory Committee (BPAC)
- F Citizen e-mails supporting All Ages and Abilities Bicycle Facilities (consolidated)

PLANNING COMMISSION AGENDA: OCTOBER 11, 2018

EXHIBIT A

Comprehensive Plan Transportation System Plan Element

The Transportation System Plan Element is being replaced by the updated 2018–2038 Transportation System Plan.

The 2018–2038 Transportation System Plan contains the following documents:

Volume I (Main Document)

Attachment A: Bicycle and Pedestrian Toolkit

Attachment B: North Medford Circulation Plan

Attachment C: SW Medford Circulation Plan

Attachment D: SE Medford Circulation Plan

Volume II (Appendix)

Appendix A – Plans and Policies Review

Appendix B – Medford Safety Memorandum with attachments

Appendix C – Base Year Volumes

Appendix D – Base Year Conditions Synchro Outputs

Appendix E – RVMPO Travel Demand Model Outputs_final

Appendix F – Future Volume Post-Post Processing Worksheet

Appendix G – 2038 Future Baseline Conditions Figures and Synchro Outputs

Appendix H – 2038 Future Mitigated Conditions Figures and Synchro Outputs

Appendix J – TPR Checklist

Appendix K – Functional Class _2018-01-17

Appendix L – Operations Analysis

The above documents can be found under Important Documents on the webpage at the following link:

<http://www.ci.medford.or.us/Page.asp?NavID=4168>

Comprehensive Plan
Public Facilities Element Excerpt
Deleted text is ~~struck through~~; Added text is underlined

1. I. INTRODUCTION

The fundamental purpose of the Public Facilities Element is to establish and maintain a general but timely view of where, when, and how public facilities and services will be provided to support planned urban growth within Medford's Urban Growth Boundary. Each year, decisions are made to commit considerable funds for acquisition, construction, expansion, and repair of public facility systems. One important role of this *Comprehensive Plan* element is to describe the principles and criteria underlying these decisions and to integrate them with the overall land use planning process.

Public facilities elements are required by state law (ORS 1197.175 and OAR 660-011) for all cities with a population greater than 2,500. The Public Facilities Element implements Statewide Planning Goal 11, which is intended to assure that cities plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development. This element was written in accordance with Oregon Administrative Rules (OAR) 660-011 (Public Facilities Planning).

1.1. *Public Facilities Categories*

Public facilities and services are divided into two categories.

Category "A" includes:

- Water Service
- Sanitary Sewer and Treatment
- Storm Drainage
- Transportation Facilities*

~~*Transportation will be temporarily covered in this element until adoption of the new Transportation Element when Medford's Transportation System Plan (TSP) is completed.~~

These are the key minimum physical facilities necessary for urban development and are those for which specific documentation is required by state rule.

Category “B” include:

- Fire Protection
- Law Enforcement
- Parks and Recreation
- Solid Waste Management
- Schools
- Health Services

Category “B” public facilities and services enhance and protect development within the city and are provided in response to development that occurs. Because of this they will generally be discussed in less intensive detail than Category “A” facilities. The division of public facilities into these two categories is useful when determining facility adequacy prior to development. Creation of these two categories complies with OAR 660-011. This document identifies Category “A” facilities and the improvements to city infrastructure and services that are necessary to support land uses allowed by the *Comprehensive Plan*. Because this plan element also describes potential funding mechanisms, the plan is essential to long range financial planning of capital facilities, and provides general guidance for the cost and location of future facilities.

**Comprehensive Plan
Conclusions, Goals, Policies Element Excerpt**
Deleted text is ~~struck through~~; Added text is underlined

TRANSPORTATION SYSTEM PLAN ELEMENT

Adopted 11/20/03 by Ord. 2003-299; Amd 12/16/04 by Ord. 2004-258; Amd 10/1/08 by Ord. 2008-206

TRANSPORTATION – CONCLUSIONS

- Medford has an extensive roadway network improved, operated, and maintained by the State, County, and City. Coordination among these entities is vital to ensure the roads meet the needs of the public through the new planning period (2018-2038).
- The Functional Classification plan identifies the existing and proposed higher order street network needed to ensure the efficient movement of local and regional traffic within and through its boundaries.
- The City maintains a Level-of-Service (LOS) “D” standard for signalized intersections through the planning period and a LOS “E” standard for two intersections located near the South Medford Interchange. In addition, the City recognizes ODOT’s mobility standards (calculated as a volume-to-capacity ratio) within the community and the requirement to meet or modify these standards through alternative standards.
- Activity Centers and Transit Oriented Districts are mixed land use destinations that support multi-modal transportation and help the City and region try to achieve the benchmarks identified in the regional transportation plan related to alternative measures.
- The City recognizes its responsibility to improve safety and mobility for the traveling public through intersection improvements, installing sidewalk and bicycle facilities, and compliance with Americans with Disability Act (ADA) standards and requirements.
- The Rogue Valley Transit District (RVTD) is the primary operator of public transportation service in Medford and the County. The citizens of Medford benefit from the fixed routes that bisect the City.
- Medford’s transportation system encompasses more than roadways and relies upon other methods of transport including air, rail, freight, and pipeline to serve its residents and

visitors.

- Funding is limited to meet the transportation needs for the entire community, but the City has identified a list of priority projects to maintain and grow the system over time. The plan is flexible to allow for projects to be modified as needed.
- The City has adopted a range of cross sections for the arterial and collector streets which includes an option for separated off-street bicycle facilities.
- It is difficult to retrofit existing street facilities. The City outlines a system to address such “legacy streets” in order to upgrade existing streets over time and ensure the various modes of transportation are constructed.
- The use of Transportation Demand Management and Transportation System Management strategies provide ways to improve the efficiency and operations of the City’s transportation system.
- The implementation of the Transportation System Plan will be coordinated through code amendments and other adopted plans, refinement of neighborhood and Transit Oriented Development plans, and Urbanization Plans.

TRANSIT ORIENTED DISTRICT—CONCLUSIONS

- ~~Each TOD area has unique opportunities and issues and designing a one-size fits all TOD overlay is not likely to be effective.~~
- ~~The Southeast TOD could focus on housing to attract buyers interested in a different sort of housing market.~~
- ~~The Central City TOD already contains the type of development that the other TOD areas are trying to achieve and the strategy for this TOD area should focus on the strength of the existing development while creating new housing opportunities to draw more people to the area.~~

OVERALL TRANSPORTATION SYSTEM—GOALS, POLICIES OBJECTIVES, AND IMPLEMENTATION MEASURES ACTION ITEMS

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

~~*Policy 1-A: The City of Medford shall manage projected travel demand consistent with community, land use, environmental, economic and livability goals.*~~

~~**Implementation 1-A(1):** Utilize the projections in the *Regional Transportation Plan* (RTP) regarding projected travel demand over the 20-year planning period in managing the transportation system.~~

~~**Implementation 1-A(2):** Utilize the *Medford Comprehensive Plan*, including the land use plan covering the 20-year planning period, in managing transportation system.~~

~~**Implementation 1-A(3):** Design and improve arterial streets so that the minimum overall performance during peak travel periods meets Level of Service "D."~~

~~**Implementation 1-A(4):** Consider revisions to the City's concurrency ordinance to manage development-related traffic impacts consistent with other community goals.~~

~~**Policy 1-B:** The City of Medford shall use the *Transportation System Plan* as the legal basis and policy foundation for decisions involving transportation issues.~~

~~**Implementation 1-B(1):** Utilize the *Medford Transportation System Plan* to identify the measures and programs to be undertaken to increase mobility for all travel modes, including implementing standards and ordinances, and design standards and construction specifications for capital construction projects that are consistent with the Plan.~~

~~**Implementation 1-B(2):** Update the *Medford Transportation System Plan* as necessary to remain consistent with regional and statewide plans and laws.~~

~~**Implementation 1-B(3):** Coordinate transportation planning and construction with appropriate agencies.~~

~~**Implementation 1-B(4):** Adopt the *Regional Transportation Plan* (RTP) by reference in the *Medford Comprehensive Plan* to the extent that this Plan is consistent with the *Medford Transportation System Plan*. Where inconsistencies exist, the City shall work cooperatively with the Rogue Valley Metropolitan Planning Organization (RVMPO) to resolve differences.~~

~~**Implementation 1-B(5):** Require *Comprehensive Plan*, *Land Development Code*, and *Zoning Map* amendments to contain findings that show how the action is in conformity with the adopted tenets of the *Medford Transportation System Plan*.~~

~~**Implementation 1-B(6):** Include projects and programs adopted in the *Medford Transportation System Plan* that are of regional or statewide significance, or that require the use of state or federal funding, within the *Regional Transportation Improvement Program* and *State Transportation Improvement Program*.~~

~~OVERALL TRANSPORTATION SYSTEM FUNDING GOALS,~~

~~POLICIES, AND IMPLEMENTATION MEASURES~~

~~**Policy 1-C:** The City of Medford's top priority for the use of transportation funds shall be to address the maintenance, operational, and safety needs of the transportation system.~~

~~**Implementation 1-C(1):** Utilize a street utility fee as the primary funding source for street system operations and maintenance activities and utilize state highway fuel tax funds to meet the financial requirements of the street operations and maintenance program.~~

~~**Implementation 1-C(2):** Participate in cooperative agreements with state and local jurisdictions for maintenance and operations activities, based on equitable determinations of responsibility and benefit.~~

~~**Implementation 1-C(3):** Pursue federal, state, and private grants to augment operations and construction.~~

~~**Policy 1-D:** The City of Medford's second priority for the use of transportation funds shall be to maximize efficient use of the existing transportation system through use of Transportation System Management (TSM) and Transportation Demand Management (TDM) measures prior to expending transportation funds on capacity improvements.~~

~~**Implementation 1-D(1):** Utilize transportation demand management measures as the first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects are undertaken.~~

~~**Policy 1-E:** The City of Medford's third priority for the use of transportation funds shall be to fund capital improvements that add capacity to the transportation system. These improvements shall be prioritized based on availability of funds, reducing reliance on the automobile, improving safety, relieving congestion, responding to growth, and system wide benefits.~~

~~**Implementation 1-E(1):** Give priority to funding projects that most increase capacity and relieve congestion, such as intersection improvements as opposed to general street widening, consistent with the adopted level of service (LOS) standards.~~

~~**Implementation 1-E(2):** Require new development to mitigate its impacts on the transportation system through on-site system improvements consistent with the TSP required as conditions of approval. Also require off-site improvements consistent with the TSP when they can be found to be proportional to the impacts on the transportation system ("Dolan finding").~~

~~**Implementation 1-E(3):** Collect transportation system development charges (SDC's), as defined by *Oregon Revised Statutes* and local ordinances, to mitigate impacts of new development on area wide transportation facilities in the Medford planning area.~~

~~**Implementation 1-E(4):** Utilize the projects and needs identified in the *Medford Transportation System Plan* as the basis for selecting and prioritizing transportation~~

~~improvement projects in the Capital Improvement Program and into regional and state transportation improvement programs, consistent with the adopted goals and policies of the Medford Comprehensive Plan.~~

~~**Implementation 1-E(5):** Seek federal funding for capital improvements through participation in the Rogue Valley Metropolitan Planning Organization (RVMPO) or other designated distribution process as provided in federal transportation legislation.~~

~~**Implementation 1-E(6):** Utilize the sale of bonds as a means to finance capital improvements to the transportation system. Select such projects through authorization by the City Council or a vote of the citizens of the City.~~

~~**Implementation 1-E(7):** Investigate establishing a trust fund account for acquisition of property for future right of way opportunities~~

~~**STREET SYSTEM GOALS, POLICIES, AND IMPLEMENTATION MEASURES**~~

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

~~**STREET SYSTEM CLASSIFICATION GOALS, POLICIES, AND IMPLEMENTATION MEASURES**~~

~~**Policy 2-A:** The City of Medford shall classify streets so as to provide an optimal balance between mobility and accessibility for all transportation modes consistent with street function.~~

~~**Implementation 2-A(1):** Utilize the Medford Street Functional Classification Plan Map of the Medford Transportation System Plan to identify land for public rights of way and to give advance notice to property owners and citizens regarding future expansions of the street system.~~

~~**Implementation 2-A(2):** Provide a grid network of higher order (i.e., Arterial and Collector) streets that link the central core and major industrial areas with major highways and that connect with each other and the lower order street system.~~

~~**Implementation 2-A(3):** Provide a grid network of interconnected lower order (local) streets that disperses traffic and supplies connections to higher order streets, employment centers, and neighborhood activity centers, and provides appropriate emergency access.~~

~~**Implementation 2-A(4):** Develop and adopt conceptual Neighborhood Circulation Plans as stand alone plans or as part of neighborhood or area plans to be implemented as development of these areas occurs. Such Plans shall indicate the function of proposed streets and design standards needed to minimize disruption of existing neighborhoods while assuring adequate access commensurate with the intensity of planned new development and redevelopment. Such plans shall also identify key neighborhood~~

destinations and an interconnected system of bicycle and pedestrian facilities to serve these destinations, as well as to connect with areas outside of the neighborhood.

Implementation 2-A(5): Develop a system of Collector and local residential streets that have adequate capacity to accommodate planned land uses, but preserve the quiet, privacy, and safety of neighborhood living by staying within their capacity.

Policy 2-B: When classifying streets, the City of Medford shall consider impacts to neighborhood livability. Prior to upgrading a street classification in a residential area to a higher order classification, the City shall consider alternatives that would preserve the livability of the affected residential neighborhood, and, if reclassification proceeds, shall consider mitigation measures.

Implementation 2-B(1): Apply the following measures to mitigate noise, aesthetic, and safety impacts when streets that are adjacent to or bisect residential areas are reclassified and constructed to Collector or Arterial street standards: (a) Connect affected residential areas to other areas of the community with safe and efficient bicycle and pedestrian improvements; and (b) Consider mitigation measures to physically buffer the affected residential areas from traffic noise. These may include installation of major landscape/streetscape components such as landscaped buffers, walls or fencing, tree plantings, and the creation of open spaces.

STREET SYSTEM DESIGN GOALS, POLICIES, AND IMPLEMENTATION MEASURES

Policy 2-C: The City of Medford shall design the street system to safely and efficiently accommodate multiple travel modes within public rights-of-way.

Implementation 2-C(1): Apply the street design standard that most safely and efficiently provides multi-modal capacity respective to the functional classification of the street, mitigating noise, energy consumption, neighborhood disruption, economic losses, and other social, environmental, or institutional disruptions. Use of adopted neighborhood plans should determine the specific look and character of each neighborhood and its street system.

Implementation 2-C(2): Limit Major Arterial streets to a total cross-section width of no more than five travel lanes, except at intersections. Accommodate travel demand that would otherwise require a width of more than five lanes through increased system connectivity, transit service, use of transportation demand management (TDM) strategies, and other alternative modes of transportation.

Implementation 2-C(3): Require pedestrian/bicycle access ways when there is not a direct street connection, to pass through long blocks, or to connect cul-de-sac streets with nearby streets, or to connect to nearby bicycle paths, etc. to create more direct non-motorized access where appropriate.

~~**Implementation 2-C(4):** Involve affected citizens in an advisory role in transportation project design.~~

~~**Implementation 2-C(5):** Design the transportation system with consideration of the needs of persons with disabilities by meeting the requirements in the Americans with Disabilities Act (ADA).~~

~~**Implementation 2-C(6):** Assure that the design and operation of the transportation system allows for the safe and rapid movement of fire, medical, and police vehicles.~~

~~**Implementation 2-C(7):** Require new development and redevelopment projects, as appropriate, to connect to and extend local streets to planned future streets, to neighborhood activity centers, such as parks, schools, and retail centers, to transit routes, and to access adjoining undeveloped or underdeveloped property.~~

~~**Implementation 2-C(8):** Require new development and redevelopment projects to include accessibility for all travel modes and coordinate with existing and planned developments.~~

~~**Implementation 2-C(9):** Limit cul-de-sac streets, minimum access streets, and other “dead end” development to situations where access cannot otherwise be made by a connected street pattern due to topography or other constraints.~~

~~**Implementation 2-C(10):** Adopt maximum block length standards for local streets to assure good circulation.~~

~~**Implementation 2-C(11):** Incorporate into the *Medford Land Development Code* standards to govern the spacing of street intersections, signal installation, driveway access, and sight distance.~~

~~**Policy 2-D:** The City of Medford shall balance the needed street function for all travel modes with adjacent land uses through the use of context sensitive street and streetscape design techniques.~~

~~**Implementation 2-D(1):** 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*.~~

~~**Implementation 2-D(2):** Utilize design techniques for local streets, such as reduced widths and lengths, curb extensions, and other traffic calming measures, to lower vehicular speeds, provide a human scale environment, facilitate pedestrian crossing, and minimize adverse impacts on the character and livability of neighborhoods and business districts, while still allowing for emergency vehicle access.~~

~~**Implementation 2-D(3):** When designing new or reconstructed streets, make adjustments as necessary to avoid valuable topographical features, natural resources, historic properties, schools, cemeteries, significant cultural features, etc. that affect the livability of the community and the surrounding neighborhood.~~

Policy 2-E: The City of Medford shall design to enhance livability by assuring that aesthetics and landscaping are a part of Medford's transportation system.

Implementation 2-E(1): Incorporate aesthetic streetscape features into public rights-of-way, such as street trees, shrubs, and grasses; planting strips and raised medians; street furniture, planters, special lighting, public art, and paving materials which include architectural details.

Policy 2-F: The City of Medford shall bring Arterial and Collector streets up to full design standards where appropriate, and facilitate improving existing local streets to urban design standards where appropriate.

Implementation 2-F(1): Balance the needs of pedestrians, bicyclists, and motor vehicles when reconstructing streets that cannot meet full functional classification standards.

~~STREET SYSTEM TRANSPORTATION DEMAND MANAGEMENT GOALS, POLICIES, AND IMPLEMENTATION MEASURES~~

Policy 2-G: The City of Medford shall undertake efforts to reduce per capita vehicle miles traveled (VMT) and single occupancy vehicle (SOV) demand through transportation demand management (TDM) strategies.

Implementation 2-G(1): Promote the use of alternative commute options to reduce motor vehicle travel generated by employment sites and schools by serving as an institutional model for the community through participation in the Transportation Management Association (TMA), providing incentives for City of Medford employees to utilize transportation demand management (TDM) strategies, and actively participating in local, state, and national TDM activities, such as Car Free Day. (Examples of TDM strategies include free or subsidized bus passes, trip reduction planning, compressed work weeks, telecommuting options, flexible work schedules, ride matching for car/van pools, customer and employee parking management, guaranteed rides home in emergencies, indoor bicycle storage, shower/locker facilities, etc.)

Implementation 2-G(2): Encourage employers to design and implement trip reduction plans, including strategies that encourage use of alternative transportation modes, discourage commuting in single occupancy vehicles, and promote telecommuting and the use of work hours that do not contribute to peak hour congestion. Encourage private sector employers to take advantage of tax incentive programs for transportation demand management efforts. Encourage the formation of employer transportation management associations that allow the pooling of resources in implementing trip reduction plans, such as guaranteed emergency ride home and vanpool programs.

Implementation 2-G(3): Support and assist the efforts of the Rogue Valley Transportation District in maintaining a regional transportation demand management (TDM) program, which includes such components as a rideshare matching program, carpool/vanpool

matching, park and ride lots, and information regarding transit service, bicycle routes, telecommuting, etc.

~~**Implementation 2-G(4):** Participate in public outreach to raise awareness about the use of transportation demand management (TDM) strategies, such as periodic newsletters for decision makers, employers, schools, organizations, and individuals; information handouts at appropriate public events; advertising and public service announcements; school outreach; services for employers; and recognition for TDM efforts. Actively market to groups having the greatest potential for reducing single occupancy vehicle trips, such as large employment sites and commuting students.~~

~~**Implementation 2-G(5):** Encourage school districts to promote and utilize walking, bicycling, and school busing whenever possible to reduce motor vehicle trips needed to transport students to and from classes and events.~~

~~**STREET SYSTEM TRANSPORTATION SYSTEM MANAGEMENT AND SAFETY GOALS, POLICIES, AND IMPLEMENTATION MEASURES**~~

~~**Policy 2-H:** The City of Medford shall manage and maintain the transportation system in an efficient, clean, and safe manner.~~

~~**Implementation 2-H(1):** Require Traffic Impact Analyses (TIAs), as appropriate, in conjunction with development applications to assess impacts on the existing and planned transportation system, and require transportation system improvements that are identified through the TIA or by other *Medford Municipal Code* requirements as a condition of approval of development permits and land use actions.~~

~~**Implementation 2-H(2):** Utilize access management, including access location and spacing, to increase the capacity and safety of the transportation system. Incorporate access management techniques, such as raised medians, access management plans, driveway consolidation, driveway relocation, and closure of driveway access, into Arterial and Collector street design and development applications.~~

~~**Implementation 2-H(3):** Continue to modernize the traffic signal system and improve its efficiency by ultimately connecting all signals to the centralized traffic control center. Employ traffic signal timing plans that maximize efficiency during different time periods. Provide a program to identify locations for new/modified signals.~~

~~**Implementation 2-H(4):** Utilize Intelligent Transportation Systems (ITS) such as real-time traffic monitoring cameras and management projects, that provide motorist information and incident response/clearance programs, to alleviate traffic congestion.~~

~~**Implementation 2-H(5):** Provide adequate funding to preventatively maintain and manage public paved surfaces, sidewalks, bikeways, bridges, traffic control devices, street lighting, etc., at the lowest life cycle cost.~~

~~Implementation 2-H(6): Provide a street cleaning program that uses best management practices (BMPs) to reduce impacts on air and water quality from street debris.~~

~~Policy 2-I: The City of Medford shall promote transportation safety.~~

~~Implementation 2-I(1): Maintain an inventory of traffic control devices (i.e., traffic signals, signs, striping, and markings).~~

~~Implementation 2-I(2): Require maintenance of sight distance areas adjacent to intersections and driveways, to keep clear of fencing, landscaping, foliage, etc. that could obstruct the view of motorists, bicyclists, and pedestrians.~~

~~Implementation 2-I(3): Actively enforce motor vehicle codes related to transportation safety.~~

~~Implementation 2-I(4): Promote traffic safety education and awareness, emphasizing the responsibilities required of motor vehicle drivers, in order to reduce the per-capita number of motor vehicle accidents.~~

~~STREET SYSTEM PARKING MANAGEMENT GOALS, POLICIES, AND IMPLEMENTATION MEASURES~~

~~Policy 2-J: The City of Medford shall prohibit on-street parking on Arterial and Major Collector streets in order to maximize the capacity of the transportation system except in the Downtown Parking District, in adopted Transit Oriented Districts (TODs), or where permitted through the development and use of special plans adopted in the *Medford Comprehensive Plan*.~~

~~Implementation 2-J(1): Remove existing on-street parking in preference to widening Arterial and Collector streets to gain additional travel lanes, bicycle lanes, and sidewalks, except where on-street parking has been determined to be essential through special plans adopted in the *Medford Comprehensive Plan*.~~

~~Implementation 2-J(2): Expand the Downtown Parking District boundaries to be consistent with the Central Business District (C-B) overlay zone boundaries and manage as a financially self-supportive operation.~~

~~Policy 2-K: The City of Medford shall manage on-street parking in the Downtown and in other adopted Transit Oriented Districts (TODs) to assist in slowing traffic, facilitating pedestrian movement, and efficiently supporting local businesses and residences consistent with the land use and mobility goals for each street.~~

~~Implementation 2-K(1): If necessary to preserve the supply of on-street parking in residential areas for use by residents, restrict the overflow parking of nearby employment centers, entertainment venues, schools, or other institutions through use of a residential parking permit program.~~

~~**Implementation 2-K(2):** In areas where demand exists, provide on-street carpool and vanpool parking spaces and/or loading zones having preferential location/timing over general purpose on-street parking spaces, giving consideration to locations where on-street parking is needed to support an existing business district.~~

~~**Policy 2-L:** The City of Medford shall require an appropriate supply and design of off-street parking facilities to promote economic vitality, neighborhood livability, efficient use of urban space, reduced reliance on single occupancy motor vehicles, and to make certain areas, such as Transit Oriented Districts (TODs), more pedestrian friendly.~~

~~**Implementation 2-L(1):** Require a minimum and maximum number of off-street parking spaces based on the typical daily needs of the specific land use type. (A parking space maximum standard assures that unnecessary consumption of land area is avoided.) Designate areas of the City where no off-street parking would be required.~~

~~**Implementation 2-L(2):** Set prices for City-owned public parking facilities to a level that discourages employees from using single occupancy vehicles to commute to work, and that reflects the relative demand for parking and the cost of constructing, maintaining, and operating such facilities. Offer free or discounted prices for carpool parking in public parking facilities.~~

~~**Implementation 2-L(3):** For off-street parking lots over three (3) acres in size, require street-like features along major driveways and safe pedestrian access facilities between the street, locations within the lot, and buildings.~~

~~**Policy 2-M:** The City of Medford shall undertake efforts to contribute to a reduction in the regional per capita parking supply to promote the use of alternatives to the single occupancy motor vehicle.~~

~~**Implementation 2-M(1):** Every five years, estimate the parking supply in areas designated for commercial, industrial, and institutional uses by the *Medford Comprehensive Plan* in order to monitor progress toward meeting the goal of reducing parking supply per capita by ten percent over the 20-year planning period.~~

~~**Implementation 2-M(2):** Allow non-residential development to satisfy off-street parking requirements through preparation and implementation of a trip reduction plan to increase the use of alternative modes of transportation by employees and customers.~~

~~**Implementation 2-M(3):** Assure that major facilities with a high parking demand meet the demand through a combination of shared, leased, and new off-street parking facilities, access by transit, and encourage designs that reduce parking need.~~

~~**Implementation 2-M(4):** Encourage employers to charge for employee parking.~~

~~**PUBLIC TRANSPORTATION SYSTEM GOALS, POLICIES, AND**~~

IMPLEMENTATION MEASURES

GOAL 3: To facilitate the increased use of public transportation in the Medford planning area, as the adequacy of transit service is a measure of the quality of life in a community.

Policy 3-A: The City of Medford shall undertake efforts to increase the percentage of total daily trips taken in the Medford planning area by transit, consistent with the target benchmarks in the "Alternative Measures" of the 2001-2023 Rogue Valley Regional Transportation Plan (RTP).

Policy 3-B: The City of Medford shall support the provision of convenient and accessible transit service to, from, and within the Medford planning area, especially to higher density residential areas, employment centers, and major commercial areas.

Implementation 3-B(1): Support efforts to implement funding strategies that provide adequate, long term, and stable revenue sources for the transit system, including fares that balance the need for passenger revenues with the goal of maximizing ridership.

Implementation 3-B(2): Support efforts by the Rogue Valley Transportation District to develop and implement a transit system that effectively combines components of radial, neighborhood, and circumferential services, with a minimum of required transfers, to best serve the citizens of and visitors to Medford.

Implementation 3-B(3): Support efforts by the Rogue Valley Transportation District to increase transit service, including increasing the frequency of service (shorter headways), extending the hours of operation, expanding weekend service, and providing express transit service during peak travel periods.

Implementation 3-B(4): Assure that land use planning activities promote transit service viability and accessibility, including locating mixed residential-commercial, multiple-family residential, and employment land uses on or near (within ¼ mile walking distance) transit corridors.

Implementation 3-B(5): Provide transit supportive street system, streetscape, land division, and site design and operation requirements that promote efficient bus operations and pedestrian connectivity, convenience, and safety.

Implementation 3-B(6): In conjunction with the Rogue Valley Transportation District, establish designs for and implement effective and safe transit stops on Arterial and Collector streets.

Implementation 3-B(7): Work with the Rogue Valley Transportation District to ensure that transit transfer stations and park and ride facilities are accessible by pedestrian, bicycle, transit, and motor vehicle travel modes, including provisions for secured bicycle parking, passenger loading, and taxi service, and encourage transit service to intercity passenger bus and aviation terminals.

~~**Implementation 3-B(8):** Work with employers to increase commuter transit ridership through employer-based incentives, such as subsidized transit passes.~~

~~**Policy 3-C:** The City of Medford shall undertake efforts to increase the percentage of dwelling units in the Medford planning area located within one quarter mile walking distance of transit routes, consistent with the target benchmarks in the “Alternative Measures” of the 2001-2023 Rogue Valley Regional Transportation Plan (RTP).~~

~~**Policy 3-D:** The City of Medford shall link intercity passenger transportation facilities in central Medford to adequate pedestrian facilities, and strive to link all intercity passenger transportation facilities to transit, taxi, and/or shuttle services. The City shall encourage continued operations and future expansion of intercity bus service to and from Medford.~~

~~**Policy 3-E:** The City of Medford shall encourage efforts to make intercity passenger rail service available to the Medford planning area.~~

~~**BICYCLE SYSTEM GOALS, POLICIES, AND IMPLEMENTATION MEASURES**~~

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

~~**Policy 4-A:** The City of Medford shall undertake efforts to increase the percentage of total daily trips taken by bicycling in Medford consistent with the target benchmarks in the “Alternative Measures” of the 2001-2023 Rogue Valley Regional Transportation Plan (RTP).~~

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

~~**Implementation 4-A(2):** Design streets and other public improvement projects to facilitate bicycling by providing bicycle friendly paving, lane width, traffic control, storm drainage grates, striping, signage, lighting, etc.~~

~~**Implementation 4-A(3):** Review all development plans for bicycle system continuity and expansion of the system.~~

~~**Implementation 4-A(4):** Work with the Oregon Department of Transportation to improve bicycling conditions on state highways within the Medford planning area.~~

~~**Implementation 4-A(5):** Provide interconnected off-street multi-use paths along stream and waterway corridors, such as Bear Creek and Larson Creek, and in other suitable locations where multiple street or driveway crossings are unlikely and where such facilities can be constructed without causing significant environmental degradation.~~

~~**Implementation 4-A(6):** Regularly review *Medford Land Development Code* provisions to assure that bicycle facility standards for development projects are adequate to achieve the goals and policies of the *Medford Comprehensive Plan*, including the *Transportation System Plan*.~~

~~**Implementation 4-A(7):** Consider development of on-street “bicycle boulevard” treatments using local streets to enhance the connectivity of this system~~

~~**Policy 4-B:** The City of Medford shall undertake efforts to increase the percentage of Arterial and Collector street miles in Medford having bicycle facilities, consistent with the targeted benchmarks in the “Alternative Measures” of the *Rogue Valley Regional Transportation Plan (RTP)*.~~

~~**Implementation 4-B(1):** Assure that bicycle facility improvements are a factor in Medford’s annual capital improvement programming and budgeting, using the *Medford Transportation System Plan* as the basis to determine priorities.~~

~~**Implementation 4-B(2):** Utilize all opportunities to add bike lanes on Collector and Arterial streets, such as during reconstruction and re-striping projects. Give priority to bicycle traffic over on-street parking on Collector and Arterial streets designated in the *Transportation System Plan* as, or otherwise determined to be, important bicycling routes. Alternatives should be considered where on-street parking is determined to be essential to the success of adjacent businesses in a pedestrian friendly environment, such as in Downtown, other TODS, activity centers, etc.~~

~~**Policy 4-C:** The City of Medford shall encourage bicycling as an alternative mode of transportation as well as a recreational activity.~~

~~**Implementation 4-C(1):** Form a bicycle advisory and planning committee to support the City’s bicycle transportation goals and advise the City on issues related to bicycles.~~

~~**Implementation 4-C(2):** Continue to coordinate with local and regional bicycling proponents, such as the Jackson County Bicycle Advisory Committee and the Bear Creek Greenway Committee.~~

~~**Implementation 4-C(3):** Regularly maintain bicycle facilities and take actions to improve crossings of railroad tracks, creeks, major streets, etc.~~

~~**Implementation 4-C(4):** Perform accurate record keeping of bicycle volume and accident counts.~~

~~**Implementation 4-C(5):** Whenever feasible, provide public bicycle storage facilities at critical locations within the Downtown and at other activity centers.~~

~~**Implementation 4-C(6):** Install “Share the Road” signage on those Collector and Arterial streets that do not yet have bike lanes.~~

~~Implementation 4-C(7): Assure that City of Medford employees, particularly Police Department staff, have adequate training regarding bicycle safety and enforcement issues. Continue and enhance the "Cops on Bikes" program.~~

~~Implementation 4-C(8): Initiate a "Share the Road" or similar public information campaign, coordinated with agencies such as the Rogue Valley Transportation District, the Rogue Valley Council of Governments, Jackson County, local bicycling organizations, and nearby municipalities, etc.~~

~~Implementation 4-C(9): Support the Rogue Valley Transportation District efforts to facilitate transportation demand management (TDM) strategies that integrate bicycling and transit, such as "bikes on buses", bicycle storage facilities at transit stations and stops, etc.~~

~~Implementation 4-C(10): Encourage and support efforts by Medford schools or other community organizations to develop and use a bicycle safety curriculum for students.~~

PEDESTRIAN SYSTEM GOALS, POLICIES, AND IMPLEMENTATION MEASURES

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

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

~~Implementation 5-A(1): Require development and street construction/renovation projects to include sidewalks and walkways.~~

~~Implementation 5-A(2): Design street intersections, particularly Arterial and Collector street intersections, with convenient, safe, and accessible pedestrian crossing facilities.~~

~~Implementation 5-A(3): Require development within activity centers, business districts, and Transit Oriented Districts (TODs) to focus on and encourage pedestrian travel, and require sidewalks, accessways, and walkways to complement access to transit stations/stops and multi-use paths.~~

~~Implementation 5-A(4): Utilize an interconnecting network of multi-use paths and trails to compliment and connect to the sidewalk system, using linear corridors such as creeks, canals, utility easements, railroad rights-of-way, etc.~~

~~Policy 5-B: The City of Medford's first priority for pedestrian system improvements shall be access to schools; the second priority shall be access to transit stops.~~

~~**Implementation 5-B(1):** Complete the pedestrian facility network based on the priorities established in the *Transportation System Plan*, with emphasis on gaps in the system.~~

~~**Policy 5-C:** The City of Medford shall undertake efforts to increase the percentage of total daily trips taken by walking in Medford consistent with the targeted benchmarks in the “Alternative Measures” of the *2001-2023 Rogue Valley Regional Transportation Plan (RTP)*.~~

~~**Implementation 5-C(1):** Encourage walking for both travel and recreation, emphasizing the health, economic, and environmental benefits for the individual and community.~~

~~**Implementation 5-C(2):** Prepare for consideration by the City Council ordinances that require pedestrian friendly development design that encourages walking.~~

~~**Policy 5-D:** The City of Medford shall undertake efforts to increase the percentage of Collector and Arterial street miles in Medford’s adopted Transit Oriented District (TODs) having sidewalks, consistent with the targeted benchmarks in the “Alternative Measures” of the *2001-2023 Rogue Valley Regional Transportation Plan (RTP)*.~~

~~**Policy 5-E:** The City of Medford shall promote pedestrian safety and awareness.~~

~~**Implementation 5-E(1):** Develop crosswalk marking and traffic calming policies that address pedestrian safety in appropriate locations, including signalized intersections, controlled intersections near schools, activity centers, Transit Oriented Districts (TODs), and other locations of high pedestrian volumes.~~

~~**Implementation 5-E(2):** Establish standards for maintenance of pedestrian facilities, accessways and paths, including the removal of hazards and obstacles, and maintenance of benches, landscaping, etc.~~

~~**Implementation 5-E(3):** Comply with the requirements of the Americans with Disabilities Act (ADA) regarding the location and design of sidewalks, walkways, and multi-use paths, and discourage the placement of obstructions within sidewalks.~~

~~**Implementation 5-E(4):** Increase enforcement of pedestrian safety laws and regulations, focusing attention on areas of high pedestrian volumes and in activity centers and Transit Oriented Districts (TODs).~~

~~**Implementation 5-E(5):** Encourage schools, safety organizations, and law enforcement agencies to provide information/instruction regarding pedestrian safety, focusing on accident prevention and education of roadway users regarding their responsibilities when driving, bicycling, and walking.~~

~~**Implementation 5-E(6):** Work toward completion of street lighting systems on all Arterial and Collector streets, and facilitate the formation of neighborhood street lighting districts to provide appropriate street lighting on local streets.~~

AIR TRANSPORTATION SYSTEM—GOALS, POLICIES, AND IMPLEMENTATION MEASURES

***GOAL 6:** To facilitate the provision of efficient, safe, and competitive movement of people and goods to and from the Rogue Valley International Medford Airport, recognizing the value of the Rogue Valley International Medford Airport as a regional resource.*

Policy 6-A: The City of Medford shall encourage and support the operation, maintenance, and expansion of facilities and services provided at or near the Rogue Valley International Medford Airport that accommodate domestic and international passenger air travel services, air cargo, charter flight operations, and airport shuttle service, while balancing adverse community impacts.

Implementation 6-A(1): Encourage the Jackson County Airport Authority to coordinate implementation of the *Rogue Valley International Medford Airport Master Plan*, and any updates, with the City.

Implementation 6-A(2): Provide for transportation improvements that increase vehicular, pedestrian, bicycle, and public transportation connections to the Rogue Valley International Medford Airport, and encourage direct transit service to the airport passenger terminal when warranted.

Implementation 6-A(3): Prepare for consideration by the City Council, amendments to the *Medford Comprehensive Plan* that provide for the types and levels of public facilities and services needed to support development located at or planned for the airport, including transportation facilities and services, as required by OAR 660-013 "Airport Planning". Consider the airport environs as a priority area for providing urban levels of public facilities and services.

Implementation 6-A(4): Prepare for consideration by the City Council, amendments to the *Medford Comprehensive Plan* that include the maps and information required by OAR 660-013 "Airport Planning". If the airport sponsor does not provide the economic and use forecast information required by the OAR, the City may limit the airport boundary to areas currently devoted to the airport uses described in the OAR.

Implementation 6-A(5): Prepare for consideration by the City Council ordinances to carry out the requirements of OAR 660-013 "Airport Planning", which require an Airport Safety Overlay Zone to promote aviation safety, if the currently adopted Airport Approach (A-A) and Airport Radar (A-R) Overlay Zoning Districts are not in compliance.

Implementation 6-A(6): Prepare for consideration by the City Council ordinances to carry out the requirements of OAR 660-013 "Airport Planning" regarding airport compatibility, consistent with applicable statewide planning requirements.

Implementation 6-A(7): Regularly review the *Medford Comprehensive Plan* and *Land Development Code* provisions to assure adequate mitigation of aviation impacts, and to assure that land uses near the Rogue Valley International Medford Airport are compatible

~~with and support airport operations, and minimize noise and safety conflicts and community impacts.~~

~~FREIGHT MOVEMENT GOALS, POLICIES, AND IMPLEMENTATION MEASURES~~

~~**GOAL 7:** To facilitate the provision of a multi-modal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within the Medford planning area.~~

~~**Policy 7-A:** The City of Medford shall promote accessibility to transport modes that fulfill the needs of freight shippers.~~

~~**Implementation 7-A(1):** Develop and adequately sign a street system that provides direct and efficient access to and between industrial and commercial centers, regional intermodal freight facilities, and statewide transport corridors.~~

~~**Implementation 7-A(2):** Utilize street design standards that meet the weight and dimensional needs of trucks for streets that serve industrial and commercial areas and those designated as "truck routes".~~

~~**Implementation 7-A(3):** Encourage the development of railroad freight services to industrial and commercial areas.~~

~~**Implementation 7-A(4):** Encourage the development of air freight services at the Rogue Valley International Medford Airport.~~

~~**Implementation 7-A(5):** Encourage the development of intermodal freight transfer facilities.~~

~~**Implementation 7-A(6):** Review results of Rogue Valley Metropolitan Planning Organization (RVMPO) "Freight Study" and incorporate these into the Medford Transportation System Plan as appropriate.~~

~~**Policy 7-B:** The City of Medford shall strive to balance the needs of moving freight with community livability.~~

~~**Implementation 7-B(1):** Work to increase freight transport safety awareness, and promote commercial vehicle safety programs provided by public or private agencies and organizations.~~

~~**Implementation 7-B(2):** Work with public agencies and private freight service providers to reduce the number and severity of commercial transport related accidents.~~

~~**Implementation 7-B(3):** Encourage responsible agencies to develop and enforce regulations assuring the safe transport of hazardous materials through the Medford~~

planning area, and prepare to respond to emergencies involving the transport of hazardous materials.

~~**Implementation 7-B(4):** Employ physical and/or legal measures to reduce through-commercial vehicle traffic on residential streets.~~

~~**Implementation 7-B(5):** Work with railroads and appropriate state agencies to minimize the blockage of public streets at railroad crossings to facilitate traffic movement, especially emergency service vehicles.~~

~~**Implementation 7-B(6):** Consistent with the *Oregon Rail Plan*, establish City policy that seeks to avoid or minimize the number of future railroad at grade crossings when new streets are planned; avoids creating intersections of major streets and railroads where possible, locates new parallel streets at least 500 feet from railroads to allow for industrial development between the tracks and the roadway, and plans community development with sensitivity to rail noise and other potential conflicts.~~

~~**Implementation 7-B(7):** Coordinate on-going maintenance and repair of streets at existing at-grade rail crossings with applicable owner/operator of railroad track.~~

~~**Policy 7-C:** The City of Medford shall promote accessibility to, protection of, and the appropriate location of regional pipeline systems.~~

~~TRANSPORTATION AND LAND USE GOALS, POLICIES, AND IMPLEMENTATION MEASURES~~

~~**GOAL 8:** To maximize the efficiency of Medford's transportation system through effective land use planning.~~

~~**Policy 8-A:** The City of Medford shall facilitate development or redevelopment on sites located where best supported by the overall transportation system that reduces motor vehicle dependency by promoting walking, bicycling and transit use. This includes altering land use patterns through changes to type, density, and design.~~

~~**Implementation 8-A(1):** Through revisions to the *Medford Comprehensive Plan* and *Land Development Code*, provide opportunities for increasing residential and employment density in locations that support increased use of alternative travel modes, such as along transit corridors.~~

~~**Implementation 8-A(2):** Maintain and continue enforcement of the *Medford Land Development Code* provisions which require new development to accommodate multi-modal trips by providing bicycle racks, connecting sidewalks, building entrances near the street, and transit facilities.~~

~~**Policy 8-B:** The City of Medford shall undertake efforts to increase the percentage of dwelling units and employment located in Medford's adopted Transit Oriented Districts (TODs), consistent~~

with the targeted benchmarks in the “Alternative Measures” of the *2001-2023 Rogue Valley Regional Transportation Plan (RTP)*.

Implementation 8-B(1): Through revisions to the *Medford Comprehensive Plan* and *Land Development Code*, pursue changes to planned land uses to concentrate employment, commercial, and high density residential land uses in Transit Oriented Districts (TODs).

Implementation 8-B(2): Complete and adopt a land use/transportation plan, design guidelines, street and streetscape standards and implementing ordinances for the Southeast Medford TOD, the West Medford TOD and the Delta Waters TOD, and mixed-use areas.

Implementation 8-B(3): Review and revise the *Medford Land Development Code* to define “mixed-use development” for purposes of tracking this type of development. In the interim, the definition of mixed-use development contained in the *Oregon Transportation Planning Rule (TPR)* will be used.

Implementation 8-B(4): Establish a mechanism like that discussed in Appendix I of the *Medford Transportation System Plan* entitled “Development Tracking” for the purpose of tracking mixed-use development within the City consistent with the requirements of “Alternative Measures” 5 and 6 of the *2001-2023 Rogue Valley Regional Transportation Plan (RTP)*.

GOAL 1 – SAFETY AND PUBLIC HEALTH

The transportation system will improve safety for users of all modes of transportation and be a public resource that supports public health in the community.

Objective 1: Transportation improvement projects and transportation management decisions shall be evaluated to reduce risk to the travelling public, and improvement projects and management decisions shall strive to enhance safety for the travelling public.

Action Items:

1-a: Look for opportunities to improve the system to reduce traffic fatalities and serious injuries.

1-b: Identify and install physical measures and improvements needed to eliminate safety hazards along high-crash corridors and at high-crash intersections, including a focus on improvements to protect more vulnerable users, such as children and those with disabilities.

1-c: Identify high-traffic bicycle routes for more frequent street sweeping to remove debris that puts bicyclists at risk of crashes.

1-d: Design bike facilities that preferably separate bicycle traffic from vehicular traffic on Major Arterials by providing separate bike path systems such as off road shared-use paths or by diverting bicycle traffic onto parallel roads with adequate on road facilities when feasible.

1-e: Develop traffic-calming design standards and an implementation program for reconstruction projects within existing residential neighborhoods and new roads within proposed residential neighborhoods that accommodate safe freight movements within neighborhood and community commercial locations.

1-f: Collect and maintain safety data to identify risks, as well as, to guide policy and evidence-based decision making. Data shall be used to make policy choices and to direct resources to enhance safety opportunities that will be the most beneficial.

1-g: Assess and identify deficient rail crossings for vehicles, pedestrians, and bicycles.

Objective 2: Continue to remove impediments to mobility for vulnerable citizens such as those with disabilities, children, and older adults.

Action Items:

2-a: Continue to ensure all new transportation facilities, and improvements comply with the Americans with Disabilities Act (ADA) of 1990, and implement necessary policies and procedures from the ADA project action plan.

2-b: Coordinate with local hospitals, schools, social service providers and similar organizations to identify the transportation needs of the groups they serve and identify opportunities to improve mobility for the providers' constituents.

2-c: Take regular action to ensure the safety of heavily used pedestrian crossings.

2-d: Identify key locations that represent opportunities for low-stress routes for bicycle travel throughout the City.

Objective 3: Promote active transportation as a means of improving public health.

Action Items:

3-a : Participate in, collaborate with, and promote active transportation programs and outreach like RVTD's Go by Bike Week, the Drive Less Challenge, Safe Routes to Schools Program(s), Rogue Valley Bike Share, or similar programs .

3-b: Coordinate and implement a bicycle diversion program. (Such programs allow a person issued a bicycle citation to attend a bicycle safety class instead of appearing in court or paying a fine).

3-c: Develop an action plan for implementation of the Citywide Path and Trail Network outlined in the City's Leisure Services Plan.

GOAL 2 – ECONOMIC DEVELOPMENT

The transportation system shall enhance economic development and vitality within the City and throughout the Region.

Objective 4: Provide transportation facilities that support existing and planned land uses, consistent with the City's Comprehensive Plan.

Action Items:

4-a: Evaluate and modify, as deemed appropriate the City's policy on transportation facility concurrency.

4-b: Ensure development throughout the city and within the 2016 Urban Growth Boundary expansion areas are consistent with the Functional Classification plan and other planned transportation improvements.

4-c: Implement adopted neighborhood plans including the Bear Creek Master Plan.

Objective 5: Maintain and improve the efficiency of the movement of freight and goods by ground, rail, air, pipeline, and transmission infrastructure.

Action Items:

5-a : Assess land use conflicts affecting freight service providers and develop best practices that prioritize safe, efficient, and reliable freight connections while reducing neighborhood impacts.

5-b: Review and consider revisions to the existing truck route designations within the City of Medford and implement street design standards that meet the weight and dimensional needs of trucks for streets that serve industrial and commercial areas and those designated as "truck routes."

5-c: Strive to balance the needs of moving freight with community livability.

5-d: Advocate for and support designation of State and Federal priority freight routes within the City of Medford.

Objective 6: Increase resilience of the local freight and logistics network to natural disaster.

Action Items:

6-a: Using the City's Natural Hazards Mitigation Plan and other resources, assess the local freight routes for vulnerabilities to natural disaster, in particular a Cascadia Event, and

develop and implement a mitigation strategy by 2022. Example locations include but are not limited to Foothill Road, North Phoenix, and South Stage Road

Objective 7: Identify and improve transportation facilities that support the Region's tourism industry

Action Items:

7-a: Support the efforts of the Rogue Valley International-Medford Airport and the airport's associated master plan.

7-b: Strategically implement the Citywide Path and Trail Network found in the Leisure Services Plan to support recreational tourism in the City and region.

Objective 8: Support initiatives to redevelop Downtown, Liberty Park, and other existing neighborhoods through transportation infrastructure investments.

Action Items:

8-a: Evaluate the feasibility of expanding the Downtown Parking District.

8-b: Implement transportation infrastructure improvement projects recommended by the Downtown, Liberty Park, and other neighborhood plans including the Bear Creek Master Plan. Coordinate the TSP with neighborhood planning efforts to ensure consistency between neighborhood plans and the TSP.

GOAL 3 – LIVABILITY

Design and construct transportation facilities to enhance the livability of the City's neighborhoods and business centers.

Objective 9: The City will balance transportation system objectives to improve mobility against objectives to avoid disruption of existing neighborhoods and nonresidential districts, and minimize impacts to individual properties.

Action Items:

9-a: Limit Major Arterial streets to a total cross-section width of no more than five travel lanes, except at intersections. Accommodate travel demand that would otherwise require a width of more than five lanes through increased system connectivity, transit service, use of transportation demand management (TDM) strategies, and other alternative modes of transportation.

9-b: Prior to upgrading a street classification in residential and mixed-use areas to a higher order classification, the City will consider the impacts to neighborhood livability. Alternatives that allow existing neighborhoods to remain intact will be considered. If

reclassification is necessary, mitigation measures and/or street-design alternatives will be considered.

9-c: Incorporate context-sensitive street and streetscape design techniques in order to balance the needed street function for all users and modes with the needs of the surrounding built environment. The selected design solution should take into consideration whether the street is new or an existing “legacy” street.

9-d: Implement transportation demand management strategies, when appropriate, to mitigate congestion prior to roadway expansion.

Objective 10: Increase the number of walkable, bikeable, mixed-use, transit oriented and transit supportive neighborhoods while promoting connectivity to existing neighborhoods.

Action Items:

10-a : Re-assess and consider implementation of the West Main Transit Oriented Development (TOD) plan as a neighborhood plan or corridor plan and consider developing other such plans for downtown and other neighborhoods.

10-b: Re-evaluate the maximum and minimum block length perimeter standards to ensure direct street routes and connectivity and reduce travel distances to all users.

10-c: Research and consider options for development standards and incentives to promote mixed-use and transit oriented development.

10-d: Consider designating Medford’s multimodal mixed-use areas (MMAs) and prioritize pedestrian, bicycle, and transit investments within targeted employment and residential areas that foster mixed-use development. Consider adopting incentives to increase the number of dwelling units within a quarter-mile of transit routes.

10-e: Ensure implementation of the Southeast Medford Area Plan with regard to greenways, land use, paths, trails, roadways, and other transportation related facilities.

GOAL 4 – CONNECTIVITY

Achieve connectivity appropriate for planned land uses in the area for all modes which is well connected to the regional system.

Objective 11: The City of Medford will strive to develop and maintain a well-connected transportation system for all modes and users.

Action Items:

11-a: Work with private and public sector partners including but not limited to the Metropolitan Planning Organization (MPO), Rogue Valley Area Commission on Transportation (RVACT), and Jackson County to complete the major street network as

shown on the Functional Classification Map, prioritizing completion of the City's "Arterial Ring", major arterials, and regionally significant transportation projects like the South Stage Overcrossing/Extension.

11-b: Implement street design standards for all new development that provide facilities for all modes of transportation, including walking and bicycling, and that promote safe driving.

11-c: Implement street design standards for existing facilities that allow for flexibility and application of alternative street designs where construction of facilities to the City's adopted design standard for new development would not be economically or physically feasible due to existing neighborhood and development constraints.

11-d: Create an intersection control evaluation process and criteria that includes a preliminary determination for the use of a round-about and includes a detailed evaluation where a round-about is a potentially appropriate solution. Traffic control changes at intersections, such as installation of traffic signals or modern roundabouts, should at a minimum include safety, life-cycle costs and minimization of total delay as criteria when alternatives are considered.

11-e: Identify future opportunities to increase the number of direct north-south connections east of I-5 in order to reduce congestion along parallel routes and at intersections.

11-f: Implement wayfinding programs (through Transportation Options Planning) using conventional signage and emerging technologies to assist travelers in efficiently reaching destinations including downtown, historic districts, retail and dining destinations, shared-use paths and other recreational destinations; and ensure consistent signage with other City efforts.

11-g: Implement roadway designs on existing and new higher order streets that encourage reasonably direct and safe bicycle and pedestrian travel. In regard to the installation of bicycle infrastructure, the City should identify lower order street network connections first, off road/separated shared-use path locations second, and the typical cross section last when planning the bicycle network.

11-h: Establish a policy that ensures intervening streets not yet built between existing and new development are constructed and compensated with the adjacent development or prioritized and built by the City.

11-i: Consider standards that allow the construction of off street improvements (such as urban trails, greenways, etc.) or consideration of a fee in-lieu as a condition of approval for land use actions in areas where these facilities are planned to serve as a transportation connection.

Objective 12: Improve access (on or off roadway) for people to walk and bike to public places especially schools, parks, employment centers, commercial areas, and other public facilities.

Action Items:

12-a: Coordinate with local and regional partners to develop trails, shared-use paths and other active transportation facilities that better connect the City's neighborhoods, schools, parks, and various activity centers.

12-b: Improve pedestrian and bicycle connectivity to current and proposed major shared-use paths, such as the Bear Creek Greenway; this may include land acquisition and dedication from private and public land owners to implement trail connections where needed.

12-c: Identify gaps such as missing bike facilities and sidewalks and systematically upgrade the network to correct deficiencies. Sidewalk infill should be the highest priority for non-auto related project funding, with a minimum of a 2:1 ratio of pedestrian to bicycle facility expenditures.

12-d: Review the National Association of City Transportation Officials Designing for All Ages and Abilities Bicycle Facilities guidelines (December 2017) when considering the installation of bicycle facilities.

12-e: Develop and adopt a separate bicycle and pedestrian plan for the City that focuses on these facilities as an adjunct to the Transportation System Plan.

Objective 13: Improve vehicle, pedestrian, and bicycle network connections with current and planned public transportation routes and improve public transportation service.

Action Items:

13-a: Identify and prioritize sidewalk infill projects within a quarter-mile radius of current and planned transit routes and/or stops.

13-b: On arterials and collectors, coordinate public transportation facility design and development with RVTD that considers the design of stop locations and facilities, transit pull-outs and other similar features.

13-c: Work with RVTD to provide locations for transfer centers outside of downtown Medford consistent with RVTD's long range plan.

13-d: When applicable, work with RVTD to assess the feasibility of developing park-and-ride facilities in strategic locations around the City.

13-e: Work with RVTD to improve public transportation connections between the airport and population centers, such as downtown and neighborhoods.

13-f: Participate in RVTD system planning efforts and amend the TSP as necessary in order to recognize the most current RVTD master plan.

GOAL 5 – FINANCING

Optimize funding resources so that transportation investments are fiscally sound and economically sustainable.

Objective 14: Systematically and regularly plan and predict the need for the acquisition of needed public right-of-way in order to implement the adopted Functional Classification Map.

Action Items:

14-a: Ensure future development includes building and extending local streets to enhance street connectivity within neighborhoods and to the higher order street network.

Objective 15: When opportunities arise, the City will deploy new technologies that safely increase the efficiency of existing street facilities to reduce the need for roadway expansion.

Action Items:

15-a: Continue to implement Intelligent Transportation Systems (ITS) to maximize capacity in key corridors.

15-b: Coordinate with RVTD to identify potential Transit Signal Priority corridors and implement Transit Signal Priority corridors when appropriate.

15-c: Develop policies as new forms of transportation demand are emerging that anticipate the impact of changing demands. Examples of such areas of policy development are autonomous vehicles, Transportation Network Companies, and other similar emerging technologies on the transportation system.

15-d: Improve sampling and analysis methods to estimate trips made by walking, biking, and driving. Investigate and apply emerging technologies that enable accurate, cost-effective assessment of various types of transportation activity and phenomena including traffic congestion, infrastructure conditions, etc.

Objective 16: Amendments to the land development code and municipal code to implement the TSP shall be targeted for completion within 24 months of TSP acknowledgement.

Action Items:

16-a: Modify land use review procedures to allow street cross-section standards to be applied in a flexible manner based on identified criteria or standards. Examples of flexibility may include: adopting multiple street cross-section alternatives for a single functional classification; establishing ranges of improvement widths for specific elements;

allowing the elimination or reduction of aesthetic elements where constraints make it appropriate.

16-b: Review landscape requirements within the Land Development Code to allow flexibility with the amount and type of landscaping and ground cover installed while still ensuring beautification and storm water benefits along the roadways.

16-c: Incorporate the legacy street standards into the Land Development Code in order to address future development requirements along these roadways and outline who has the authority to approve deviations.

Objective 17: Partner with local jurisdictions, state and federal agencies, and private sector partners to maximize the City's return on transportation investments whenever possible.

Action Items:

17-a: Continue to work with ODOT, Jackson County, RVTD, and neighboring cities to fund roads, pedestrian, and bicycle facility improvements along State and regional highways/roadways and major transit routes.

17-b: Partner with schools to identify impediments to walking to school and implement Safe Routes to School solutions.

17-c: Continue active membership in the Rogue Valley Metropolitan Planning Organization (RVMPO) and associated planning efforts, and routinely participate in updating the MPO Transportation Improvement Program (TIP) to ensure that the City transportation projects are leveraged with the region's discretionary and special funding opportunities.

17-d: Collaborate with private developers through public-private-partnerships to fund public transportation infrastructure that supports proposed development.

17-e: Recognize the importance of shifting project priorities to capture transportation funding opportunities such as Statewide Transportation Improvement Program (STIP) funding and other such sources.

Objective 18: Support the development of stable and flexible transportation financing that provides adequate funding sources for Medford's transportation system while supporting the TSP's economic development goal.

Action Items:

18-a: Collect transportation system development charges (SDC's), as defined by Oregon Revised Statutes and local ordinances, to mitigate impacts of new development on Medford's Transportation System.

18-b: Assess the effectiveness of current funding sources and identify new funding sources during preparation of biennial budgets including the use of tax increment financing and interjurisdictional agreements. Update policies and regulations to accommodate changes as needed.

GOAL 6 – ENVIRONMENT

Reduce environmental impacts from transportation

Objective 19: Reduce environmental impacts of the transportation infrastructure.

Action Items:

19-a: Consider alternative transportation facility design standards that reduce impervious surfaces and favor management of storm water runoff using Low Impact Development (LID) techniques.

19-b: Determine the feasibility of incorporating renewable energy technologies into publicly owned transportation facilities to offset cost and impacts.

19-c: Incorporate riparian and stream restoration into shared-use path and trail development projects as opportunities present themselves.

Objective 20: Adopt policies designed to reduce per capita Vehicle Miles Traveled (VMT), reliance on Single-Occupant Vehicle (SOV) trips, and roadway congestion.

Action Items:

20-a: Develop parking strategies that encourage non-auto travel to mixed-use neighborhoods, downtown and other major travel destinations.

20-b: Assess off-street parking standards to reduce minimum off-street parking requirements within Activity Centers (as identified in Chapter 5.5 of the Regional Transportation Plan) and other multimodal mixed-use areas.

20-c: Partner with employers and others to implement travel demand management strategies that encourage modes of travelling to work other than SOV trips, including carpooling; employer-supported public transportation passes; incentives for bicycle and pedestrian commuting; telecommuting and other alternatives.

20-d: Identify, in conjunction with RVTD, areas where transit route expansion could be added to alleviate congestion, SOV, and VMT.

20-e: Modify development standards to incentivize large employment and residential developments to implement alternative transportation programs that reduce SOV trips (such as free or subsidized transit passes for employees or alternative work schedules).

Objective 21: Reduce emissions of atmospheric pollutants including greenhouse gas emissions and particulate matter.

Action Items:

21-a: Analyze the feasibility of converting or replacing publicly owned vehicles (at time of scheduled fleet vehicle replacement) to those using renewable, low emitting, and/or non-emitting technologies (such as electric plug in hybrid, Compressed Natural Gas (CNG), or Renewable Natural Gas (RNG) fuels).

21-b: Evaluate incentives for developer-provided neighborhood Electric Vehicle charging stations.

21-c: Continue to develop tree canopy along higher-order streets.

21-d: Promote active transportation through development of new pedestrian and bicycle facilities and associated education/incentive campaigns and programs



Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

Subject Transportation System Plan – Draft document
File no. CP-16-036
To Mayor and City Council
From Karl MacNair, P.E. Transportation Manager & Carla Angeli Paladino CFM,
Principal Planner

Date August 2, 2018

for 08/09/2018 Study Session

COUNCIL DIRECTION

Project List

- What funding scenario do you want included in the TSP?

Document Draft

- What comments or questions do you have on the draft?
- What additions or changes would you like to see incorporated?

PRESENTATION OUTLINE

Introduction and Presentation – Karl MacNair and Carla Angeli Paladino
Discussion and Direction - Mayor and City Council

OVERVIEW

Since 2010, the City has been working on updating the Transportation System Plan. The current plan was adopted in 2003. The City has grown since that time and a new plan is needed. A revised and adopted transportation plan is necessary in order to accommodate growth within the City limits as well as for development to occur within the approved Urban Growth Boundary expansion areas.

Since July 2017, staff, City Council, the advisory committees, and the public have been involved in shaping the elements of the plan. Staff and the City Council have met regularly since August 2017, to review, discuss, and provide feedback on the following topics related to the document.

- Public Participation and Outreach
- Vision, Goals, Objectives, and Action items
- Level of Service and Concurrency
- Transportation Planning Rule
- Design Guidelines and Implementation
- South Stage Overcrossing project
- Project Prioritization

The Planning Commission and advisory committees have been kept informed about these topics also. The advisory committees including the Planning Commission will be presented the draft TSP in late August.

A copy of the draft TSP was provided to Council on May 24, 2018. A brief overview of the different elements of the plan was presented during the study session. In June, a subcommittee of the Council met to discuss the Goals and Objectives of the plan and make changes. The proposed changes have been incorporated into the draft document for the Council's review and comment. The legacy street table that was inserted into the Goals and Objectives section has been reformatted and moved to Section 5 under the Legacy Street information. A new action item related to adopting legacy street standards into the Land Development Code has been added to the Goals and Objectives (Action 16-c). Codifying the changes related to the legacy street standards is also included in the list of Key Code and Policy Amendments addressed in Section 6 of the plan.

PROJECT FUNDING

Historical Grant Funding

Staff has been asked to report on the amount of funds that have been received from grants to help leverage local funds over the years. Staff was able to determine that a total of approximately \$42 million in grants have been received for street projects since 2004. A listing of the grants and their amounts is attached as **Exhibit 7**.

\$42 million over 14 years averages to \$3 million per year. However, grant funding is typically allocated through a competitive process and is only available for a specific purpose. Some of the grants received over the years have been for projects not identified in the last TSP such as paving alleys, improving railroad crossings, and bridge replacements. For this reason, staff included a conservative assumption of \$700,000 per year for the TSP 20-year Revenue Estimate. The impacts to the project list of assuming either \$3 million or \$1.5 million annually were studied and are discussed under the various scenarios.

Beginning Fund Balance

Included in the \$30,000,000 beginning fund is the Street SDC Fund (\$11,736,700), Gas Tax (\$15,606,900) and the Street Improvement Fund (\$3,029,600) and excludes the Street Utility Fund, which is for maintenance. These total \$30,373,200, which is the actual beginning fund balance for fiscal year 2018. Note that ending fund balances fluctuate in response to the types and funding sources of projects in the budget. For example, the gas tax beginning fund balance is

projected to be \$11.3M in the next budget. Beginning fund balances are also effected by grant awards. In the past few years, we have received substantial grant funds. Grants have to be spent quickly or be returned, so other projects may be deferred to focus on these requirements.

At the time the revenue estimate was initially put together, we were still using a projected balance so staff rounded to \$30,000,000. The Street SDC Fund is for collector and arterial street improvements (construction). The Gas Tax can be spent on construction, maintenance, and operations.

Currently, the following projects are obligated in the beginning fund balance and total approximately \$16.7 million:

- Columbus Ave Extension
- Delta Waters Road fill-ins
- Obligated SDC Credits for completed developer projects
- Contingency

STREET IMPROVEMENT FUND

HB2017 and Street Utility Fee Increases

Staff has been asked to answer questions about the projected revenue estimate and project funding as it relates to the Street Utility Fee increases. The projected revenue increase from the state as from HB2017 can be used to offset the proposed Street Utility Fee increases over the next three years. By the third year, the anticipated amount generated by the Street Utility Fee increases is essentially equal to the anticipated revenue from HB2017. If HB2017 is used to fund maintenance in lieu of Street Utility Fee increases, then \$36,581,000 is removed from the projected revenue estimate. Impacts to the project list are discussed below under the various scenarios.

Street Maintenance Costs

Part of what is driving the maintenance cost increases are the requirements to replace ADA ramps which are triggered by pavement maintenance activities. This requirement has led to funds being reduced for general street maintenance and are highlighted in the following paragraph.

2011 Pavement Management Analysis Report by Infrastructure Management Services, Tempe, AZ. "Steady State – identifies the annual budget to maintain the Pavement Condition Index at 75. For Medford the Steady State budget is \$2.5M/yr."

For 2015-2017 Budget:

Contract pavement maintenance was budgeted at \$3M
City forces did approximately \$1M of pavement maintenance in these two years

For fiscal year 2016 which started July 1, 2015:

2016 pavement maintenance required budget adjusted for inflation = \$2.8M
2016 pavement maintenance spent= \$1.98M
2016 ADA ramps = \$639K

For fiscal year 2017 which started July 1, 2016:

2017 pavement maintenance required budget adjusted for inflation = \$2.9M
2017 pavement maintenance spent = \$696K
2017 ADA ramps = \$696K

Note: Without ADA ramp expense pavement maintenance would equal 70% of steady state recommendation.

Project Funding Scenarios

Six project funding scenarios have been developed to show the Council how different decisions impact the proposed project list. These are explained in detail below. None of the scenarios include a projection of escalation for revenue or expenditures. This is a simplification that staff made because the estimated costs of projects are not being escalated. We do not know when the projects will be constructed. There is escalation applied to the cost of maintenance to account for the fact that gas tax revenue is expected to be flat or decrease as people buy more fuel-efficient or alternate fuel cars.

Scenario 1 is the scenario council has previously seen, assuming all the HB2017 revenue is available for projects and including a conservative estimate of grant funding (\$700,000 annually). **Exhibit 1a** is the Projected Revenue Estimate and **Exhibit 1b** is the associated TSP Tier 1 Project List.

Scenario 2 assumes HB2017 revenue is spent on maintenance and includes a conservative estimate of grant funding (\$700,000 annually), reducing projected revenue by \$36,581,000. **Exhibit 2a** is the Projected Revenue Estimate, **Exhibit 2b** is the associated TSP Tier 1 Project List, and **Exhibit 2c** is the list of projects that were moved from Tier 1 to Tier 2 to create the new project list. Fourteen (14) projects were moved to Tier 2 and the funding for the three programmatic projects was reduced.

The remaining Tier 1 projects, shown on **Exhibit 2b**, include the two remaining 17-Project List projects, all projects needed to maintain Level-of-Service targets (LOS D and E), the \$15,000,000 allocated to Foothill / N Phoenix / S Stage Rd corridor, already budgeted Spring and Springbrook intersection improvements, replacement of the signal at 12th and Riverside, and the programmatic projects for sidewalk infill, bicycle network gaps, and signal controller upgrades at a reduced funding level.

Scenario 3 assumes HB2017 revenue is spent on projects and includes the historical annual average of grant funding (\$3,000,000 annually), increasing projected revenue by \$46,000,000. **Exhibit 3a** is the Projected Revenue Estimate, **Exhibit 3b** is the associated TSP Tier 1 Project List, and **Exhibit 3c** is the list of projects that were moved from Tier 2 to Tier 1 to create the new project list. The Foothill / N Phoenix / S Stage Rd corridor funding was increased, Eleven (11) projects were moved to Tier 1, and funding for the sidewalk and bicycle network programmatic projects was increased.

Scenario 4 assumes HB2017 revenue is spent on maintenance and includes the historical annual average of grant funding (\$3,000,000 annually), increasing projected revenue by \$9,419,000. **Exhibit 4a** is the Projected Revenue Estimate, **Exhibit 4b** is the associated TSP Tier 1 Project List, and **Exhibit 4c** is the list of projects that were moved from Tier 2 to Tier 1 to create the new project list. Three (3) projects were moved to Tier 1, and funding for the sidewalk programmatic project was increased.

Scenario 5 assumes HB2017 revenue is spent on projects and includes grant funding of \$1,500,000 annually, increasing projected revenue by \$16,000,000. **Exhibit 5a** is the Projected Revenue Estimate, **Exhibit 5b** is the associated TSP Tier 1 Project List, and **Exhibit 5c** is the list of projects that were moved from Tier 2 to Tier 1 to create the new project list. Five (5) projects were moved to Tier 1 and funding for the sidewalk and signal controller upgrade programmatic projects was increased.

Scenario 6 assumes HB2017 revenue is spent on maintenance and includes grant funding of \$1,500,000 annually, reducing projected revenue by \$20,595,000. **Exhibit 6a** is the Projected Revenue Estimate, **Exhibit 6b** is the associated TSP Tier 1 Project List, and **Exhibit 6c** is the list of projects that were moved from Tier 1 to Tier 2 to create the new project list. Six (6) projects were moved to Tier 2 and the limits of the Kings Highway Urban Upgrade was reduced.

Scenario Summary:

Scenario #	HB2017	Annual Grant Funding	20-year Revenue Available for Capital Projects	Difference from Scenario 1	Exhibits
1	Projects	\$700,000	\$72,440,343	\$0	1a, 1b
2	Maintenance	\$700,000	\$35,859,063	(\$36,581,280)	2a, 2b, 2c
3	Projects	\$3,000,000	\$118,440,343	\$46,000,000	3a, 3b, 3c
4	Maintenance	\$3,000,000	\$81,859,063	\$9,418,720	4a, 4b, 4c
5	Projects	\$1,500,000	\$88,440,343	\$16,000,000	5a, 5b, 5c
6	Maintenance	\$1,500,000	\$51,859,063	(\$20,581,280)	6a, 6b, 6c

Council direction is needed on what funding scenario and project list to include in the TSP.

PLAN ELEMENTS

The plan is separated into two volumes. Volume I is the main document which is organized into six sections and an attachment. Within Volume I reside the goals and objectives, existing conditions analysis, project list, funding sources and the City's plans for auto, bike, pedestrian, and transit travel modes. Volume II is the appendix to the main document and provides the background data, technical memoranda, and analysis for the plan. A brief description of each of the sections and what they contain is described below.

Volume I

Section 1: Introduction

The Introduction section frames the purpose of the document and how the plan can be achieved through the planning period. It sets the context for why this plan is needed, describing changes occurring with the expansion of the Urban Growth Boundary and growth in general. This section also identifies the statutory requirements found in the Oregon Revised Statute and Oregon Administrative Rules the plan must adhere to. The Introduction explains how the project was coordinated with City Council, regional partners, the advisory committees, and the public, and explains how projects are prioritized.

Section 2: Vision, Goals, Objectives, and Action Items (VGO&A)

This section outlines the Vision, Goals, Objectives and Actions that help guide the future transportation system and how it is envisioned to be implemented. The VGO&As have been updated several times throughout this process. As currently written, the VGO&As incorporate comments and revisions identified by a subcommittee of the Council who reviewed them in June 2018.

Section 3: Existing Conditions and Future Needs Assessment

The assessment portion of the plan provides a baseline of the existing infrastructure from sidewalks to the roadway Functional Classification Plan. It identifies the deficiencies and opportunities that exist within the system helping set the framework for needed projects in the next section.

In regards to intersection capacity needs (Level of Service), this section identifies existing conditions at signalized intersections and the projected traffic conditions in the future year (2038). This data informs intersection improvements needed in order to maintain Level of Service "D" into the future for all intersections with the exception of two. The Baseline Conditions Memorandum found in Volume II of the plan provides the detailed analysis of this summary. Direction on the level of service standard was provided at the March 22nd City Council study session.

Another example of information provided in this section relates to safety and the historical crash data related to automobile, pedestrian, and bicycle incidences from 2011-2015. The detailed information regarding crash rates, crash trends, as well as the intersections and roadway segments identified through ODOT's Statewide Priority Index System (SPIS) and All Roads Traffic Safety (ARTS) program are further detailed in the Safety Memorandum included in the appendix.

Section 4: Transportation Funding and Implementation

The funding and implementation section provides the priority projects and estimated funding the City will have to spend over the life of the plan. On March 22nd and March 29th, a consensus of City Councilors endorsed a prioritized project list that included the following:

- The regionally significant Foothill/N. Phoenix corridor and South Stage overcrossing project
- Engineering staff's recommendations for 36 other projects

At the March 22nd study session, City Council also expressed a strong desire to maintain the current level of service "D", with the exception of two intersections located at Highland and Barnett and at South Pacific Highway and Stewart, (intersection projects I17 and I78, respectively). The City's priority projects to be funded are identified as Tier 1 projects. The remaining unfunded projects are identified as Tier 2.

Staff was asked to evaluate changes to the project list during discussions related to the proposed utility fee increases. Staff's analysis and revised project list is discussed under Project Funding above.

Section 5: Transportation System Plan

This section identifies the different modes served by the transportation system, including everything from cars, bicycles, walking, and the transit system, to the airport, and even pipeline distribution. Details regarding the Tier 1 and Tier 2 projects can be found in this section. The modal plans included in Section 5 provide information pertaining to Streets, Safety, Pedestrians, Bicycles, Transit and Freight. In addition, Section 5 outlines several strategies and projects needed to implement Transportation Demand Management (TDM) strategies, parking management, access management, and other items not addressed in the various modal plans.

In this section, Council can find all of the street cross sections. On January 25, 2018, City Council identified the preferred cross sections for Major and Minor Arterials that provide separated bicycle facilities as the preferred alternative. At that same study session, Council provided direction on the concept of addressing legacy streets. Legacy streets are existing, higher order roadways that do not meet the cross-section standards. Such streets may lack facilities such as vehicle lanes, center turn lanes, sidewalk/planter strips, or bicycle facilities to name a few. The legacy streets information has been updated based on discussions at the June 28th study session. This section introduces this new concept and addresses how the City will handle these streets as development occurs.

Section 6: Key Code and Policy Amendments

The plan includes follow up work that would amend Chapter 10 of the Municipal Code. Any changes within the updated TSP will need to be implemented through revised code language. Some of the amendments include revised parking standards, changes to the review of traffic impact analyses, and updates pertaining to the Transportation Planning Rule. The plan identifies several Oregon Department of Transportation (ODOT) signalized intersections that currently exceed the State's volume to capacity (v/c) ratio or will exceed the v/c in the future. Follow up work with the State and the need to establish alternate mobility standards will also be needed after the adoption of the plan.

Any future code changes will be legislative land use actions that will be reviewed by the Planning Commission and ultimately adopted by City Council. Topics that are outside of the requirements of the Transportation Planning Rule can be addressed at the discretion of the Council when deemed appropriate.

During the June study session, the topic of concurrency was raised. Council agreed with staff's recommendation to adopt the TSP first and address the topic of concurrency separately with help from a stakeholder group. The goal is to

work with the stakeholders to evaluate the current policy and determine whether it works or should be modified. If modifications are suggested, the goal is to adopt changes by the end of this year.

Volume II

Volume II is a list of technical memorandums and data that helped to guide the information in Volume I. It is the appendix and data center for the plan. The following documents are including in Volume II.

Appendix A: Plans and Policies Review	Appendix G: 2038 Future Baseline Conditions Figures and Synchro Outputs
Appendix B: Safety Memorandum	Appendix H: 2038 Future Mitigated Conditions Figures and Synchro Outputs
Appendix C: Base Year Volumes	Appendix I: TPR Checklist
Appendix D: Base Year Conditions Synchro Outputs	Appendix J: Functional Classification Memorandum
Appendix E: RVMPO Travel Demand Model Outputs	Appendix K: Operations Analysis
Appendix F: Future Volume Post Processing Worksheets	Attachment A – Bicycle and Pedestrian Toolkit

If Council is interested in reading any of the above documents, Planning staff can provide them either by e-mail or paper copies.

NEXT STEPS

Staff will present the draft TSP to the JTS/CAC, TAC, and PC at the end of August. One final outreach effort will be organized to let the public review and comment on the draft in late August or early September.

Based on Council input, staff will make final edits to the draft document, including map changes and getting the document and staff report ready to enter the hearing process.

The tentative hearing schedule is as follows:

- Planning Commission (September 27, 2018)
- City Council (October 18, 2018 or November 1, 2018)

EXHIBITS

1.
 - a. Scenario 1 Funding Forecast
 - b. Scenario 1 Project List
 2.
 - a. Scenario 2 Funding Forecast
 - b. Scenario 2 Project List
 - c. Scenario 2 List of Projects *Removed*
 3.
 - a. Scenario 3 Funding Forecast
 - b. Scenario 3 Project List
 - c. Scenario 3 List of Projects *Added*
 4.
 - a. Scenario 4 Funding Forecast
 - b. Scenario 4 Project List
 - c. Scenario 4 List of Projects *Added*
 5.
 - a. Scenario 5 Funding Forecast
 - b. Scenario 5 Project List
 - c. Scenario 5 List of Projects *Added*
 6.
 - a. Scenario 6 Funding Forecast
 - b. Scenario 6 Project List
 - c. Scenario 6 List of Projects *Added*
 7. Grant Funding History
- Volume I – Transportation System Plan 2018–2038 (paper copy)
 - Volume II – Appendix (available upon request)

City of Medford 20-Year Transportation Revenue Estimates

Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 3,500,000	\$ 3,500,000	\$ 7,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 72,750,000</i>	<i>\$ 72,750,000</i>	<i>\$ 145,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	\$ 6,484,160	\$ 9,887,520	\$ 20,209,600
Total Estimated Revenues	\$ 79,234,160	\$ 82,637,520	\$ 165,709,600
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 6,746,320	\$ 11,000,661	\$ 24,693,362
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 36,746,320	\$ 11,000,661	\$ 24,693,362
20-year Total Revenue Available for Capital Projects	\$ 72,440,343		

2018-2038 Medford Transportation System Plan Project List - TSP & Utility Fee as Projected					
Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
122	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
126	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	
104	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
112	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
114	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
115	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
124	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm-prot	\$880
139	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
140	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
145	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
173	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
175	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
117	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
178	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 1	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 1	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$3,400
621	Tier 1	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
127	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606	Tier 1	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$15,000
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center-turn-lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanipero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
708	Tier 1	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
103	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
447	Tier 1	Table Rock Road, Merriam Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 1	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
105	Tier 1	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
113	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
121	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
108	Tier 1	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$200,000 annually)	\$4,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	\$2,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,474
Other Recommended Projects					\$55,055
Total					\$72,440
Available Funding					\$72,440

City of Medford 20-Year Transportation Revenue Estimates			
Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 3,500,000	\$ 3,500,000	\$ 7,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 72,750,000</i>	<i>\$ 72,750,000</i>	<i>\$ 145,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	<i>(Funds Maint Only)</i>	<i>\$ -</i>	<i>\$ -</i>
		<i>\$ -</i>	<i>\$ -</i>
Total Estimated Revenues	\$ 72,750,000	\$ 72,750,000	\$ 145,500,000
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 262,160	\$ 1,113,141	\$ 4,483,762
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 30,262,160	\$ 1,113,141	\$ 4,483,762
20-year Total Revenue Available for Capital Projects	\$	35,859,063	

2018-2038 Medford Transportation System Plan Project List - HB2017 Funds Utility Fee Increases					
Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
122	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
126	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	
104	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
112	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
114	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
115	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
124	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm + prot	\$880
139	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
140	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
145	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
173	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
175	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
117	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
178	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
127	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn lane, bike facilities, and sidewalks) and overcrossing of I-5	
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$15,000
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanipero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
103	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$70,000 annually)	\$1,400
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$35,000 annually)	\$700
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$974
Other Recommended Projects					\$18,474
Total					\$35,859
Available Funding					\$35,859

2018-2038 Medford Transportation System Plan Project List - HB2017 Funds Utility Fee Increases

Removed Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 2	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
615	Tier 2	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 2	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	\$3,400
621	Tier 2	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
606	Tier 2	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495
708	Tier 2	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
447	Tier 2	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 2	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
105	Tier 2	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
113	Tier 2	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
121	Tier 2	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 2	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 2	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
108	Tier 2	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
Pr1	Tier 1 Reduced	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (Reduced by \$130,000 annually)	\$2,600
Pr2	Tier 1 Reduced	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (Reduced by \$65,000 annually)	\$1,300
Pr3	Tier 1 Reduced	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$500
Removed Projects					\$36,581

City of Medford 20-Year Transportation Revenue Estimates			
Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 15,000,000	\$ 15,000,000	\$ 30,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 84,250,000</i>	<i>\$ 84,250,000</i>	<i>\$ 168,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	\$ 6,484,160	\$ 9,887,520	\$ 20,209,600
Total Estimated Revenues	\$ 90,734,160	\$ 94,137,520	\$ 188,709,600
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 18,246,320	\$ 22,500,661	\$ 47,693,362
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 48,246,320	\$ 22,500,661	\$ 47,693,362
 20-year Total Revenue Available for Capital Projects	 \$ 118,440,343		

2018-2038 Medford Transportation System Plan Project List					
Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	\$0
122	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	
446	Tier 1	Springbrook Road, Pleasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$0
126	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	
104	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
112	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
114	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
115	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
124	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as permitted	\$880
139	Tier 1	Crater Lake Avenue & East Vlas Road	Intersection	Realign Crater Lake Ave to the east and install traffic signal	\$400
140	Tier 1	Crater Lake Highway & East Vlas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
145	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-of-way only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
173	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
175	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
117	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left turn lanes	\$3,000
178	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 1	Spring Street, Crater Lake Avenue to Sunrize Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$1,510
615	Tier 1	Stevens Street, Crater Lake Avenue to Walsh Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 1	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	\$3,400
621	Tier 1	Owens Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn lane, bike facilities, and sidewalks)	\$525
127	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606	Tier 1	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$8,495
517	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn lane, bike facilities, and sidewalks) and overcrossing of I-5	
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	\$20,130
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanpero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanpero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	
708	Tier 1	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn lane, bike facilities, and sidewalks)	\$4,345
103	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
447	Tier 1	Table Rock Road, Merriam Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 1	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$2,045
105	Tier 1	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
113	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
121	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$200
230	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
219	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
102	Tier 1	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phase	\$400
458	Tier 1	Diamond Street, Columbus Avenue to Kings Highway	Urban Upgrade	Upgrade to major collector standard from McKenzie Drive to Kings Highway, including one lane in each direction, center turn lane, bike facilities, and sidewalk. Strip to major collector standard from Columbus Avenue to McKenzie Drive, including one lane in each direction, center turn lane and bike facilities	\$2,150
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Labor Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	\$2,645
497	Tier 1	Highland Road, Siskyou Boulevard to Feeze Way Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$1,135
612	Tier 1	Barneburg Road, Highland Drive to Sunrise Avenue connection	Urban Upgrade	Upgrade to major collector standard from Highland Drive to E. Main Street including one lane in each direction, center turn lane, bike facilities, and sidewalks and upgrade to minor collector standard from E. Main Street to Sunrise Avenue including one lane in each direction, bike facilities, and sidewalks	\$1,985
613	Tier 1	Highland Drive, Keene Drive to Main Street	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$2,810
640	Tier 1	Bulbeck Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$4,065
679	Tier 1	Orchard Home Drive, South Stage Road to Cunningham Avenue	Urban Upgrade	Construct new major collector standard (center turn lane, bike facilities, and sidewalks)	\$4,500
680	Tier 1	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,875
P1	Tier 1	Various sidewalk gap locations with focus on high priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high priority locations (\$400,000 annually)	\$8,000
P2	Tier 1	Various bicycle network gap locations with focus on high priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high priority locations (\$200,000 annually)	\$4,000
PI	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,474
NA	Tier 1	Other Intersection Improvements	Intersection	Intersection improvements for locations not elsewhere identified (assumes 3 signals and 3 roundabouts over 20 years)	\$7,800

Other Recommended Projects	\$101,055
Total	\$118,440
Available Funding	\$118,440

2018-2038 Medford Transportation System Plan Project List

Added Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	\$5,130
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	
458	Tier 1	Diamond Street, Columbus Avenue to Kings Highway	Urban Upgrade	Upgrade to major collector standard from McKenzie Drive to Kings Highway, including one lane in each direction, center turn-lane, bike facilities, and sidewalk. Stripe to major collector standard from Columbus Avenue to McKenzie Drive, including one lane in each direction, center turn-lane and bike facilities.	\$2,150
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
497	Tier 1	Highland Road, Siskyou Boulevard to Keene Way Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$1,135
612	Tier 1	Barneburg Road, Highland Drive to Sunrise Avenue connection	Urban Upgrade	Upgrade to major collector standard from Highland Drive to E. Main Street including one lane in each direction, center-turn lane, bike facilities, and sidewalks and upgrade to minor collector standard from E. Main Street to Sunrise Avenue including one lane in each direction, bike facilities, and sidewalks	\$1,985
613	Tier 1	Highland Drive, Keene Drive to Main Street	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,810
640	Tier 1	Bullock Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,065
679	Tier 1	Orchard Home Drive, South Stage Road to Cunningham Avenue	Urban Upgrade	Construct new major collector standard (center turn-lane, bike facilities, and sidewalks)	\$4,500
680	Tier 1	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,875
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (Additional \$200,000 annually)	\$4,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (Additional \$100,000 annually)	\$2,000
N/A	Tier 1	Other Intersection Improvements	Intersection	Intersection improvements for locations not elsewhere identified (assumes 3 signals and 3 roundabouts over 20 years)	\$7,800

City of Medford 20-Year Transportation Revenue Estimates

Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 15,000,000	\$ 15,000,000	\$ 30,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 84,250,000</i>	<i>\$ 84,250,000</i>	<i>\$ 168,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	(Funds Maint Only) \$ -	\$ -	\$ -
Total Estimated Revenues	\$ 84,250,000	\$ 84,250,000	\$ 168,500,000
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 11,762,160	\$ 12,613,141	\$ 27,483,762
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 41,762,160	\$ 12,613,141	\$ 27,483,762
20-year Total Revenue Available for Capital Projects	\$	81,859,063	

2018-2038 Medford Transportation System Plan Project List					
Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
459	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
122	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
126	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	
104	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
112	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
114	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
115	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
124	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm+prot	\$880
139	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
140	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
145	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
173	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
175	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
117	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
178	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 1	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 1	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$3,400
621	Tier 1	Owen Drive, Springbrook Road to Tarrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
127	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606	Tier 1	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495
537	Tier 1	South Stage Road, South Stage Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$15,000
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanipero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
708	Tier 1	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
103	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
447	Tier 1	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 1	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
105	Tier 1	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
113	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
121	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
108	Tier 1	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn-lane, bike facilities, and sidewalks	\$2,645
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$300,000 annually)	\$6,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	\$2,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,343
Other Recommended Projects					\$64,474
Total					\$81,859
Available Funding					\$81,859

2018-2038 Medford Transportation System Plan Project List

Added Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (Additional \$100,000 annually)	\$2,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	(\$131)

City of Medford 20-Year Transportation Revenue Estimates			
Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 7,500,000	\$ 7,500,000	\$ 15,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 76,750,000</i>	<i>\$ 76,750,000</i>	<i>\$ 153,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	\$ 6,484,160	\$ 9,887,520	\$ 20,209,600
Total Estimated Revenues	\$ 83,234,160	\$ 86,637,520	\$ 173,709,600
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 10,746,320	\$ 15,000,661	\$ 32,693,362
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 40,746,320	\$ 15,000,661	\$ 32,693,362
20-year Total Revenue Available for Capital Projects	\$ 88,440,343		

2018-2038 Medford Transportation System Plan Project List

Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	\$0
122	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	-
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$0
126	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	-
104	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
112	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
114	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
115	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
124	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm-prot	\$880
139	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
140	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
145	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right in/right out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
173	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
175	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
117	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
178	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 1	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$4,510
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 1	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$3,400
621	Tier 1	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn lane, bike facilities, and sidewalks)	\$525
127	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606	Tier 1	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn lane, bike facilities, and sidewalks) and overcrossing of I-5	-
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	\$15,000
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	-
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	-
721	Tier 1	North Phoenix Road from Juanipero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	-
708	Tier 1	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn lane, bike facilities, and sidewalks)	\$4,345
103	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
447	Tier 1	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 1	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
105	Tier 1	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
113	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
121	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
108	Tier 1	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
640	Tier 1	Bullock Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center turn lane, bike facilities, and sidewalks	\$4,065
680	Tier 1	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,875
P1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$250,000 annually)	\$5,000
P2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	\$2,000
P3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,984
Other Recommended Projects					\$71,055
Total					\$88,440
Available Funding					\$88,440

2018-2038 Medford Transportation System Plan Project List

Added Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
640	Tier 1	Bullock Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,065
680	Tier 1	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,875
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (Additional \$50,000 annually)	\$1,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$510

City of Medford 20-Year Transportation Revenue Estimates			
Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 7,500,000	\$ 7,500,000	\$ 15,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 76,750,000</i>	<i>\$ 76,750,000</i>	<i>\$ 153,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	(Funds Maint Only) \$ -	\$ -	\$ -
Total Estimated Revenues	\$ 76,750,000	\$ 76,750,000	\$ 153,500,000
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 4,262,160	\$ 5,113,141	\$ 12,483,762
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 34,262,160	\$ 5,113,141	\$ 12,483,762
20-year Total Revenue Available for Capital Projects	\$	51,859,063	

2018-2038 Medford Transportation System Plan Project List

Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
122	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	
416	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
126	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	
104	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
112	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
114	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
115	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
124	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm prot	\$880
139	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
140	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
145	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
173	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
175	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
117	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
178	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
621	Tier 1	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
127	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606a	Tier 1	Kings Highway, Garfield St to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,000
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$15,000
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanipero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
103	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
447	Tier 1	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
113	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
121	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$200,000 annually)	\$4,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	\$2,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,488
Other Recommended Projects					\$34,474
Total					\$51,859
Available Funding					\$51,859

2018-2038 Medford Transportation System Plan Project List

Removed Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 2	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
475	Tier 2	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	\$3,400
606b	Tier 2	Kings Highway, South Stage Road to Garfield St	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$5,495
708	Tier 2	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
490	Tier 2	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
105	Tier 2	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
108	Tier 2	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
Removed Projects					\$20,595

Grant Funding History
 City of Medford Public Works

Year	Agency	Description	Project	Amount	Project #	IGA
2004	State	OTIA Local Bridge Program	McAndrews Bridge Replacement	\$ 7,554,000	CT0557	21504
2004	State	OTIA Local Bridge Program	Barnette Bridge	\$ 8,346,000	CT0554	21504
2007	Federal	STIP/CMAQ	Owens Drive/Coker Butte	\$ 3,484,200	CA1542	23589/26854
2007	Federal	SAFETEA-LU	Various Schools	\$ 3,491,964	CV	23187
2007	Federal	CMAQ	Mace Rd.: Howard Elem. Sidewalk	\$ 457,624	CD1535	24111
2010	Federal	CMAQ/STP	Garfield; Columbus to Lillian	\$ 1,905,529	CA1778	27326
2010	State	Mutual Maintenance	Flexible Service Maintenance	\$ 500,000	Ops	26601
2011	Federal	ARRA - CMAQ	BC Greenway: Barnett to Blue Heron	\$ 2,328,700	CT0625	25515
2011	Federal	CMAQ	Jackson/Stevens Alleys	\$ 1,183,538	M0609	25149
2012	Federal	Federal Hwy Admin	Larson Creek Trail-Greenway to Ellendale	\$ 540,000	CY0640 STP0653530	28259
2013	Federal	Highway RR Crossing Program	3rd Street Railroad Crossing	\$ 127,440	M0646	28980
2014	Federal	Connect Oregon Grant	Larson Creek Segment 2	\$ 868,000	CY0653	30143
2015	State	CMAQ	Foothill Rd.	\$ 3,000,000	P1825	26803
2015	State/ Federal	CMAQ/STIP/MTEP	Lozier Lane Improvements	\$ 6,729,955	CA1806 STA1806550	28298
2015	State	Jurisdictional Transfer-Maint	Crater Lake Ave. and Owen/Coker	\$ 250,000	Ops	28665
2017	Federal	HSIP/ ARTS		\$ 1,123,945		31801

Total Grant Funding Since 2004

\$ 41,890,895



Bicycle and Pedestrian Advisory Committee

MEMORANDUM

Subject Incorporation of NACTO's "Designing for All Ages and Abilities Bicycle Facilities" into the Medford TSP Goals and Objectives

To Mayor and City Council
TSP Citizen Advisory Committee
Brian Sjothun, City Manager

From City of Medford Bicycle and Pedestrian Advisory Committee (BPAC)
Joseph Smith, Chair

Date May 14, 2018

During last month's Bicycle and Pedestrian Advisory Committee Meeting, Gary Shaff of the Siskiyou Velo gave a presentation on the National Association of City Transportation Officials (NACTO)'s *All Ages & Abilities* criteria for selecting and implementing bike facilities. The major theme of this document was that a City providing streets that are safe and comfortable for bicyclists of all ages and abilities are critical for attracting wide ridership. *All Ages & Abilities* bike facilities are safe, comfortable and equitable. More people will bicycle when they have safe places to ride, and more riders mean safer streets. Bikeways that provide comfortable, low-stress bicycling conditions can achieve widespread growth in mode share. High-quality bikeways expand opportunities to ride and encourage safe riding.

The Medford Bicycle and Pedestrian Advisory Committee supports the City's incorporation of *Action Item 11-e* in the *TSP's Goals & Objectives*. This action item facilitates a review of the National Association of City Transportation Officials *Designing for All Ages & Abilities Bicycle Facilities* document (December 2017) when considering the installation of bicycle facilities.

Citizen E-mails

Support for All Ages and Abilities Bicycle Facilities

Below is the template e-mail submitted to the Planning Department and the City Council supporting All Ages and Abilities Bicycle Facilities. In some of the e-mails additional text was provided by the sender. The names of those in favor of these designs plus any additional comments added are provided below.

To: Medford City Council and Medford Transportation Department

I'm writing to urge you to support "All Ages and Abilities" bicycle facility designs.

The City's updated Transportation System Plan should include a commitment to design, fund, and construct "All Ages and Abilities" bicycle facilities and to complete the bicycle transportation network by 2038. Some of the benefits include:

- 1) improved citizen health through active transportation,
- 2) less motor vehicle congestion,
- 3) greater community livability arising from traffic-calmed neighborhoods,
- 4) fewer consumer dollars spent on expensive gasoline, and
- 5) reduced climate changing emissions.

It is not acceptable to rely upon bike lanes. They are too dangerous for most citizens to use effectively, except on low volume, low speed streets. People riding bikes should be able to enjoy a "safe and convenient" transportation network equal to the one provided for motor vehicle drivers.

Please include my email as a part of the transportation plan adoption record.

Names and Comments from those who submitted e-mails.

	Name	Additional Comments (if provided)
1.	Arguelle, Floberto	
2.	Baker, Ranie	I have been run off the road by cars while bicycling... i have two small children with whom I'd love to ride bikes in town, but it just doesn't feel safe
3.	Baker, Keith	Scared to death to ride a bike Medford.
4.	Barker, Greg	I do most of bike riding in Medford
5.	Bartels, Gernot	Please create bikeways separated from motor vehicle traffic along routes where the speed limit is greater than 30 mph. Thank you
6.	Bartloff, Jennifer	As a bicycle commuter and exerciser, I recognize that one of the draws of this valley is the biking: this is currently due to the climate and beauty, making riding rewarding and possible year-round. Unfortunately, the road conditions are extremely dangerous for cyclists. I have had many friends hit, harassed, or sideswiped by motorists. Local government should support initiatives to improve community safety and healthy behaviors. Supporting and facilitating bicycle riding will be a huge benefit to this community.
7.	Berlet, Richard	
8.	Bittner, Harlan	I'd especially like to see safer bike facilities for children, for example neighborhood bikeways that have very low traffic volumes and low speeds, or separated bikeways.
9.	Blue, Amiko-Gabriel	
10.	Bosbach, Crystal	I am 68 and ride my bike to Medford via the green way several times a year. Once on city roads in Medford there are many places where the bike paths seem to disappear in spots. I feel unsafe to ride in crowded traffic. Seperate bike paths are my preference but 48 to 60 inch width continuous paths on the streets would make me much more comfortable than the current situation. Thank you.
11.	Bosbach, Stephen	
12.	Bourne, Jared	Let's face it, people need a safe way to commute, we're a growing city, and I feel it's time we accommodate the growth. I personally commute daily, and I think there are many places we could use improvement. Thank you for all the work you are currently doing.
13.	Bove, Scott	
14.	Boyle, Andrea	Cars drive too fast and close to me when I'm out riding. I have tried the Bear Creek Greenway, but it is poorly maintained with holes and tree roots pushing up the

		pavement, as well as dodging homeless people and drug dealers. Two years ago, after falling off my bike to avoid a hole in the road (2 months after my 2nd knee replacement) I gave up riding in Medford as it is just too unsafe for an older person to ride a bike. I hope this can be addressed in the near future. In the meantime, I guess I will consider taking my bike to Eugene or similar.
15.	Breithaupt, Wayne	
16.	Brill, Lisa	I was riding on a busy street, no bike lane. A woman in a parked car to my right opened her door in front of me and I rode into it. A car to the left of me had to slam on the brakes to avoid me as I went over the handle bars and her door. Four stitches and a bump on my head.
17.	Brindley, Harry	Dedicated, separate and safe bike lanes please — no white striped lanes on roads with motorized vehicles.
18.	Brown, Adam	
19.	Busby, Ed	I've been riding my bike in Medford and roads of Jackson County for over 45 years, and very pleased to see increased safety for cyclist being considered in roadway design and improvements. All Ages and Abilities will continue this trend, truly making cycling a safer and more viable mode of transportation for everyone in Medford.
20.	Castellanos, Dawn	My husband and I love to ride our bikes. Unfortunately, I can't tell you the number of times we have been crowded by angry drivers. It would be wonderful to have a bit of a buffer.
21.	Clinkinbeard, Kent	As a Medford resident who regularly travels by bike in and around the city, I want to express my appreciation for the bicycle amenities currently available. I firmly believe encouraging local citizens to travel by bike is a positive for the city, the environment, and for the rider. I urge Medford city planners to continue including the use of bicycles as an essential part of future transportation planning.
22.	Cochran, Carol	I feel unsafe riding downtown or on busy streets
23.	Conway, Kathy	We can be a real leader by including this in the City's Transportation system Plan.
24.	Cordray, Randy	I moved to the beautiful Rogue Valley specifically because of the cycling opportunities afforded by our local communities and the wonderful terrain and views to be found. The urban area that I escaped from had far too much traffic and associated danger to comfortably ride a bike. I truly love this valley but I'm troubled by the apparent neglect that our county and city managers exhibit towards cyclists. This includes, but is not limited to: the lack of dedicated bike

		lanes, and the complete lack of regard for cyclists when it comes to re-paving projects. It seems that the concept of a road having a "shoulder" is completely off the engineering and execution plans whenever a road is re-paved or chip-sealed. Please, on behalf of the large and dedicated cycling community here (and the cycling tourists who come here to spend their time and dollars!) I implore you all to consider the concept of safe and ride-able shoulders to our local roads. Thanks for your time, sincerely.< br />
25.	Corelis, Steven	
26.	Cramer, Dennis	As an avid rider, I get out most days. I ride on many of the roads that are not conducive to the average rider. I have also taken my grandchildren onto some roads near me and you have to be very careful due to no bike lanes or busy traffic. Many people won't venture out onto the roads at all for fear of traffic or not enough separation from cars. Any improvement to enhance the safety of bicycle riders would help get some of these people out to utilize their bikes.
27.	Currer, Peter	I do ride through Medford from time to time, some areas are very well done but many streets are very dangerous.
28.	Demarinis, Susan	I would love it if there was some way to make the bike path safe under the bridges and overpasses. If there were daily police patrols to clear out the homeless campers, I would probably ride through Medford more. It also would be great if there was a definitive bike lane on Pacific Hwy 99, especially north of the RV Mall.
29.	Denton, Michael	I ride daily and carry a mini baseball bat to protect me from the drivers who doesn't pay attention.. gentle tap will work wonders. They do scare me!!
30.	Dittmer, Eric	
31.	DiVita, Dianne	
32.	Dressler, Robin	I have been "nearly" hit a couple of times while riding around town. This is despite wearing neon clothes and using LED lights front and back. Well nearly might not sound significant, it was due to my actions that I wasn't hit not the drivers. I have also been yelled at by drivers going the opposite direction while I am writing as far as safely possible next to the shoulder on old stage with statements like, "you're going to get someone killed." since I am likely the one to be killed this statement is somewhat incongruent. These sorts of incidents make it very daunting for beginning riders to enjoy our beautiful valley on the roads that are supposed to support us all.

33.	Dwyer, Karen	Have encountered unsafe bikes lanes due to grates, potholes, cars and garbage cans in bike lane. I feel more public education about bike rights and laws is very important.
34.	Foster, Holly	A lot has changed since I started cycling in the Rogue Valley in 1980. The Greenway, "road diet" areas, and new bike lanes have improved safety for cyclists. At the same time, traffic has increased dramatically, which, along with the advent of cell phones - despite laws against their use while driving - has made sharing the road with cars more dangerous than ever. As I enter my 60s I want to feel safe as I continue to cycle for transportation, health, and pleasure.
35.	Fuhrman, Patricia	I'm a senior citizen living in Ashland who still bicycles. Please keep our roadways safe for all.
36.	Fuhrman, Pat	We especially need more people to exercise and get out of their cars. Thank you.
37.	Gagnon, Phil	As an 87 yr. old, experienced cyclist, I see more electric bicyclists shooting around our towns and suspect more to come. It's likely many of them, perhaps new to cycling, may be in danger of driving their bikes in unsafe areas. Question: Should our towns take notice of the increase in bicyclists in general and make safe roadways now unsafe? If not now, when?
38.	Garrard, John	
39.	Gilmore, Paul	I would ride to work more and decongest the car traffic a bit if there were more bike lanes.
40.	Girard, Steve	Medford, in general, lacks safe cycling corridors. In particular through business areas where people would like to be able to safely commute to and from work. The Greenway is a cesspool of junkies, tweajers, and aggressive homeless, it is an extremely unsafe area. I have found needles there on nearly every outing that I have attempted to use the path. The crime rate in Medford is outrageous, even with proper infrastructure for cycling, I would not feel safe leaving my bike locked up anywhere in town, as it would surely be stolen. Quite frankly, I make every effort to avoid riding any where near the City of Medford for fear of my property and safety.
41.	Gray, Frank	Not enough bike lanes. Bike lanes end abruptly. Always crap in the bike lanes so you have to ride in the road.
42.	Griffen, Tiffani	I drive a car, but if the roads and drivers were safer, I'd love to use my bike to commute to work.
43.	Gunter, Amy	As a bike commuter, parent, business ownerland use

		planner, I encourage Medford to do more for bicycles and pedestrians.
44.	Hacker, Kathy	My husband & I moved to Southern Oregon from bike friendly Tucson, AZ. We would definitely ride in the metro area if we felt it was safe to ride there.
45.	Hagerman, Eric	I bicycle in Medford frequently, but would do so more if the streets were safer. Rough, narrow streets with a high volume of car traffic force many bicycles onto the sidewalk which makes it dangerous for pedestrians, as well as cyclists. One of my pet peeves is the nice bicycle lanes which end suddenly and dump the rider onto one of those narrow, rough, dangerous roads. Please do not create bike lanes that lead the rider into a dangerous situation - that seems like treachery of the worse sort. I know its all about funding; you have to take the money when it is offered, but please be aware of the consequences to riders of all ages and abilities when a bike lane ends in a situation which can lead to injury, or at least frustrated, slower traffic.
46.	Hammond, Marty	
47.	Harris, John	Anything you can do to make cycling safer for everyone, juniors and seniors, is good for everyone.
48.	Hoeper, Frank	Please consider incorporating "All Ages and All Abilities" into Medford's Transportation System Plan. It would be a tool that planner could use to help plan projects into the future for the benefit of all city residents, not just cyclists, because vehicle trips would be reduced and air quality improved, just to name a few benefits. Adoption would not force planners to build separated bike lanes where they will not "fit" into rights of way. Think of it as a planning tool to improve the cycling infrastructure where appropriate.
49.	Honsinger, Patrick	19 years ago I moved my family to P
50.	Hubbard, Frank	I am an avid biker and have been for 30+ years. Furthermore, I am a retired surgeon who had significant experience in trauma. For the health of our inexperienced cyclists (youth and older folk) please support "All Ages and Abilities". Thank you!
51.	Huffman, Carol	I have been biking for about 5 years and have appreciated the bike lanes that have been included on our local streets and highways. Thank you for supporting our safety.
52.	Janeway, Gus	If a city's planning is ultimately intended to promote the health, happiness, welfare and economic success of its citizens, investing in safe multi-modal transportation for people of all ages and abilities is one of the simplest ways to

		achieve these goals.
53.	Jones, Rachel	
54.	Karetnick, Benjamin	I am a cancer patient who cannot drive and counts on utilizing my bicycle for daily transportation: I hope to be a part of making Medford a safer place for everyone to ride their bicycles!
55.	Kinsinger, Bobbie	I'm over 75 and appreciate the areas where we can bike safely. We need more.
56.	Klouda, Gary	I have found it is much safer to ride on some of the Medford streets that have been upgraded with designated bike lanes. Please consider supporting the "All ages and Abilities" designs for bicycle facilities. It will be greatly appreciated by current cyclists and future citizens that seek a healthy activity for either transportation or exercise.
57.	Koehler, Eckhard	Bicycle safety promotes local business and community health. I've seen this living in both Boulder and Denver Colorado.
58.	Kolczynski, Phillip	I chose to start cycling in my retirement; the Rogue Valley is a wonderful place to retire, Medford should support cycling for all ages and abilities. Recently USA today claimed that Medford is not a good place to raise children -- obviously a poorly researched article, especially in terms of recreational opportunities. The next time a major newspaper reports on Medford provide a basis for them to point out how Medford has become a cycling mecca for all ages.
59.	Luther, Donald	My wife will only ride on paths where there is no reasonable possibility that she may be hit by a car, so the only way to ride with her is to partially disassemble the bicycles and put them in the car and drive to the Bear Creek Greenway. Needless to say, we don't get to bike often.
60.	Lynn, Sheri	
61.	MacKenzie, Evan	I am a "strong and fearless" rider and I do not feel safe riding in Medford. Many of the bike lanes in Medford are well below the minimum accepted width of 5 feet. The "sharrows" on Central and Riverside do not belong on Arterials - they should only be used on Local streets. I have shared the roundabout at Sikiyou and Highland with cars at least five times. I was hit by a parent dropping a kid off at Hughes Elementary who veered into and then stopped in the bike lane. I've had many other close calls, all in less than a year. And there are too many homeless people on the Bear Creek Greenway for most people to feel safe, especially women.

62.	Malette, Ray	I currently use my bikes in lieu of a second car for transportation, shopping, errands and exercise. I encourage you to consider improving the 'bikeability' of Medford to increase safety, connectivity and growth of bike transportation. This can be accomplished by committing to follow the 'All Ages and Abilities' toolbox methods when building or improving bike infrastructure. A significant growth in the number of residents who would bike on the Medford streets and parks will greatly enhance the livability of the city.
63.	McCoy, James	
64.	McKinley, Doug	I ride a recumbent tricycle and there is nowhere in Medford that I can ride safely!
65.	McKinley, Richard	I am a 60-year old native of the rogue Valley, and have enjoyed bicycling since my youth. Sadly, the poor quality of available, and safe, bike routes in the Medford city infrastructure has greatly limited my opportunities. The current bike lanes often end at very busy locations with no viable options. To encourage cycling, which would improve the livability of Medford, I encourage the City Council to adopt a more bike friendly transportation plan.
66.	Miller, Julia	
67.	Minton II, Richard	As a bike rider and a driver in the city of Medford I have experienced a high level of frustration by drivers from the behavior
68.	Mobley, Tim	Medford is the perfect city for bike safe lanes to move about. The current traffic patterns keep me far away on my bike rides
69.	Moore, ML	I am a recreational rider and like to ride through Medford regularly to visit various shops and businesses.
70.	Moran, Mark	I am confident that improved bike facilities will greatly enhance the attractiveness of the rogue valley as a place to visit and even move to. Giving families the facilities to ride together as well as assisting work
71.	Morse, Daniel	
72.	Moseman, Liam	Been hit by a car with no resolve in Medford. Now I want safer bikeing routes!
73.	Mueller, Tysen	
74.	Murillo, Virginia	
75.	Niehaus, Vern	
76.	Nix, Crystal	
77.	O'Neal, Nancy	As a local trauma surgeon and cyclist, I take care of too many

		of our bicycling public in the ER. The city should commit to a safer cycling policy.
78.	Penner, Heather	
79.	Pew, Jacob	
80.	Pickett, Blaine	Improving Medford's bike infrastructure would greatly increase the number of people riding bikes in Medford. This would then improve the economic outlook for Medford. I hear from many people throughout the year that will ride the bike path from Ashland to Bear Creek Park and then turn around because Medford is not a nice place to ride a bike. These are people that would have gone shopping or stopped for lunch but decide to stop in one of the other towns between Ashland and Medford. Creating a bike route around the city with separated bike lanes so residents can access most of the city in a safe manner. These routes could be a block or two off the main streets with easy access to business.
81.	Purkerson, L. Lee	Some bicycle riders are afraid to ride in Medford.
82.	DiVita, Richard	
83.	Bittner, Rebecca	The Rogue Valley is a beautiful place to bicycle. All ages and abilities should be able to enjoy it!
84.	Reynolds, Jennifer	
85.	Rider, Bruce	
86.	Ruby, Dan	
87.	Sawyer, Jake	
88.	Schack, Barbara	I am only an occasional bike rider. However, with separate and safe facilities, I'm sure I'd be much more willing to use a bicycle as an alternate means of transportation. Please support All Ages and All Abilities facilities.
89.	Seaman, Chris	
90.	Seaman, Amy	
91.	Shaff, Gary	The draft TSP effectively discriminates against seniors, families, youth, and people with disabilities. The Oregon Constitution prohibits discrimination and ORS 659A.006, Declaration of policy against unlawful discrimination, provides: (1) It is declared to be the public policy of Oregon that practices of unlawful discrimination against any of its inhabitants because of race, color, religion, sex, sexual orientation, national origin, marital status, age, disability or familial status are a matter of state concern and that this discrimination not only threatens the rights and privileges of its inhabitants but menaces the institutions and foundation of a free democratic state. (2) The opportunity to obtain

		employment or housing or to use and enjoy places of public accommodation without unlawful discrimination because of race, color, religion, sex, sexual orientation, national origin, marital status, age or disability hereby is recognized as and declared to be a civil right. A place of public accommodation is defined by 659A.400 as follows: (a) Any place or service offering to the public accommodations, advantages, facilities or privileges whether in the nature of goods, services, lodgings, amusements, transportation or otherwise. (b) Any place that is open to the public and owned or maintained by a public body, as defined in ORS 174.109, regardless of whether the place is commercial in nature. (c) Any service to the public that is provided by a public body, as defined in ORS 174.109, regardless of whether the service is commercial in nature.
92.	Shand, Bob	OUR YOUTH OUR FUTURE
93.	Sheets, Thomas	Bicycling is healthy!
94.	Shirley, Keith	
95.	Simmons, Michele	Such a beautiful area ...but nowhere for a family to enjoy it on a bike. So many close calls for those people who dare to venture out from Jacksonville to Medford.
96.	Smith, Ann	For the past five years I have been bike commuting 2.5 miles to my workplace along Crater Lake Hwy between Delta Waters and Northgate Marketplace at Hwy 99. I moved here because I wanted to live in a place that was safer to choose cycling as a primary means of transportation. To say that my commute is hazardous and uncomfortable is an understatement. I have longed hoped that it would get better over the years and with the bypass in the works, ODOT had a golden opportunity to fix the problem. Instead all we got was fresh pavement and paint for a bike lane along a heavily trafficked, high speed (yeah, don't talk to me about "speed limits") multi-lane highway that is unprotected and already filled with debris. What a waste. The thing about bike lanes in Medford is that often they don't even meet the standards set by the state for width, they are placed in areas that are inappropriate, they don't accompany traffic calming, and they lack continuity. Medford should be working with the state and county to at least build new infrastructure in a way that actually increases safety and reduces conflicts as opposed to creating conflicts and ignoring safety.
97.	Smith, Joseph	
98.	Smith, Steve	One thing I am concerned about is the presence of low

		barriers along bike paths that confine bikes to the path. Without being to cross the lane boundary, bikes are unable to avoid hazards within the bike path such as dog walkers, joggers with loud music in earbuds, and worst of all, bikes riding the wrong way. Such a barrier does very little to prevent a car from crossing into the bike lane, so it is a rather false sense of security. Finally, if you don't sweep the bike paths, we can't use them.
99.	Spano, Shane	The area is very bicycle unfriendly. I know at least a hundred people who would commute by bike or ride a bike for errands, etc , They have told me they are afraid to for fear of getting hit by a car.
100.	Spittle, Reg	I ride in Medford regularly and our community must provide safe bicycle access for adults and our children.
101.	Strahm, Richard	One of the most common complaints about bicycle riders is that they don't follow basic traffic rules. I think the solution to this is more bicycle facilities--lanes, signage, even separate bike signals like they have in other towns. And why not repaint the bike restriction notices on the sidewalks downtown. The higher the visibility of the bicycling transportation sector, the more seriously all modes, including the cyclists, will take us. Bicycles are transportation, they deserve a place on the road, if not a separate road for themselves, and they have the obligation to follow the rules. So please build--and standardize--our paths and facilities. Thank you.
102.	Stuart, Deb	I can't get to the bike path except by going down Barnett where there are no bike lanes. Please help.
103.	Stubbins, Patrick	
104.	Suarez, Isabel	Hi, I would like to bicycle more often for multiple reasons (environment, traffic, enjoyment, health, etc.) but I don't feel safe riding on street with traffic. We need more bicycle paths with physical barriers between cars and bicycles.
105.	Taylor, Rick	
106.	Thorndike, Dan	
107.	Miller, Trevor	
108.	Vigil, Trisha	Also, please keep the bicycle lanes free of debris (stones, glass, etc). This is a real problem. Thank you.
109.	Weaver, Geoff	Let's make the Rogue Valley bike friendly, and begin reducing the unnecessary vehicular smog in our valley
110.	Webb, Robbin	We all need mutual encouragement to be healthy .I would love to ride my bike to more occasions, meetings, and running chores, but it is too scary in downtown Medford. I

		appreciated bike lanes whenever I stumble across one. We need more. Please plan for our future.
111.	Weber, Gregory	It's great that we have a Greenway for exercise and pleasure. It would be much better to be able to ride safely through and around town.
112.	Wessler, Betsy	
113.	Wetzel, Sandra	
114.	White, Gordon	
115.	Wilkey, Chris	
116.	Wohlfahrt, Dubravko	
117.	Wood, Eric	
118.	Zamm, Josh	
119.	Zell, Elizabeth	
120.	Zentgraf, Tony	Please consider improvements in cyclone for all ages. There have been times when I was riding in the road and drivers have come close to hitting me. Also there are many east to west roads that do not have an acceptable room for bikes. It would be easier to crossover to the other side of town to bike. Thanks
121.	Symons, Tom	Things are getting better but more needs to be done to educate drivers on sharing the road and educating riders on the correct side of the road.
122.	Roberts, Jeff	