

PLANNING COMMISSION STUDY SESSION AGENDA APRIL 8, 2019



Commission Members

David Culbertson
Joe Foley
Bill Mansfield
David McFadden
Mark McKechnie
E. J. McManus
Patrick Miranda
Jared Pulver
Jeff Thomas

Planning Commission study sessions
are held on the second and fourth
Mondays of every month
Study Sessions begin at noon

City of Medford

Lausmann Annex Room 151
200 S. Ivy Street, First Floor
Medford, OR 97501
541-774-2380



Planning Commission

Agenda

Study Session

April 8, 2019

Noon

Lausmann Annex, Room 151
200 South Ivy Street, Medford, Oregon

10. Introductions
20. Discussion items
- 20.1 DCA-18-179** Level of Service (LOS) and Cross-Sections Amendments
30. Adjournment

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.



MEMORANDUM

Subject 2018 TSP Updates – Level-of-Service (LOS) & Cross-Sections Amendments
File no. DCA-18-179
To Planning Commission *for April 8, 2019 study session*
From Carla Angeli Paladino, Principal Planner – Long Range Division
Date March 29, 2019

BACKGROUND

The proposed project will amend Chapter 10 of the Municipal Code to update the existing street cross sections, level of service standards, and incorporate legacy street standards in accordance with the newly adopted 2018-2038 Transportation System Plan.

The proposed text was presented to the Planning Commission on March 11, 2019, during a study session. Staff has made several changes to the draft based on comments from staff, the Transportation Commission, the Bicycle and Pedestrian Advisory Committee, and Planning Commission.

The latest changes are highlighted in yellow for quick reference. During the March study session, the Planning Commission specifically requested staff identify some alternatives to consider under Section 10.427(E)(1) regarding City Engineer discretion. Four alternatives are presented for the Commission’s review and discussion in the revised text. Staff is seeking input on the Commission’s preference.

NEXT STEPS

A hearing is scheduled for this amendment on April 11th.

EXHIBITS

- A Revised Text DCA-18-179 (Draft 7)
- B Memorandum dated March 6, 2019
- C Study Session Minutes – March 11, 2019

10.012 **Definitions, Specific.**

* * *

Street, improved. A street having an improved paved section including curb and gutter. Improved streets may be considered legacy streets (see legacy street definition).

Street, legacy. A street that is improved, but may be missing bike facilities, right-of-way, sidewalks, planter strips, turn lanes or other facilities identified in the applicable cross-section identified in Article IV, or an unimproved street or alley that is predominantly surrounded by developed properties that constrain the right-of-way.

* * *

10.427 **Street Classification System.**

(A) Purpose. This chapter establishes a street classification system, as determined in the Transportation System Plan (TSP), applicable to all streets within the City and used to determine right-of-way improvement design standards. ~~unless alternative standards are provided by an adopted Neighborhood Circulation Plan or other special area plan. When Federal~~ It is the intent of the street classification system to:

- (1) Promote the safety and convenience of vehicular, pedestrian, and bicycle traffic;
- (2) Protect the safety of neighborhood residents;
- (3) Protect the residential character of neighborhoods by limiting traffic volume, speed, noise and fumes; and
- (4) Encourage the efficient use of land.

(B) Applicability. All existing and proposed streets within the City shall be identified by classification as follows below. The classification of higher-order streets shall be determined by the Functional Classification Map in the City of Medford ~~Street Functional Classification Plan Map~~ Transportation System Plan (TSP), as amended. All streets (existing or proposed) intended to be within the City of Medford’s jurisdiction shall adhere to the street classifications identified below unless alternative standards are provided by an adopted Zoning Overlay, Neighborhood Circulation Plan, the legacy street standards as established per 10.427(D-E) or other special area plan(s), including, but not limited to, plans contained in the Comprehensive Plan. —The classification of lower-order streets shall be consistent with any adopted Neighborhood Circulation Plan or other special area plan(s), and based upon adjacent zoning, and, in the case of residential streets, the number of dwelling units utilizing the street for vehicular access.

Street Classification

Highway
County, or state facility

Higher-Order Street System
Arterial, Regional, Major or Minor

Collector, Major, ~~Major Alternative~~, or Minor

Lower-Order Street System – Commercial/Industrial
Commercial
Industrial

Lower-Order Street System - Residential
Standard Residential
Minor Residential
Residential Lane

Non-Street Alternatives
Minimum Access Easement
Alley

(C) Street Classification and Cross-Section Development. Following the City Engineer’s discretion, the approving authority shall have the discretion to condition a specific cross-section for a particular development/land use review as it relates to the Medford Land Development Code, Comprehensive Plan, an adopted Neighborhood Circulation Plan, a Transportation Impact Analysis (TIA) and/or safety concerns. Cross-sections are contained in each subsection as identified in 10.428, 10.429, 10.430, 10.430A, and 10.430B. Each street shall contain, unless a legacy street and/or precluded by State or Federal law, access for pedestrian, bicycle, and automobile travel.

(D) Legacy Streets and Street Classification

Existing streets that are improved and do not meet the identified cross section as outlined in Sections 10.428 – 10.430B shall be known as legacy streets. Context-sensitive design of legacy streets shall be required as a condition of land use review/development. Streets with curb and gutter and/or approved through a Transportation Facility Development review process (Type IV land use review) may be considered a legacy street. Unless specified in an adopted Zoning Overlay, Neighborhood Circulation Plan or other special area plan(s), including, but not limited to, a plan(s) contained in the Comprehensive Plan the legacy street standards of 10.427 (D-E) shall apply to all streets that meet the below standards.

Legacy streets generally fall into one or more of the following seven categories:

- (1) Facilities exist for all travel modes, but are narrower than the current standard
- (2) Missing vehicle lanes
- (3) Missing center-turn-lanes
- (4) Missing planter strip and/or sidewalk
- (5) Missing bike facilities
- (6) Streets that are mostly improved to an old standard but have unimproved segments
- (7) Existing streets and alleys predominantly surrounded by developed properties on both sides

(E) Developing Legacy Streets and Land Use Reviews

Below are the standards applicable to a land use action(s) considering the development of a legacy street as defined in 10.012 Definitions, Specific.

(1) City Engineer Discretion. When approving authorities are considering conditions of approval, land use findings or other applicable items relevant to legacy street development they shall be subject to the discretion of the City Engineer. A conference with the City Engineer shall be required prior to submitting land use applications containing legacy streets; the City Engineer shall produce a memorandum summarizing the meeting and legacy street standards that would apply to the land use application and this memorandum shall be submitted as an exhibit with the land use application. If an adjustment from the City Engineer's determination is proposed, it shall be subject to the Exception land use review procedures in Section 10.186. Alternatives to this last sentence:

2 - If an adjustment from the City Engineer's determination is proposed, it shall be subject to the Exception land use review procedures in Section 10.186, but shall be exempt from fees and application forms related to the Exception Land Use Process.

3 - If an adjustment from the City Engineer's determination is proposed, it shall be subject to the criteria for an Exception in Section 10.186.

4 - If an adjustment from the City Engineer's determination is proposed, it shall follow the below criteria:

If an applicant affirmatively elects (in writing) to propose a roadway cross section different of what was determined necessary by the City Engineer it shall be left to the discretion of the approving authority to determine the roadway needs for the applicable legacy street. The approving authority may approve a land use application, as it relates to a legacy street, if it can find that the proposal conforms, or can be made to conform through the imposition of conditions with the following criteria:

-The requested adjustment to the legacy street standards will allow the project to achieve an equivalent or higher quality roadway than would otherwise result through the strict adherence to the legacy street standards and shall provide for pedestrian, bicycle, and vehicle travel.

- The requested adjustment to the legacy street standard will not increase safety hazards or increase delay as it relates to level-of-service.

5 If an adjustment from the City Engineer's determination is proposed, deviations may be approved by the approving authority. The City Engineer has the ability to request review by the City Council if there are concerns over the modifications approved by the review body.

(2) Legacy Street Standards. Requirements of legacy streets may include street improvements, right-of-way (ROW) dedication, off-site improvements or rejection of the aforementioned improvements. The below standards for legacy street development, independently of each standard below, shall apply when applicable. As used below, "back of sidewalk" shall refer to the end of the required ROW moving away from the street centerline to the edge of the sidewalk

opposite of the street; the distance from the sidewalk the right-of-way shall be from the aforementioned edge shall be a half-foot (1/2') in residential zones and adjacent to the sidewalk in all other zones.

When the City Engineer is considering a legacy street the following shall apply:

(a) **If existing facilities for all modes of travel exist** on an improved street but are narrower than the current standard; then no street improvements or right-of-way dedication shall be required. Sidewalk reconstruction and right-of-way dedication shall be required if needed to meet ADA requirements along the frontage of the development.

(b) **If the street is improved but is missing auto travel lanes**, then right-of-way dedication sufficient to accommodate missing lanes shall be required at the time of development. No physical improvements of less than a full block length (See table 10.426-1) shall be required as it relates to 10.427(E)(2)(b).

(c) **If the street is improved but is missing the center-turn-lane**, then right-of-way dedication sufficient to accommodate turn lanes shall be required for properties within 200 feet of an intersection of a collector or arterial. **The 200 feet is measured from the subject property to the inside edge of the intersection right-of-way.** ~~If the property is greater than 200 feet from a collector or arterial intersection, no right-of-way shall be required.~~ No physical improvements shall be required as it relates to 10.427(E)(2)(c). The 200 foot measurement may be modified at the discretion of the City Engineer with applicable analysis.

(d) **If the street is improved but is missing planter strip or sidewalk**, then sidewalk and planter strip construction shall be required by development. The planter strip width may be reduced or eliminated to fit the area context and surrounding roadways. Right-of-way dedication shall be reduced to the back of sidewalk.

(e) **If the street is improved but is missing bike facilities**, then alternatives in the priority listed below shall be required. Right-of-way dedication shall be determined by the City Engineer, consistent with the alternatives identified below. When an alternative is applicable, right-of-way dedication shall be reduced to the back of sidewalk or shared use path. When determining the applicability of 10.427(E)(5) it shall be done as identified below:

(i) Alternative routes via local streets or off-street paths as identified in the Transportation System Plan (TSP) shall be used.

(ii) When a bicycle project is identified in the TSP right-of-way dedication consistent with the project description shall be required.

(1.) When a 14 foot sidewalk (used as a shared-use path) is identified as a bicycle facility alternative the width may be reduced to no less than 10 feet where there are existing structures or utility infrastructure.

(f) **If the street is mostly improved and between two higher order street intersections**, then unimproved sections may be built to match the abutting cross section at the City Engineer's discretion. Right-of-way dedication, or the lack thereof, shall be provided in accordance with the existing built cross-section.

(g) **If the existing street or alley is predominantly surrounded by developed properties**, then cross-sectional elements and/or right-of-way dedication may be reduced

in width or eliminated at the City Engineer's discretion, to avoid existing structures and/or development, in the priority order listed below:

- (i) Planter strip width reduction
- (ii) Planter strip elimination
- (iii) Parking lane elimination
- (iv) Bike lane buffer area reduction or elimination
- (v) Bike Lane narrowing or elimination
- (vi) Center turn lane elimination (except at higher-order intersections)
- (vii) Lane or alley narrowing

Bike Lane narrowing or elimination

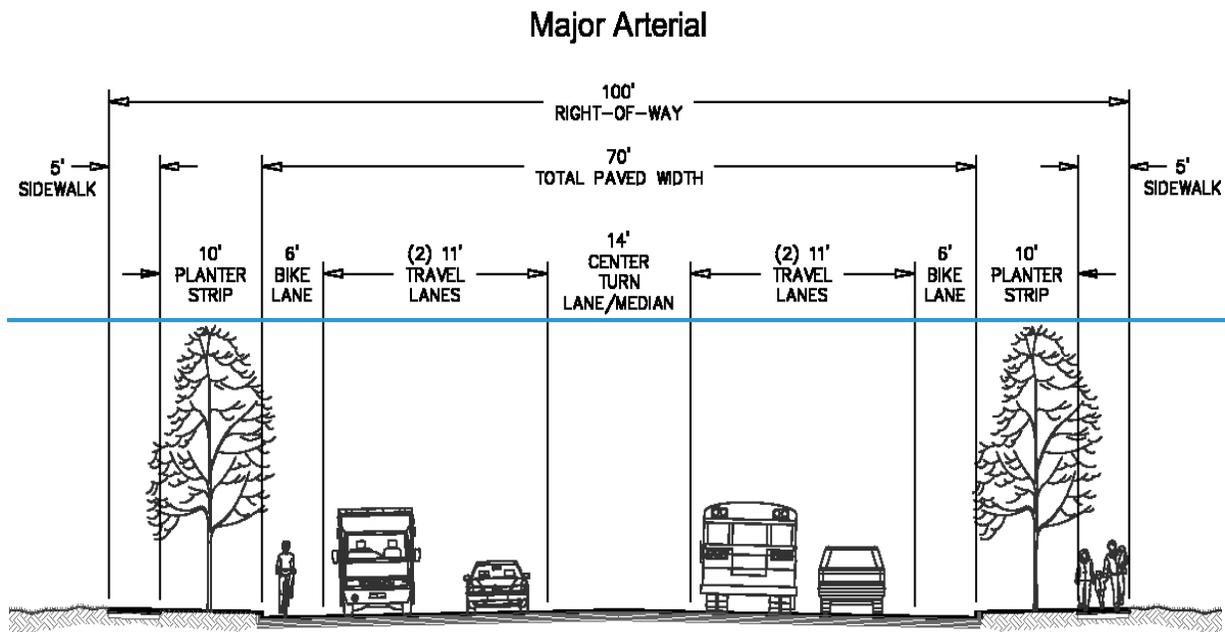
- (viii) Center turn lane elimination at higher-order intersections

(F) Pedestrian Crossings and Improvements for All Streets.

The City Engineer shall evaluate the existing pedestrian crossings for the entire length of the street and determine if new or upgraded crossings are warranted to be installed by the developer based on the impacts of the proposed development. Pedestrian crossings may include the installation of rapid flashing beacons, mid-block cross walks, pedestrian islands, or other safety measures determined to be necessary for the safety of pedestrians on the street.

10.428 Higher-Order Street Classification System.

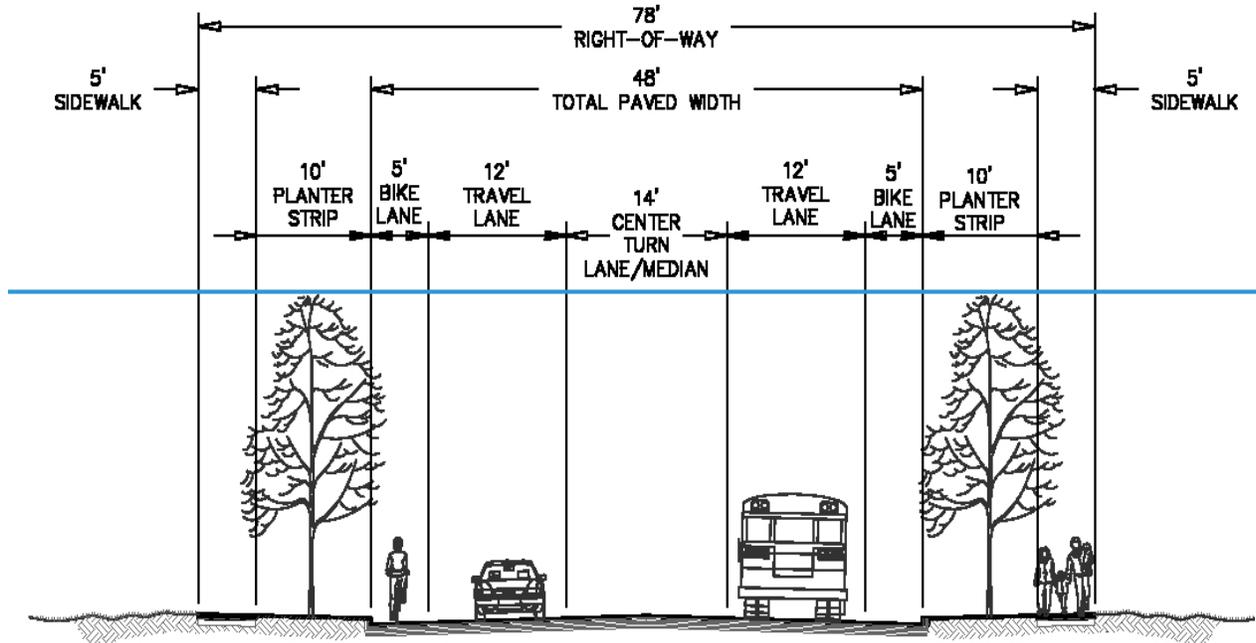
All higher-order (major) streets within the City are classified in one of the following categories:



(1) Major Arterial. A higher order street that carries heavy traffic volumes to and from collectors and other arterials, with most being traffic traveling through the urban area. Access is the most limited of any City street. The major arterial cross section includes two (2) travel lanes and a six-

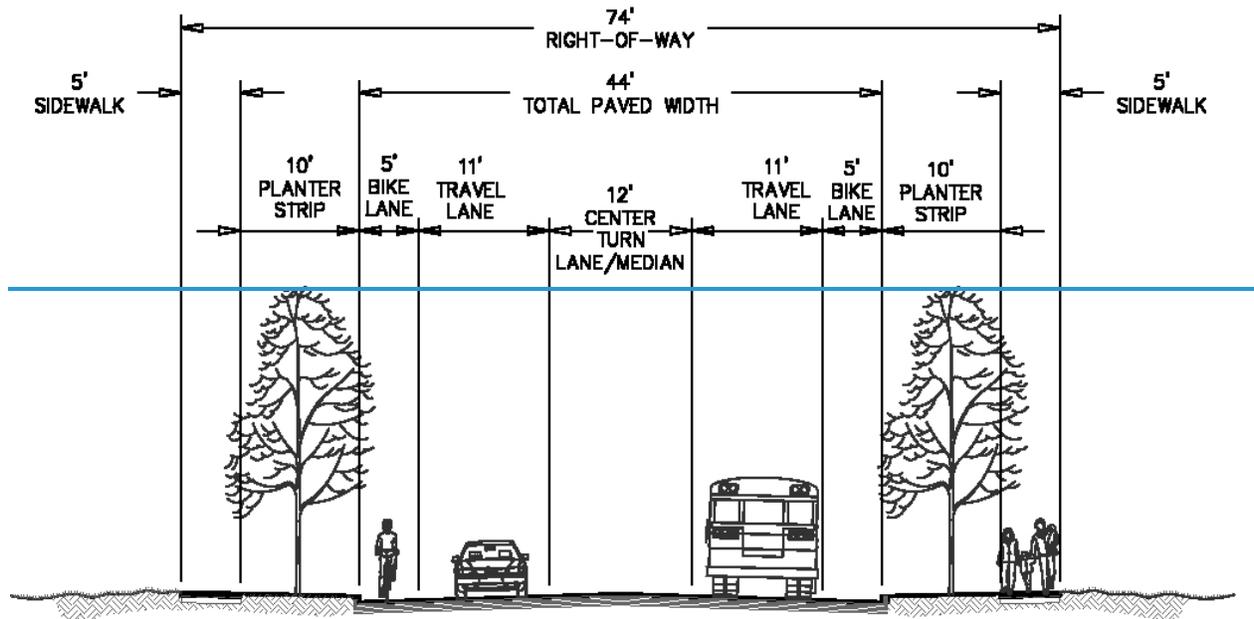
foot (6') wide bicycle lane in each direction, with a fourteen-foot (14') raised median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths and numbers, may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

Minor Arterial



(2) **Minor Arterial.** A higher order street that carries heavy traffic volumes, with most being traffic traveling within the urban area, and often connects two major arterials. The minor arterial street design is used where traffic volumes are high, but where there is limited room for street widening, or in the downtown or other transit-oriented districts, where a narrower roadway may be desirable. Access to minor arterial streets is very limited. Minor arterial cross sections have a single travel lane and a five foot (5') wide bicycle lane in each direction, with a raised median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

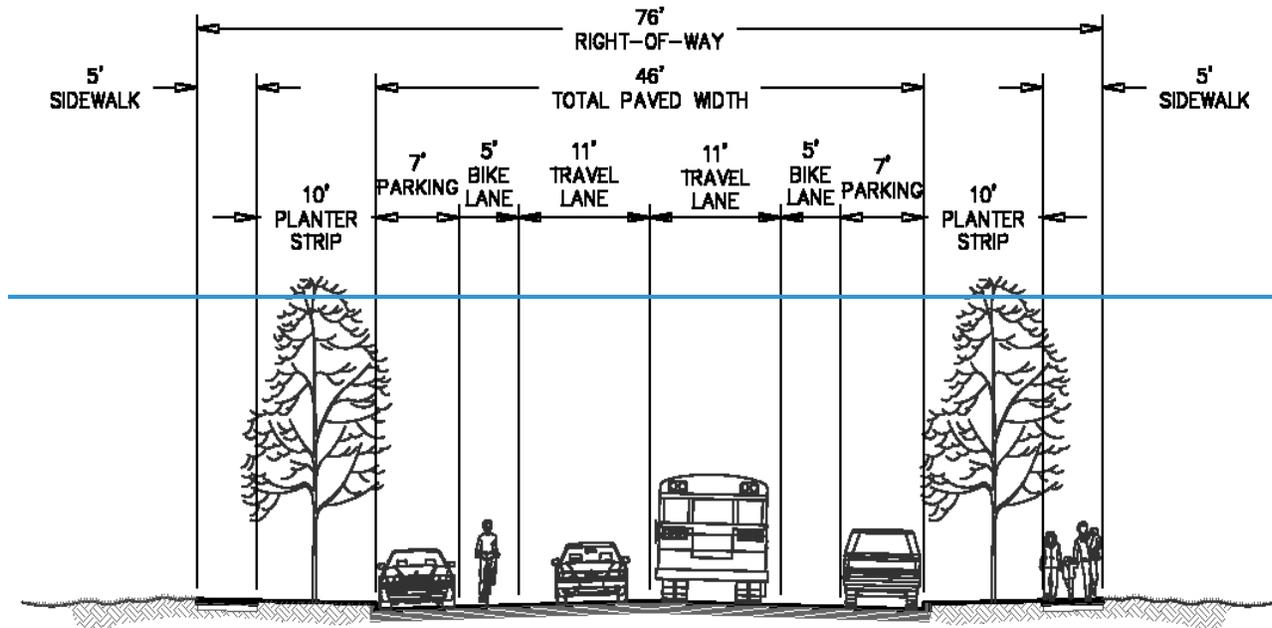
Major Collector



(3) Major Collector:

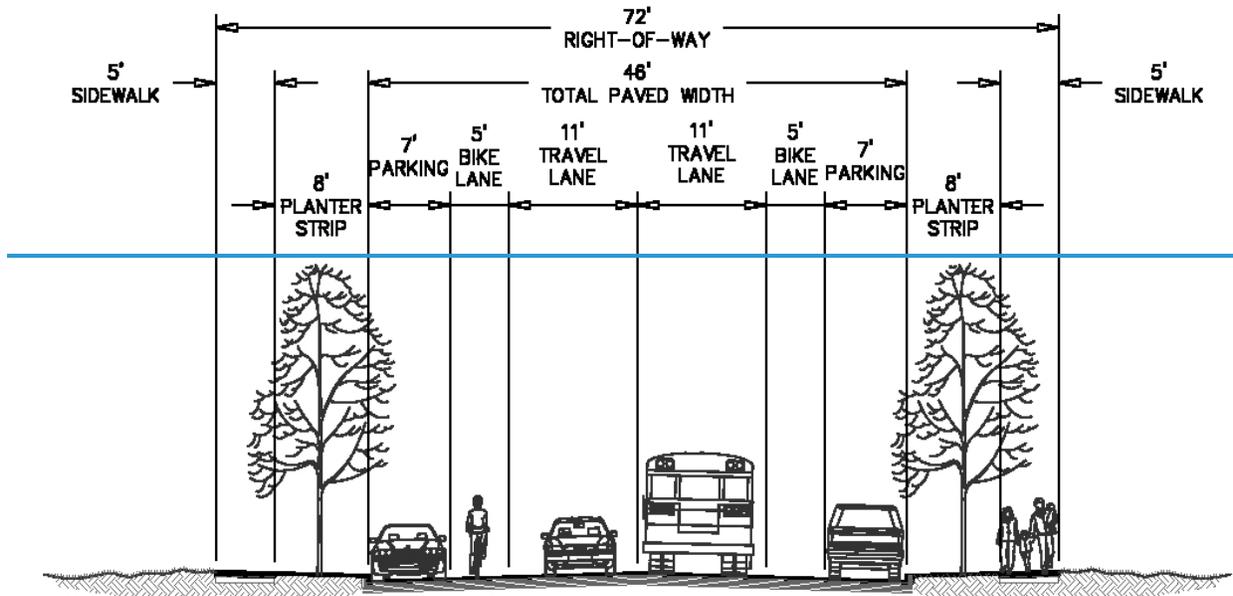
A higher order street that links arterial and lower order streets, and serves both access and traffic mobility functions. The major collector street cross section includes one (1) travel lane and a five-foot (5') wide bicycle lane in each direction, with a median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit oriented districts, street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere. Individual residential driveway access for new development is not permitted on a major collector street if other reasonable means of access is available.

Major Collector Alternate



~~(4) Major Collector Alternative. On street parking is normally prohibited on major collector streets, except where included in an adopted neighborhood plan, neighborhood circulation plan, or transit-oriented districts. The Major Collector Alternative design includes on street parking, and does not have a median or center turn lane.~~

Minor Collector



(5) Minor Collector. A higher order street that extends through neighborhoods, linking residential traffic on local streets with other collectors and arterial streets, and upon which a greater emphasis is placed on direct access, as compared with major collector streets, which have greater emphasis on through traffic movement. The minor collector cross section includes one (1) travel lane and a five foot (5') wide bicycle lane in each direction, with sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. An on-street parking lane is included on each side of the street. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

(A) Regional Arterial and Major Arterial Description. The Regional Arterial and Major Arterial classifications are primarily used for roadways with high traffic volumes and regional connections. Regional Arterials have the same cross-section as Major Arterials, but are intended to have greater access control to facilitate the movement of regional traffic. Both these classifications correspond to the Federal Highway Administration (FHWA) Other Principal Arterial classification. Arterials are higher-order facilities that are generally intended to connect to several collector roadways or provide links to higher order interstate or highway facilities. One-hundred feet of right-of-way is required for Major Arterials to allow construction of a five-lane roadway section, bicycle facilities, and detached sidewalks with a planter strip.

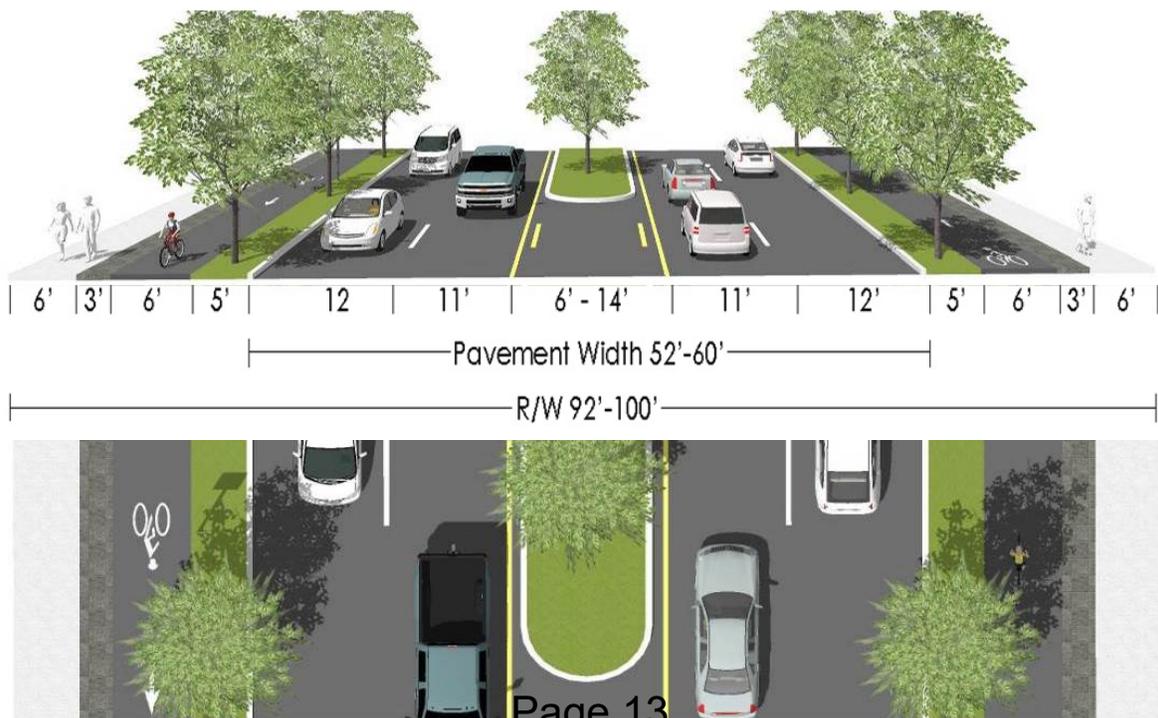
If a new regional or major arterial is built then the cross section with the separated bicycle facilities under number 1 below shall be used. For existing regional and major arterials, the use of this same cross section shall be evaluated first before considering the other cross sections for this roadway classification. An applicant shall justify to the approving authority why the use of either of the other two cross sections is being requested.

Where right-of-way is constrained on existing roadways, flexibility may be provided to allow modifications, consistent with the Legacy Street standards in 10.427. The width of the planter strip is measured from the face of curb to the edge of the sidewalk. Additionally, the median lane can be reduced to six feet if a 2-foot wide raised median is built and is compatible with the area context and surrounding roadways as determined by the City Engineer.

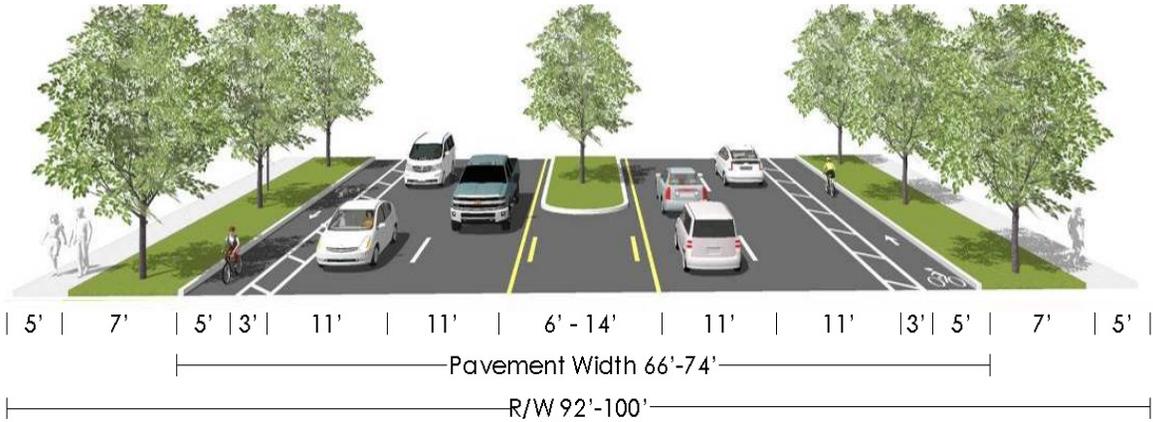
Examples of Regional Arterials in the City of Medford include N. Phoenix Road and Foothill Road while examples of Major Arterials include roads such as McAndrews Road and Barnett Road.

Regional, Major Arterial Cross-Sections. The following are the major/regional arterial cross-sections:

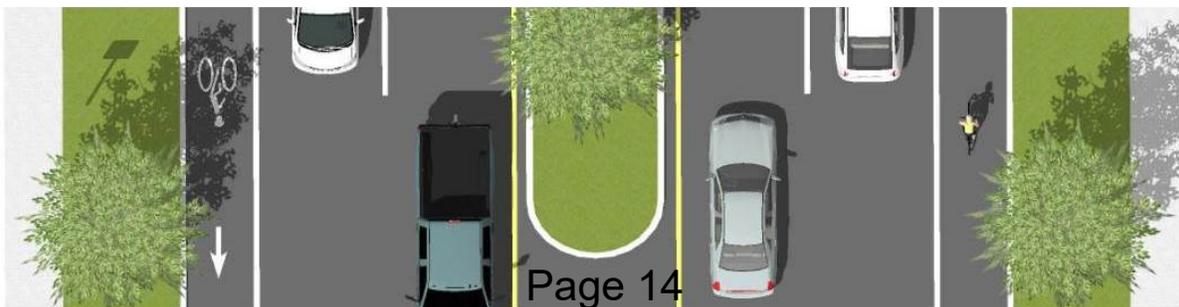
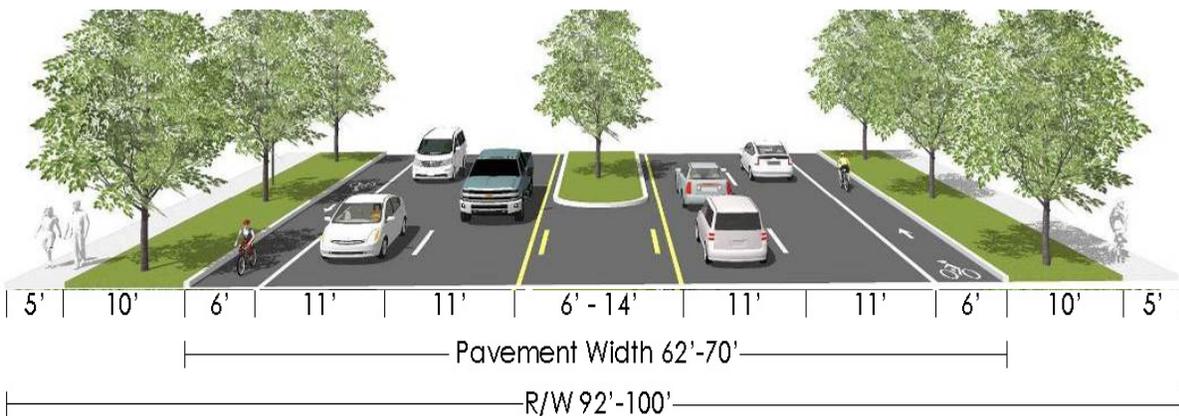
(1) Regional Arterial, Major Arterial, with Separated Bicycle Lanes. For use along regional and/or major arterial roadways when new and/or unimproved.



(2) Regional Arterial, Major Arterial, with Buffered Bicycle Lanes. For use along regional and/or major arterial roadways at the approving authority's discretion.



(3) Regional Arterial, Major Arterial, with Standard Bicycle Lanes. For use along regional and/or major arterial roadways with right-of-way constraints and with approving authority approval.

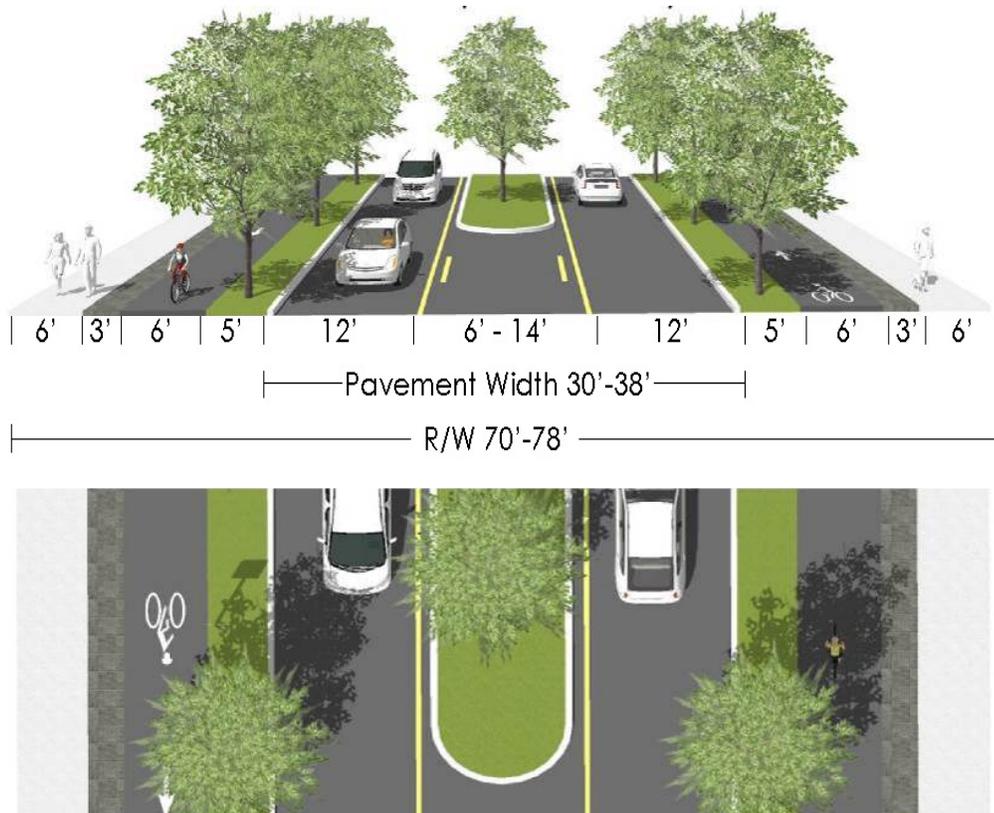


(B) Minor Arterial Description. The Minor Arterial classification further distinguishes between arterials with a five-lane cross-section (Major Arterials) as those with three travel lanes. Minor Arterials generally serve slightly lower traffic volumes than Major Arterials. Access to minor arterial streets is very limited. Where right-of-way is constrained on existing roadways, flexibility may be provided to allow modifications, consistent with the Legacy Street standards in 10.427. The width of the planter strip is measured from the face of curb to the edge of the sidewalk. **In the downtown or in other transit-oriented districts, Street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or modified code standards to create a “main-street” like atmosphere in locations such as downtown or transit-oriented districts. The landscape median shall be divided into segments and may have a mountable surface in order to accommodate the passage of emergency vehicles**

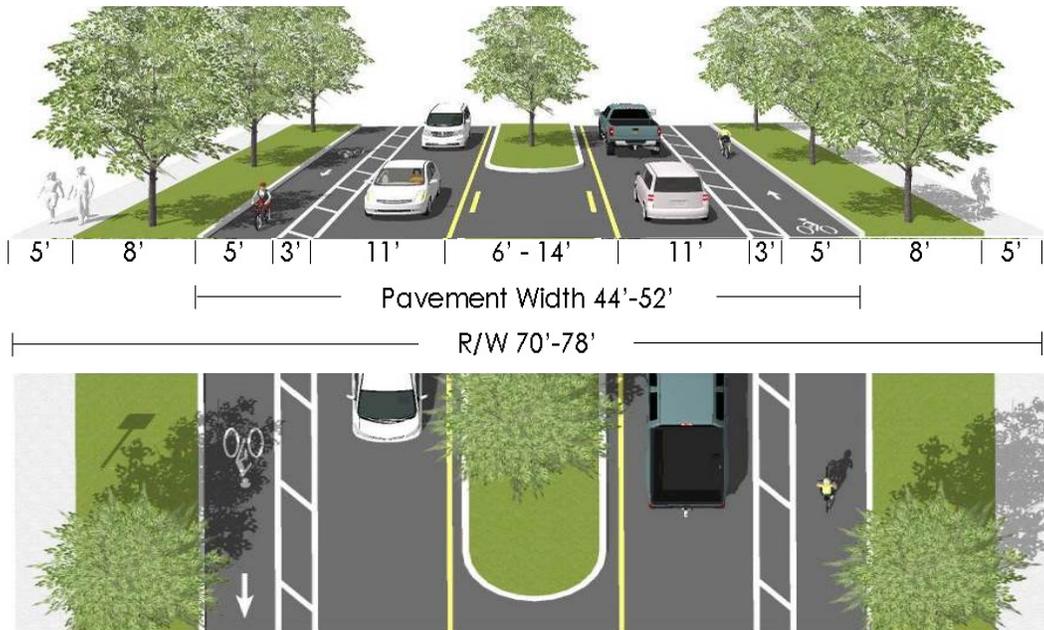
Examples of Minor Arterials in the City of Medford include West Main Street and Kings Highway.

Minor Arterial Cross-Sections. The following are the minor arterial cross-sections:

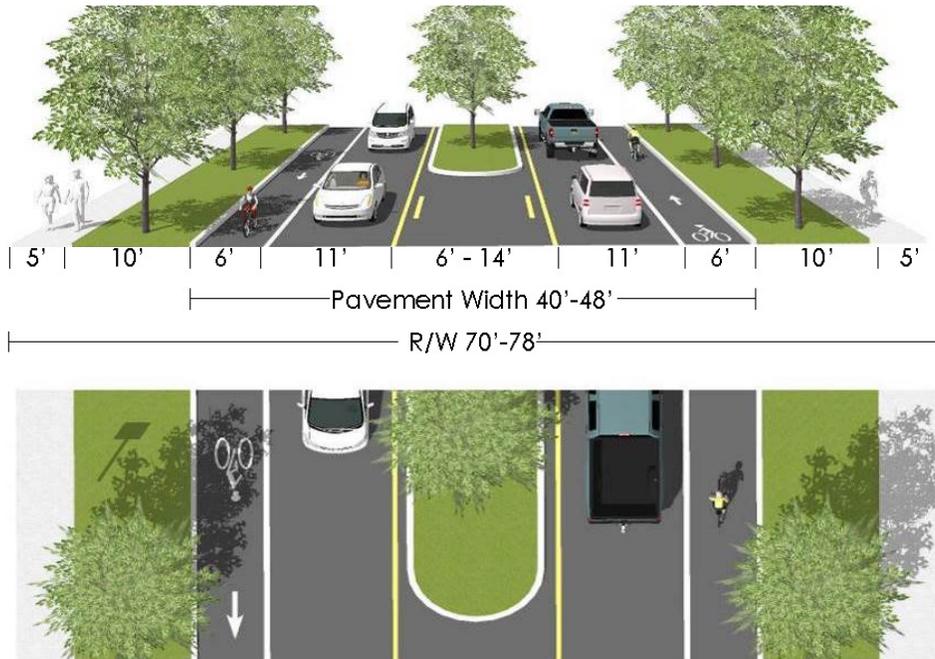
(1) Minor Arterial, with Separated Bicycle Lanes. For use along minor arterial roadways, when new and/or unimproved.



(2) Minor Arterial, with Buffered Bicycle Lanes. For use along minor arterial roadways at the approving authority's discretion.



(3) Minor Arterial, with Standard Bicycle Lanes. For use along minor arterial roadways with right-of-way constraints and with approving authority approval.



(C) Major Collector Description. The Major Collector classification is used for streets that link arterial and lower-order streets and serve moderate traffic volumes. Collectors serve both mobility and access functions with a three-lane roadway section, bicycle lanes, and detached sidewalks with a landscaped planter strip. Within this classification on-street parking is not provided. Where right-of-way is constrained on existing roadways, flexibility may be provided to allow modifications, consistent with the Legacy Street standards in 10.427. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. **In the downtown or in other transit-oriented districts, Street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or modified code standards to create a “main-street” like atmosphere in locations such as downtown or transit-oriented districts.** If designated as an Evacuation Route, per the Functional Classification Map in the adopted TSP, no raised median shall be constructed in the center turn lane.

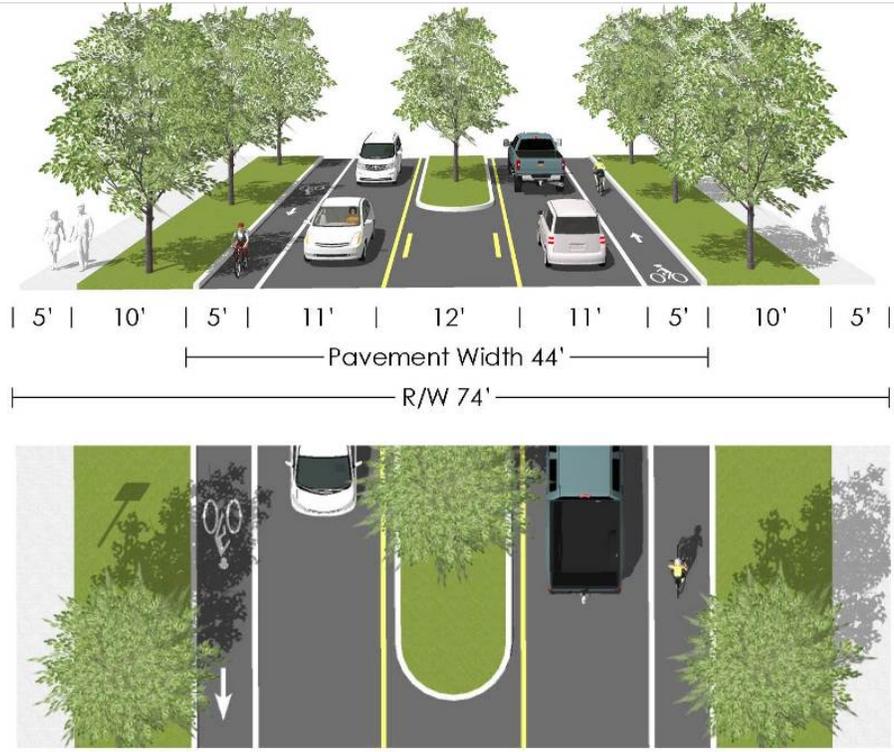
Examples of Major Collectors in the City of Medford include [Lozier Lane](#), [Hillcrest Road](#), [Siskiyou Boulevard](#), [Black Oak Drive](#), and [Springbrook Road](#).

Major Collector Cross-Sections. The following are the major collector cross-sections:

(1) Major Collector, with Buffered Bicycle Lanes. For use along major collector roadways when new and/or unimproved.



(2) Major Collector, with Standard Bicycle Lanes. For use along major collector roadways at the approving authority's discretion.



(D) Minor Collector Description. Minor Collectors place a greater emphasis on access than throughput as compared to major collectors and serve relatively low traffic volumes. Most Minor Collectors run through neighborhoods and link residential streets to higher-order collectors and arterials. This classification includes a similar paved width to major collectors but includes on-street parking and no center turn lane. Where right-of-way is constrained on existing roadways, flexibility may be provided to allow modifications, consistent with the Legacy Street standards in 10.427. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. ~~In the downtown or in other transit-oriented districts,~~ Street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or modified code standards to create a “main-street” like atmosphere in locations such as downtown or transit-oriented districts.

For the construction of new minor collectors or reconstructing existing streets, the City Engineer is authorized to evaluate reconfiguring this cross section. Reconfiguration may include:

- (i) Switching the locations of the bicycle facility and the parking lane and adding buffers to protect the bicyclist and the person entering and existing the vehicle;
- (ii) Physically separating the bicycle facility with a barrier from the parking lane; or
- (iii) Separating the bicycle facility off the roadway entirely.

Sight distance at intersections and clear line of sight for bicyclists shall be incorporated into the design. This may require removing parking stalls near intersections. The installation of parking lanes shall be evaluated based on the surrounding uses on the street and determined to be appropriate for the location.

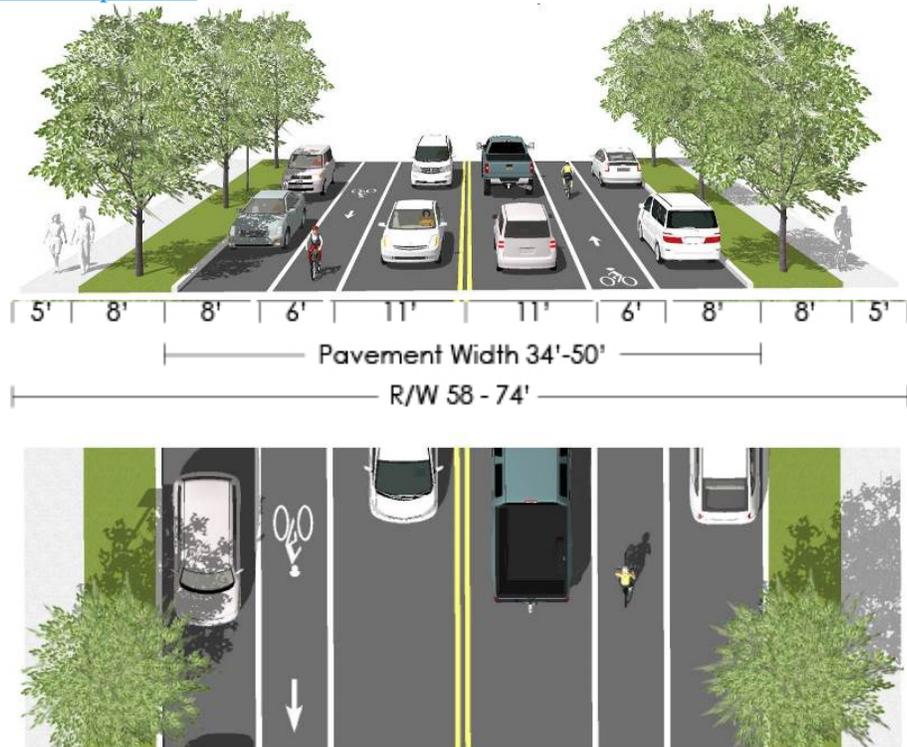
Special Note:

- (i) Parking is not eligible for SDC credits, and is constructed at the developer’s expense; and
- (ii) The range in pavement width accounts for the possibility of no on-street parking. When no on-street parking is constructed, right-of-way widths shall be adjusted.
- (iii) The location of on-street parking and the bike lane may be switched to provide relief to bicyclist. Discretion shall be left to the approving authority.

Examples of Minor Collectors in the City of Medford include Oregon Avenue, Dakota Avenue, Holly Street and S. Oakdale Avenue.

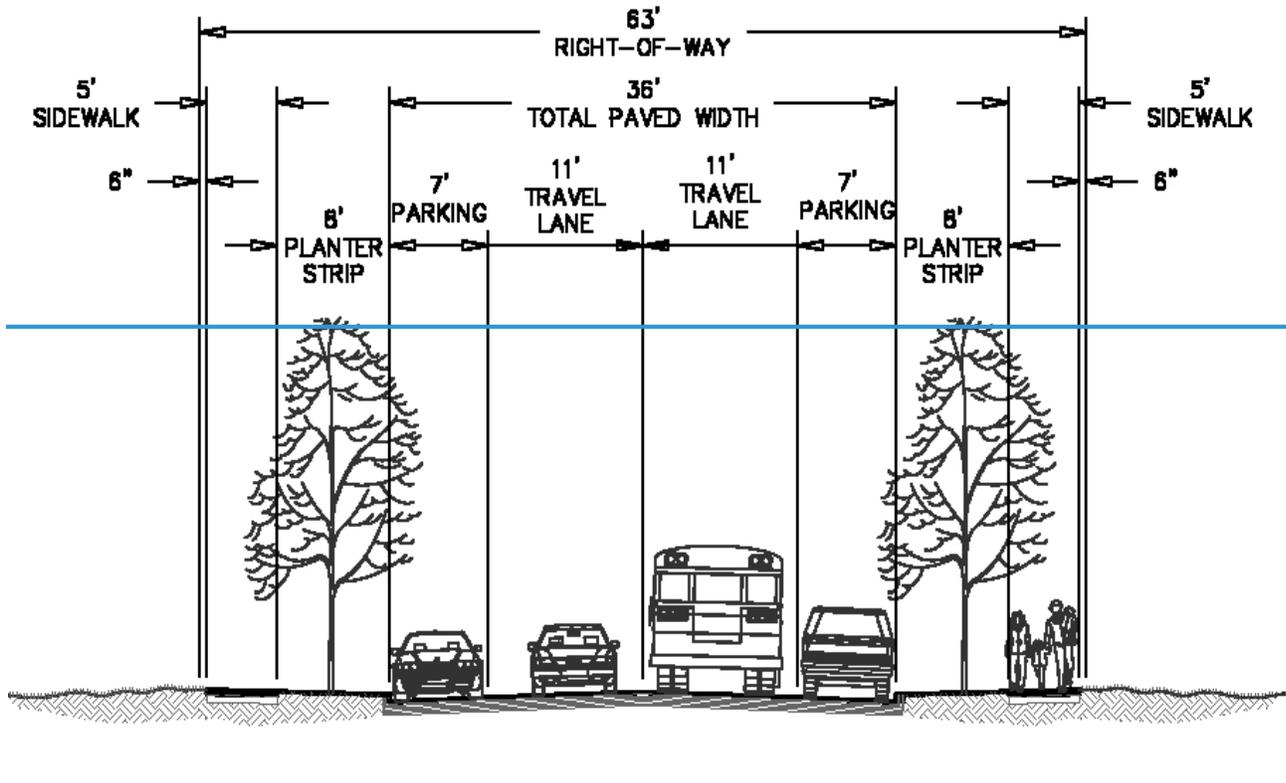
Minor Collector Cross-Section. The following is the minor collector cross-section:

(1) Minor Collector with Standard Bicycle Lanes. For use along minor collector roadways when new and/or unimproved.

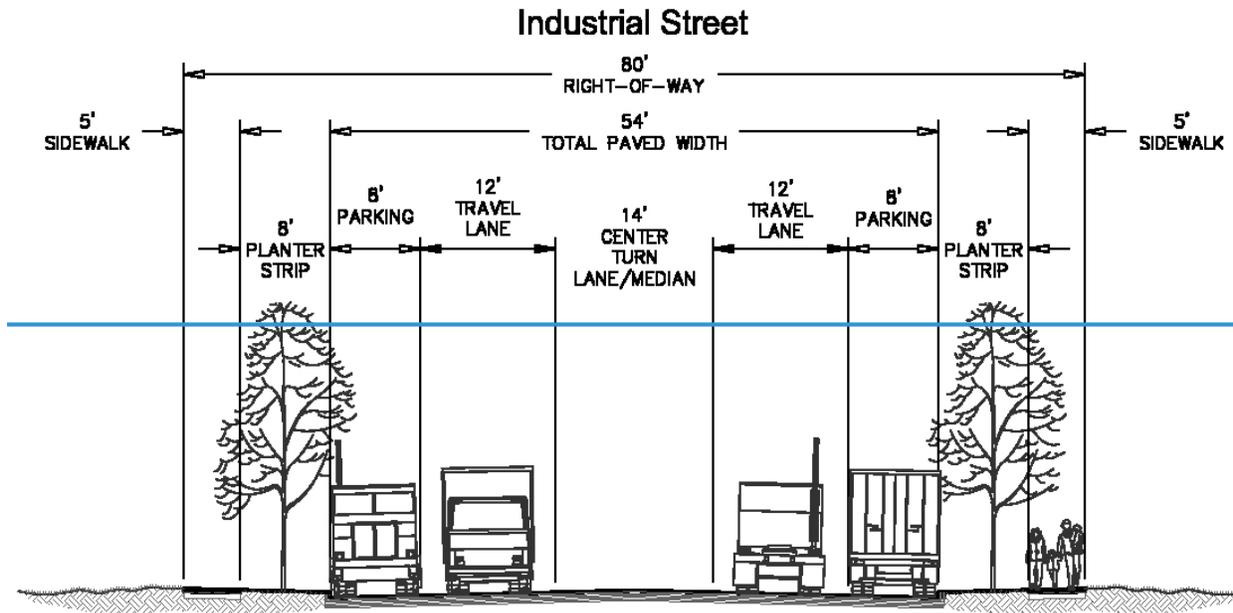


10.429 Lower-Order Commercial/Industrial Street Classification System.

Commercial



~~(1) Commercial Street. A lower order street that is within or abutting a commercial zoning district. Commercial streets are intended to provide frontage and direct access for commercial uses. The commercial street cross section includes one (1) travel lane and an on street parking lane in each direction, with sidewalks and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. Sidewalk width and planter strip use may be adjusted through an adopted plan or code standards to create a “main street” like atmosphere.~~



(2) Industrial Street.

A lower order street that is within or abutting an industrial zoning district. Industrial streets are intended to provide frontage and direct access for industrial uses. The industrial street cross-section includes one (1) travel lane and an on-street parking lane in each direction with a center turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.

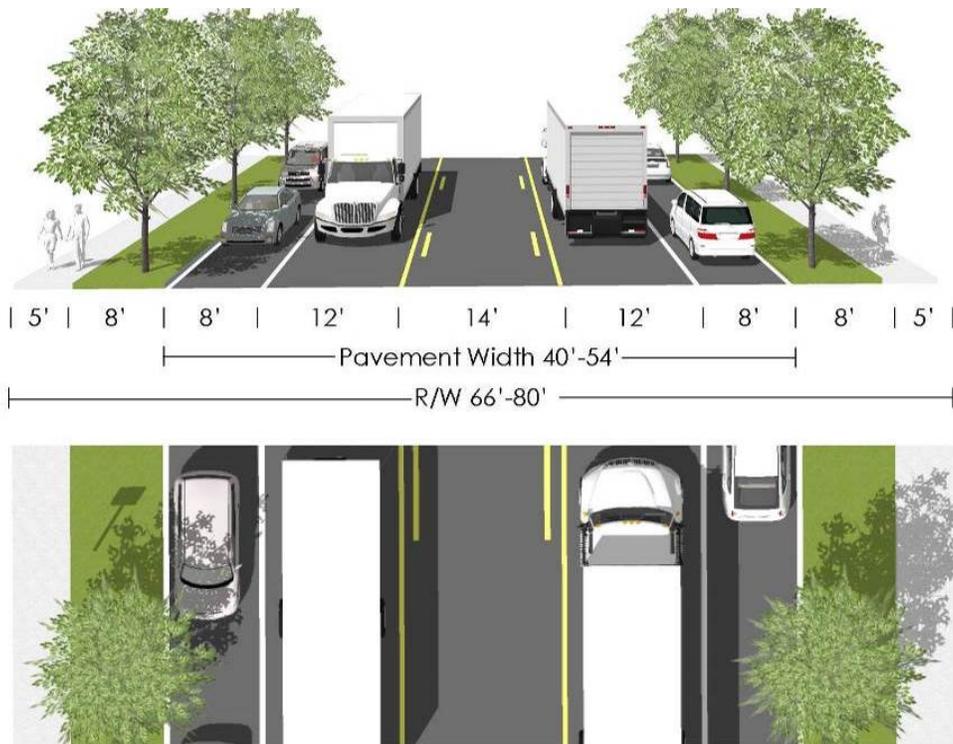
(A) Industrial Street Description. The Industrial Street classification is used for local streets within or abutting industrially zoned lands. Industrial streets provide frontage and direct access to industrial uses and link them to collectors and arterials to facilitate mobility for vehicles and goods. This designation provides wider travel lanes and a center turn lane/median to accommodate heavy trucks. Industrial Streets also provide on-street parking, sidewalk, and planter strips on both sides of the street. This cross section is an option for industrially zoned lands when the commercial street standard is not adequate for the expected volume of truck traffic. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.

Special Note:

- (i) Left-turn lane may be omitted at the developer’s request with approval from the City Engineer.

Industrial Street Cross-Section. The following is the industrial street cross-section:

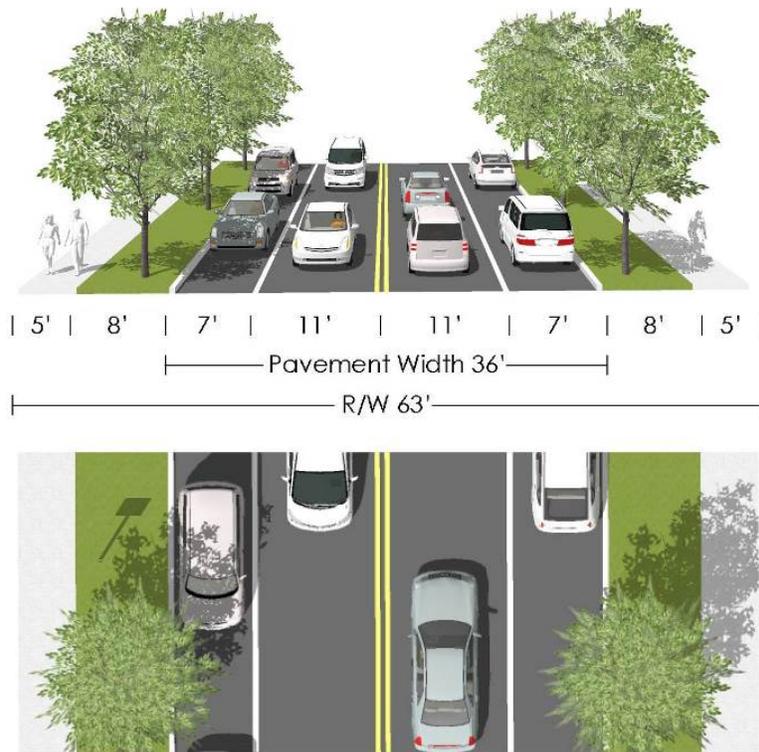
(1) Industrial Street with 8-foot Parking Lane. For use along industrial streets serving primarily industrial land uses, secondarily commercial land uses.



(B) Commercial Street Description. The Commercial Street classification is a local street that is intended to provide frontage and direct access to land uses within a commercially zoned district. Commercial streets link downtown and commercial centers with other parts of the City and provide vehicular and pedestrian mobility and access by providing one travel lane and on-street parking in each direction with a sidewalk and planter strip on both sides. The Municipal Code allows for adjustments in sidewalk width and planter strip use to create a “main street” atmosphere. The Commercial Street classification can also be used for industrially zoned lands where lower volume truck traffic is expected. This section is identical to Standard Residential, but the parking lane may be striped. Six inches of right-of-way is to be provided behind the sidewalks. The width of the planter strip is measured from the face of curb to the edge of the sidewalk.

Commercial Street Cross-Section. The following is the commercial street cross-section:

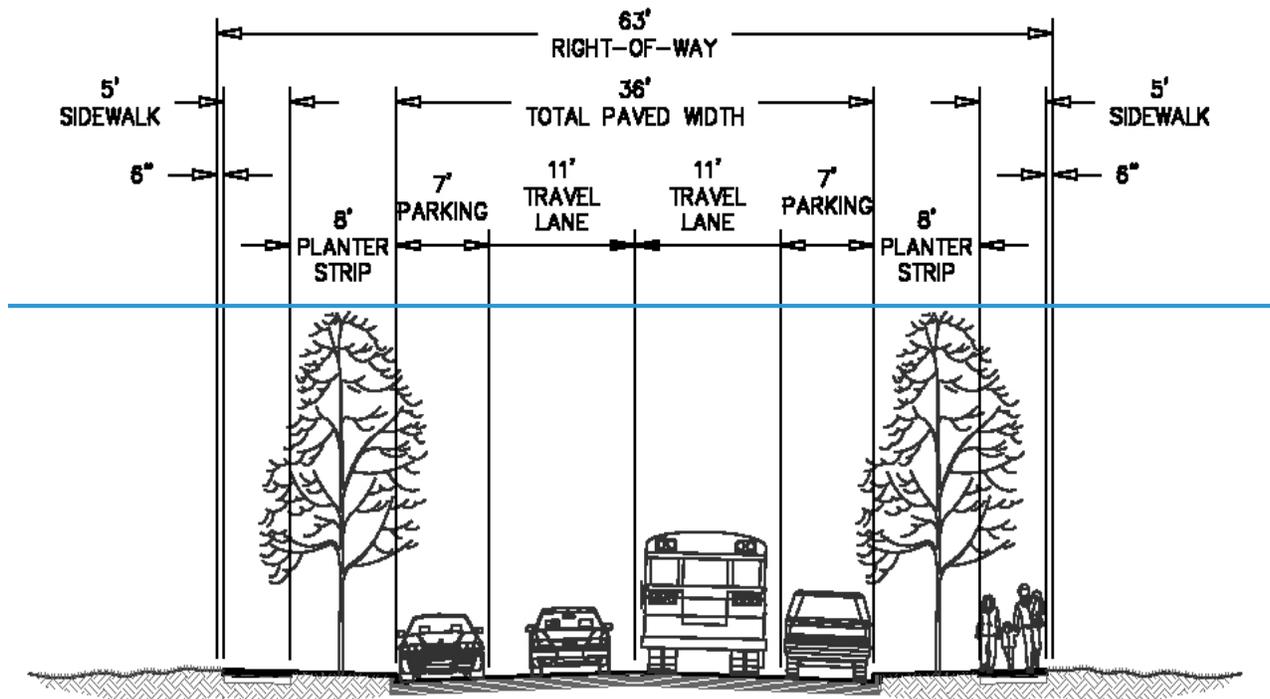
(1) Commercial Street with 7-foot Parking Lane. For use along commercial streets serving primarily commercial land uses, secondarily residential land uses.



10.430 Lower-Order - Residential Street Classification System.

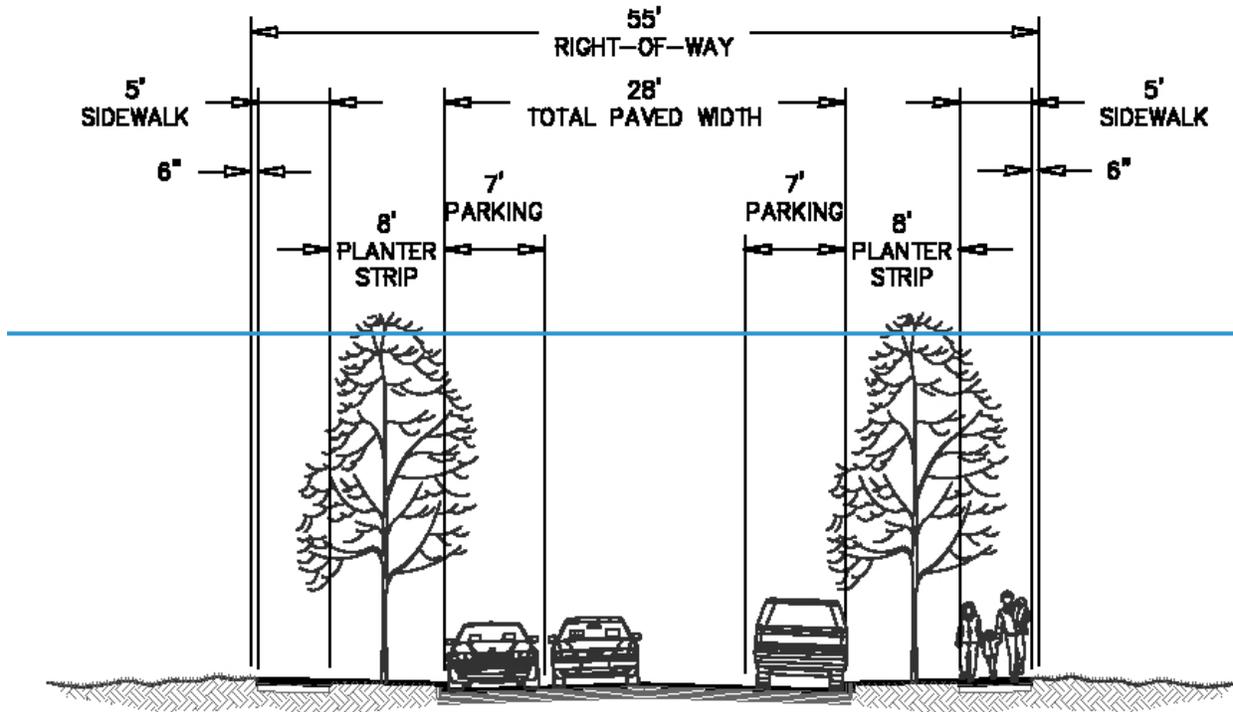
Residential streets conduct local traffic to collector and arterial streets at relatively low traffic volumes and speeds and provide important direct land access to individual parcels. There are three (3) categories of residential streets as follows:

Standard Residential



~~(1) Standard Residential Streets. A street which provides direct access to immediately adjacent residentially zoned land and connections between collector street and minor residential streets. Design requirements for a standard residential street include two (2) travel lanes with on-street parking, sidewalks, and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.~~

Minor Residential



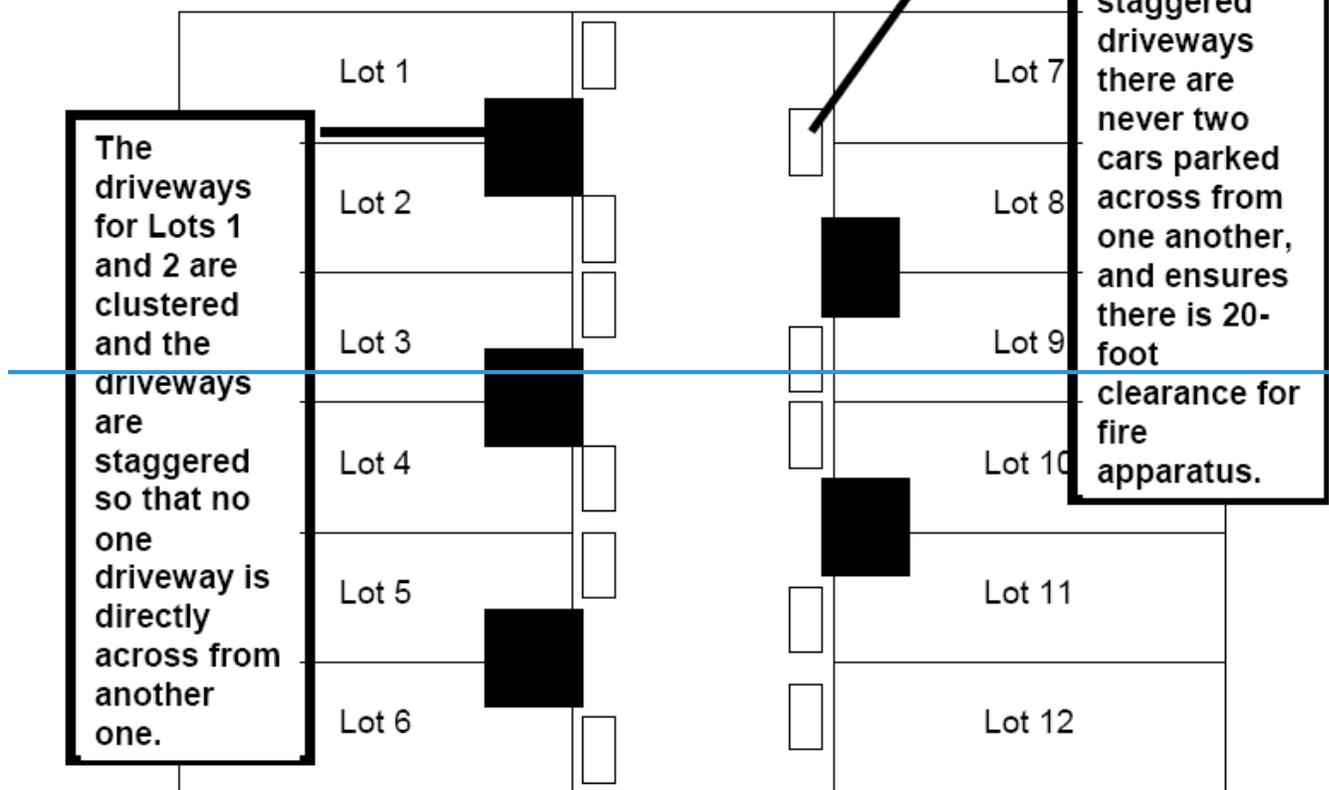
~~(2) Minor Residential Streets. A street which provides direct access to immediately adjacent residentially zoned land and neighborhood street connectivity, and which serves up to one hundred (100) dwelling units. On street parking is provided on both sides of the street. Design requirements for a minor residential street include two (2) travel lanes with sidewalks and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In order to ensure that there is at least twenty (20) feet of unobstructed clearance for fire apparatus, the developer shall choose from one of the following design options:~~

~~———— (a) Clustered, offset (staggered) driveways (see example) (design approved by Fire Department), and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 250 feet.~~

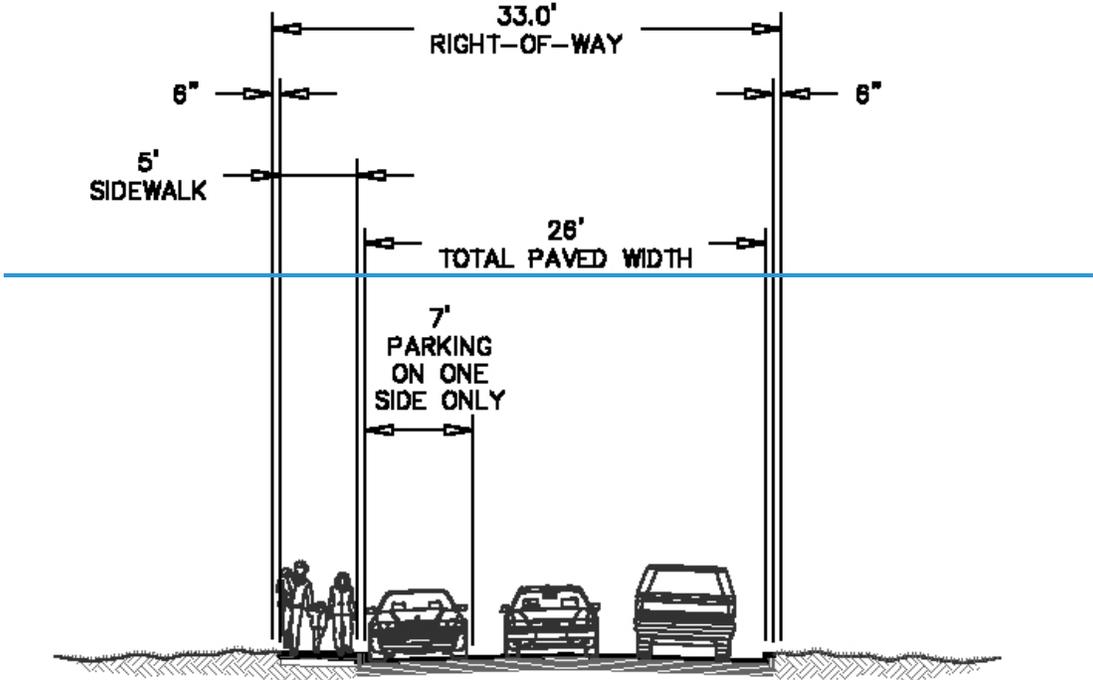
~~———— (b) All dwellings that front and take access from minor residential streets to be equipped with a residential (NFPA 13D) fire sprinkler system, and fire hydrants located at intersection with the maximum fire hydrant spacing along the street of 500 feet.~~

~~———— (c) Total paved width of 33 feet with five and a half (5 ½) foot planter strips.~~

EXAMPLE OF CLUSTERED, STAGGERED DRIVEWAYS FOR FIRE CLEARANCE



Residential Lane

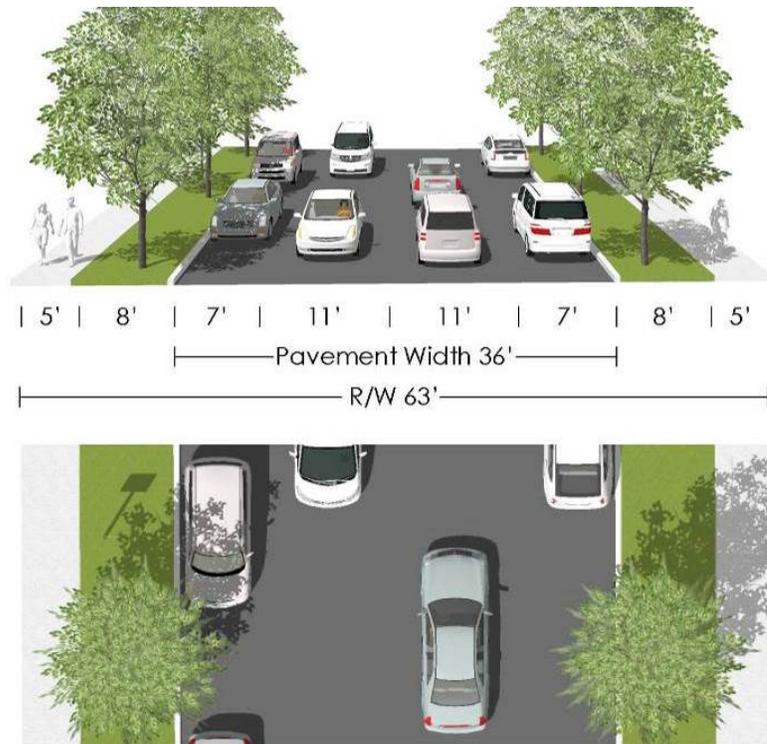


~~(3) Residential Lane. A street having the sole function of providing direct access to immediately adjacent residentially zoned land, and upon which a maximum of eight (8) dwelling units take access. A residential lane is a short street (no more than 450 feet in length) with a single travel lane, and parking on one side. Sidewalks shall be provided on the parking side of the street, and planter strips are not required. Those residential lanes that are not through streets shall terminate in a standard cul de sac that complies with Section 10.450.~~

(A) Standard Residential Street Description. Standard residential street classification is a local street that prioritizes access over throughput and generally serves less than 2,500 vehicles per day. The standard residential street classification is the highest of the residential roadway classifications, connecting neighborhoods to collector roadways. This designation provides one travel lane and on-street parking in each direction with a sidewalk and planter strip on both sides. Typical volumes and speeds on Standard Residential streets are low enough to accommodate shared use of travel lanes between bicyclists and motorists. Six inches of right-of-way is to be provided behind the sidewalks to accommodate property survey monumentation. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.

Standard Residential Street Cross-Sections.

(1) Standard Residential Street. For use along standard residential roadways.



(B) Minor Residential Street Description. A street which provides direct access to immediately adjacent residentially zoned land and neighborhood street connectivity, and which serves up to one hundred (100) dwelling units. On-street parking is provided on both sides of the street. Design requirements for a minor residential street include two (2) travel lanes with sidewalks and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. Those minor residential streets that are not through streets shall terminate in a standard cul-de-sac that complies with Section 10.450. In order to ensure that there is at least twenty (20) feet of unobstructed clearance for fire apparatus, the ~~developer~~ applicant shall choose from one of the following design options:

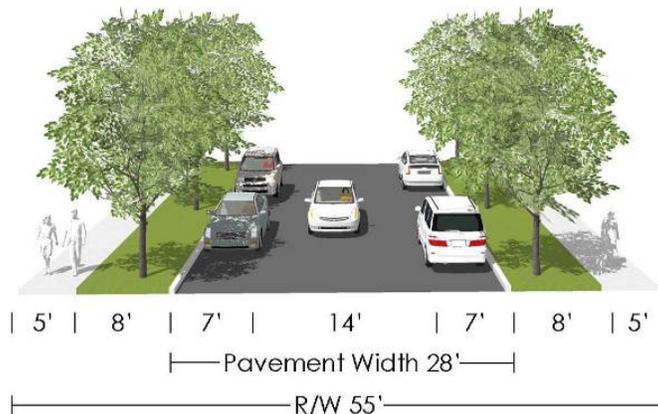
~~(a)~~ (1) Clustered, offset (staggered) driveways (for an example see 10.430(C) example) (design approved by Fire Department), and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 250-feet shall be provided. The Fire Department shall approve the design of offset/staggered driveways.

~~(b)~~ (2) All dwellings that front and take access from minor residential streets shall to be equipped with a residential (NFPA 13D) fire sprinkler system, and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 500-feet.

~~(c)~~ (3) Total paved width of 33-feet with five-and-a-half (5 ½) foot planter strips.

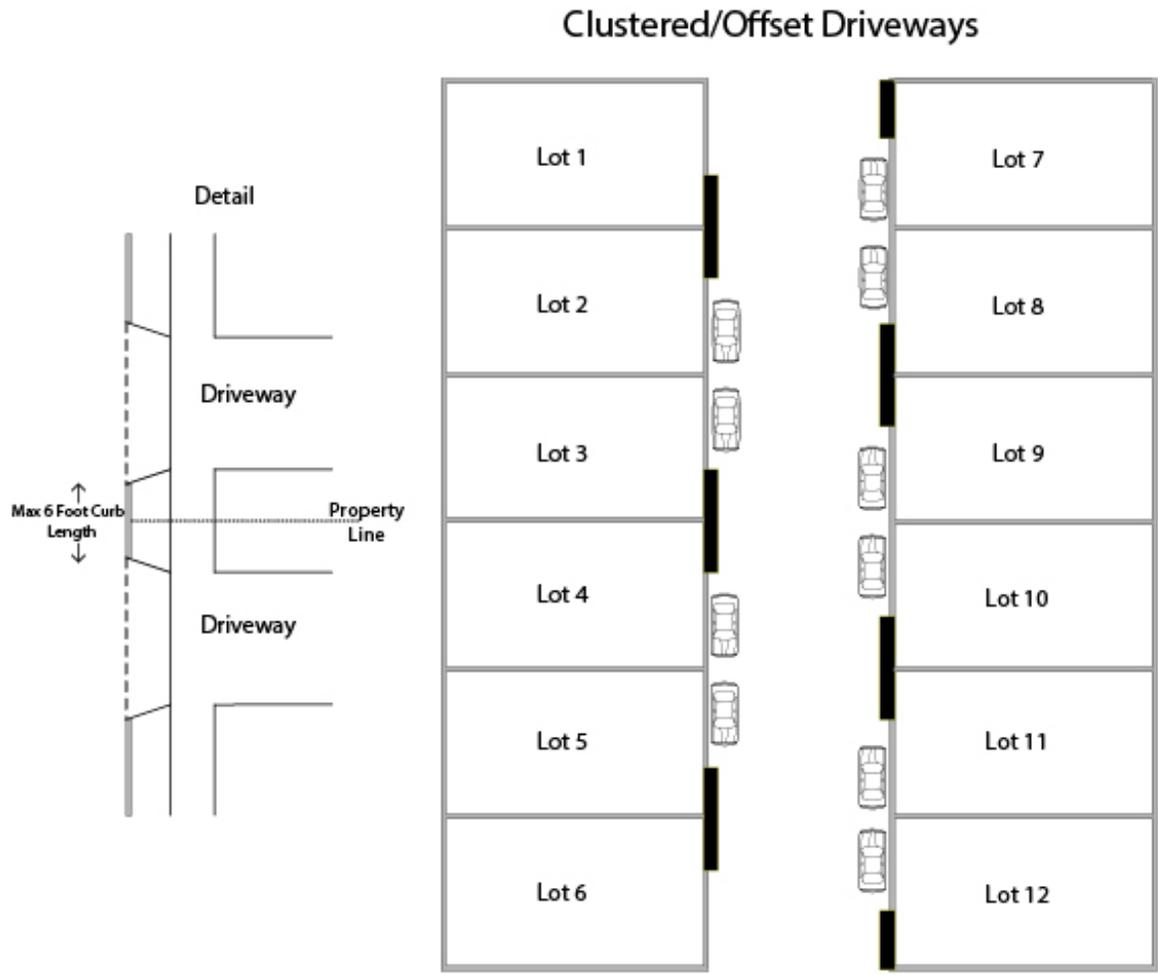
Minor Residential Street Cross-Sections.

(1) Minor Residential Street. For use along minor residential roadways.



(C) Minor Residential Street Driveway Clustering/Staggering

To ensure a minimum 20 foot clearance for access of a fire apparatus (i.e. fire-truck), along minor residential streets, and allow for the ability to have a setup area in an emergency event driveways shall be clustered and/or staggered. The image below represents how clustering/staggering can be accomplished. Lots 1 and 2, 3 and 4, 5 and 6, 8 and 9, and 10 and 11 are clustered together. The clustered driveways are offset on the opposite side of the street; in other words, clustered driveways shall not be directly across from another cluster.



Not to Scale

□

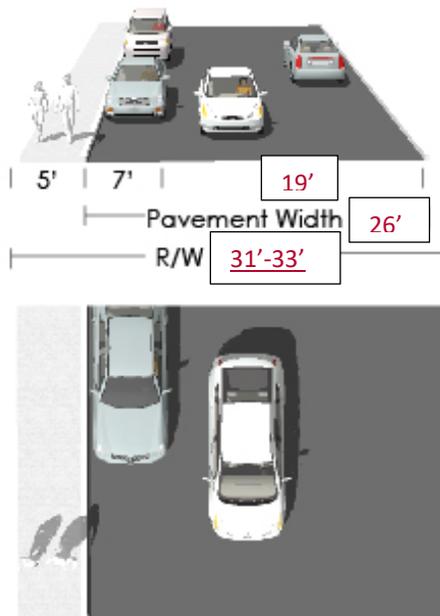
(C) Residential Lane Description. Residential Lanes are the lowest order of the local residential facilities. These roads can serve a maximum of 8 residences and extend no more than 450 feet. Those residential lanes that are not through streets shall terminate in a standard cul-de-sac that complies with Section 10.450. Six inches of right-of-way is to be provided behind the sidewalks or curb if no sidewalk is present. The right-of-way width provides for future sidewalks and landscape strips on both sides of the roadway. Sidewalks shall be provided on the parking side of the street, and planter strips are not required.

Special Note:

- (i) Additional two feet of right-of-way is required for drainage behind the curb with no sidewalk when the road is on the outside border of a development. The additional two feet are not required when street is internal to the development and there is a Public Utility Easement (PUE) behind the curb.

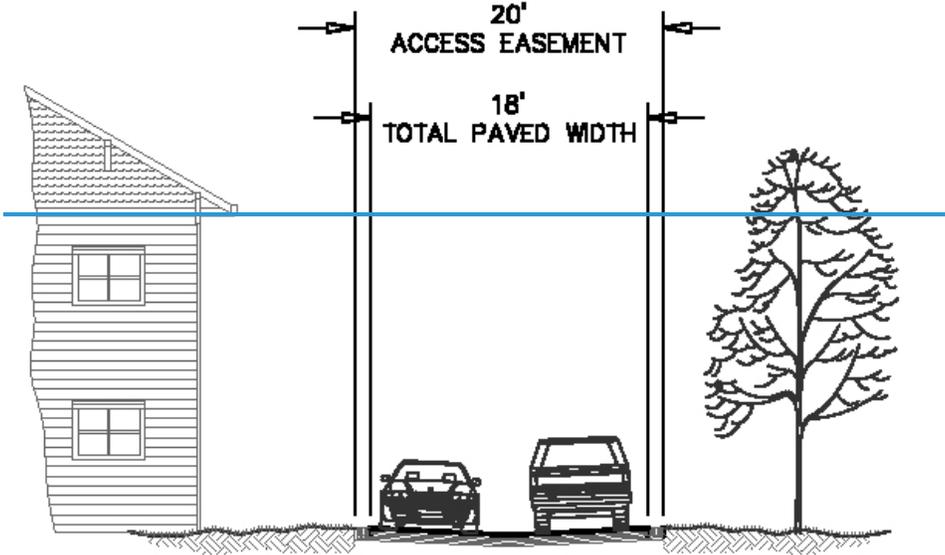
Residential Lane Cross-Sections.

(1) Residential Lane. For use along residential lane roadways.



10.430A Non-Street Alternatives.

Minimum Access Easement (Private)



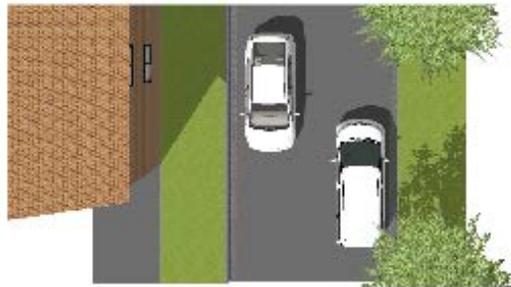
(A) Minimum Access Easements, General. There are two types of minimum access easements a minor and a major. An easement containing a shared driveway having the sole function of providing direct access to immediately adjacent residentially zoned land. Minimum access easements differ from residential lanes and public streets in that they are privately maintained.

Special Note:

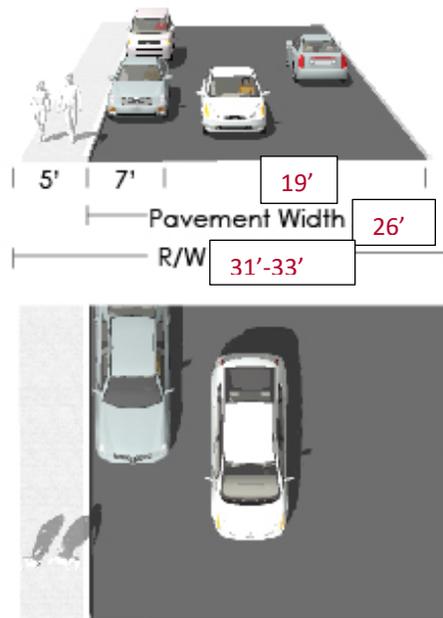
- (i) Public Utility Easements (PUE), when required, may be underneath the pavement of a minimum access easement.

The associated descriptions and cross-sections can be seen below.

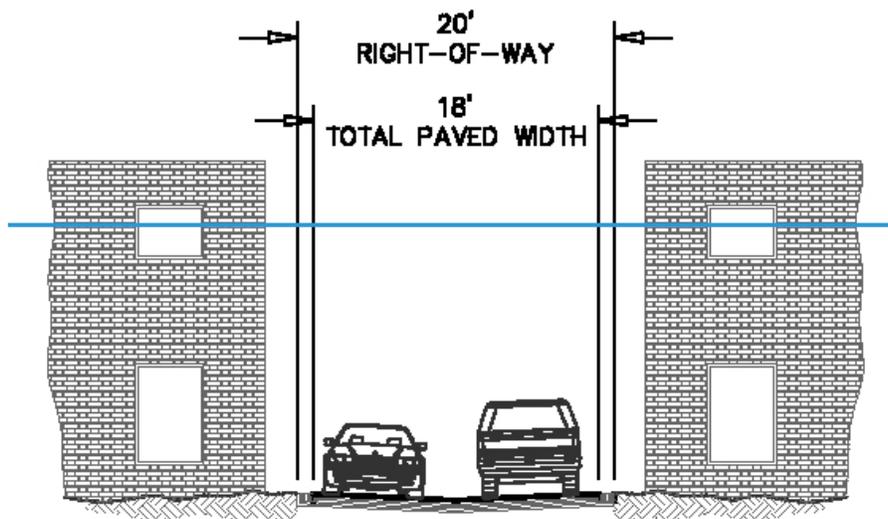
(1) Minor Minimum Access Easement. ~~An easement containing a shared driveway having the sole function of providing direct access to immediately adjacent residentially zoned land, and upon~~ which a minimum of two (2) and maximum of three (3) dwelling units (not including Accessory Dwelling Units-ADU's) take access. A minor minimum access easement must meet the minimum driveway turnaround standards in Section 10.746(11). ~~Minor Minimum~~ Minor minimum access easements are permitted subject to Section 10.450. A minor minimum access easement does not have sidewalks or planter strips. No parking is permitted on a minor minimum access easement. A minor minimum access easement is considered a street for purposes of meeting lot frontage requirements, and for setback purposes. Therefore, a minor minimum access easement creates street side yards and corner lots. A minor minimum access easement does not create a through lot.



(2) Major Minimum Access Easement. An easement containing a shared driveway having the sole function of providing direct access to immediately adjacent residentially zoned land, and upon which a minimum of four (4) and maximum of eight (8) dwelling units (not including Accessory Dwelling Units-ADU's) take access. A major minimum access easement must meet the minimum driveway turnaround standards in Section 10.746(11). Parking is allowed on one side of a major minimum access easement except in dedicated fire department turn-around areas. Major minimum access easement are permitted subject to Section 10.450. A major minimum access easement is considered a street for purposes of meeting lot frontage requirements, and for setback purposes. Therefore, a major minimum access easement creates street side yards and corner lots. A minimum access easement-major does not create a through lot.



Alley



(2) (B) Alley

(1)A. Private alley: A private right-of-way, that is not a street, designed for primary or secondary means of access to abutting property, and which may or may not provide passage through blocks from street to street. Parcels abutting a private alley must also front on a street as defined herein, but not necessarily take primary motor vehicle access from a street.

(2)B. Public alley: A public right-of-way, that is not a street, designed for primary or secondary means of access to abutting property, and with passage from street to street. Parcels abutting an alley must also front on a street as defined herein, but not necessarily take primary motor vehicle access from a street.

(3)C. Standards: Alleys shall have a minimum width of twenty feet (20'), with a curb radius of not less than fifteen feet (15') at an intersection with a street. Parking within an alley is only permitted subject to a permit issued for service vehicles pursuant to Section 6.340. If an existing alley is unpaved and a property owner wants to develop their property and use the alley for access, and this results in an increase in the average daily trips (ADTs) in the alley, then the property owner shall pave the alley from their property to the nearest paved intersecting street.



10.430B Standards Applicable to All Streets.

Table IV-1 sets forth general standards for all types of City streets. The application of these standards is set forth above.

**Table IV-1
Medford Street & Non-Street Alternatives Cross-Sections Dimensions**

Functional Classification	Features/Dimensions (Each Direction)					Left Turn Lane/ Median ***	Total Paved Width	Total Right-of-Way Width
	Travel Lane	Bike Lane (Buffer Width)	On-Street Parking	Sidewalk	Planter Strip *			
Regional & Major Arterial	44'	6'	None	5'	10'	14'	70'	100'
<u>(w/ Separated Bicycle Lanes)</u>	<u>11-12'</u>	<u>6'(3')</u>	<u>None</u>	<u>6'</u>	<u>5'</u>	<u>6'-14'</u>	<u>52'-60'</u>	<u>92-100'</u>
<u>(w/ Buffered Bicycle Lanes)</u>	<u>11'</u>	<u>5'(3')</u>	<u>None</u>	<u>5'</u>	<u>7'</u>	<u>6'-14'</u>	<u>66'-74'</u>	<u>92-100'</u>
<u>(w/ Standard Bicycle Lanes)</u>	<u>11'</u>	<u>6'</u>	<u>None</u>	<u>5'</u>	<u>10'</u>	<u>6'-14'</u>	<u>62'-70'</u>	<u>92-100'</u>
Minor Arterial	42'	5'	None	5'	10'	14'	48'	78'
<u>(w/ Separated Bicycle Lanes)</u>	<u>12'</u>	<u>6'(3')</u>	<u>None</u>	<u>6'</u>	<u>5'</u>	<u>6'-14'</u>	<u>30'-38'</u>	<u>70'-78'</u>
<u>(w/ Buffered Bicycle Lanes)</u>	<u>11'</u>	<u>5'(3')</u>	<u>None</u>	<u>5'</u>	<u>8'</u>	<u>6'-14'</u>	<u>44'-52'</u>	<u>70'-78'</u>
<u>(w/ Standard Bicycle Lanes)</u>	<u>11'</u>	<u>6'</u>	<u>None</u>	<u>5'</u>	<u>10'</u>	<u>6'-14'</u>	<u>40'-48'</u>	<u>70'-78'</u>
Major Collector	44'	5'	None	5'	10'	12'	44'	74'
Alternative	44'	5'	7'	5'	10'	None	46'	76'
<u>(w/ Buffered Bicycle Lanes)</u>	<u>11'</u>	<u>5'(2')</u>	<u>None</u>	<u>5'</u>	<u>8'</u>	<u>12'</u>	<u>48'</u>	<u>74'</u>
<u>(w/ Standard Bicycle Lanes)</u>	<u>11'</u>	<u>5'</u>	<u>None</u>	<u>5'</u>	<u>10'</u>	<u>12'</u>	<u>44'</u>	<u>74'</u>
Minor Collector	11'	5' 6'	7' 8'	5'	8'	None	46' 34'-50'	72' 58'-74'
Commercial Street	11'	None	7'	5'	8'	None	36'	63'
Industrial Street	12'	None	8'	5'	8'	14'	40'-54'	66'-80'
Standard Residential	11'	None	7'	5'	8'	None	36'	63'
Minor Residential	11' 14'	None	7'	5'	8'	None	28' ***	55'

(See 10.430(B2) for

Functional Classification	Features/Dimensions (Each Direction)					Left Turn Lane/Median**	Total Paved Width	Total Right-of-Way Width
	Travel Lane	Bike Lane (Buffer Width)	On-Street Parking	Sidewalk	Planter Strip*			
design options.)								
Residential Lane	17'19'	None	7' One Side	5' One Side	None	None	26'***	31' to 33'
Minor Minimum Access Easement	18'	None	None	None	None	None	18'	20'
Major Minimum Access Easement	19'21'	None	7' One Side	5' One Side	None	None	26'28'	33'34' 36'
Alley	18'	None	None	None	None	None	18'	20'

~~Note 1: These street standards apply to new or reconstructed streets under the jurisdiction of and maintained by the City of Medford. Jackson County and ODOT have their own street design standards that are applicable to facilities under the jurisdiction of and maintained by those agencies.~~

~~Note 2: See the Central Business (C-B) District Overlay and adopted specific or Neighborhood Circulation Plans for exceptions to these standards.~~

~~* A pedestrian pad may be required in the right-of-way at bus stops to ensure ADA compliance. A pedestrian pad is at minimum a four-foot (4') wide area between the bus stop and curb where a bus ramp would be deployed. Planter strips may be eliminated in areas with greater pedestrian activity (such as Downtown or in transit-oriented districts) to provide up to fifteen (15) feet of walking area, including a "furniture zone" for utilities, benches, trees and other streetscape components.~~

~~** Raised medians shall be installed with turn bays as necessary. Traffic analysis shall be conducted to determine the need for turn bays and required vehicle storage length.~~

~~*** Street width numbers are not additive. When vehicles are parked on both sides of the street, travel lane width is effectively reduced to accommodate only a single vehicle at any one time.~~

10.431 Street Improvement.

All new street improvements required as a condition of development shall be improved to the standards set forth in this chapter unless otherwise specified herein or excepted as per Section 10.186. For purposes of this section, the term new street shall be defined as an unimproved street or existing street which does not have curb and gutter and/or meet the cross-sections per 10.428, 10.429, 10.430, 10.430A, and 10.430B.

(A) Street Improvements and Transit Facilities

(1) A pedestrian pad may be required in the right-of-way at bus stops to ensure ADA compliance. A pedestrian pad is at minimum a four-foot (4') wide area between the bus stop and curb where a bus ramp would be deployed. Planter strips may be eliminated/interrupted in areas with greater pedestrian activity (such as Downtown or in transit-oriented districts, per the TSP) to provide up to fifteen (15) feet of walking area, including a "furniture zone" for utilities, benches, trees and other streetscape components.

(B) Street Improvements and Dedications for City-Owned Parkland

(1) Street improvements and right-of-way dedications shall be found by the Planning Commission to be reasonably associated with impacts caused by the park necessary for service to the park.

(2) The requirements for street utility improvements, associated with a land division for City-owned parkland, may be deferred to the time of a Park Development Review application. A final plat of the land division may proceed in advance of such required improvements. Any lots created that are not intended for park purposes shall comply with the dedication and improvement provisions.

(C) Street Improvements and Turn Bays.

(1) Raised medians shall be installed with turn bays as necessary. Traffic analysis shall be conducted to determine the need for turn bays and required vehicle storage length.

* * *

10.451 Additional Right-of-Way and Street Improvements.

Whenever an improved arterial or collector street are abutting or within a development and do not meet current City Standards, ~~only~~ additional right-of-way and improvements, as per ~~Table IV-1 in Section 10.430B~~ 10.427, shall be required as a condition to the issuance of a development permit, unless otherwise occupied by structures in which case only a partial dedication will be required.

* * *

10.462 Maintenance of Level of Service D.

Whenever level of service (LOS) is determined to be below ~~level D~~ the target listed in Table IV-2 for arterials or collectors, development is not permitted unless the developer makes the roadway or other improvements necessary to maintain level of service ~~D~~ respectively. See Table IV-2 below for description of service levels. Level of service criteria shall be based on the latest edition of the Highway Capacity Manual for the motorized vehicle mode. The following are the level of service standards for intersections in the City of Medford.

**TABLE IV-2
SERVICE-INTERSECTION LEVELS OF SERVICE FOR ARTERIAL AND COLLECTOR STREETS**

	Typical Traffic Flow Conditions
Service Level A Barnett Road & Highland Drive	Relatively free flow of traffic with some stops at signalized or stop sign controlled intersections. Average speeds would be at least 30 miles per hour. The volume to capacity ratio would be equal or less than 0.60. <u>LOS E</u>
Service Level B South Pacific Highway (Hwy 99) & Stewart Avenue	Stable traffic flow with slight delays at signalized or stop sign controlled intersections. Average speed would vary between 25 and 30 miles per hour. The volume to capacity ratio would be equal or less than 0.70. <u>LOS E</u>
Service Level C Citywide (unless otherwise listed)	Stable traffic flow but with delays at signalized or stop sign controlled intersections to be greater than at Level B but yet acceptable to the motorist. The average speeds would vary between 20 and 25 miles per hour. The volume to capacity ratio would be equal to or less than 0.80. <u>LOS D</u>
Service Level D	Traffic flow would approach unstable operating conditions. Delays at signalized or stop sign controlled intersections would be tolerable and could include waiting

Typical Traffic Flow Conditions

through several signal cycles for some motorists. The average speeds would vary between 15 and 20 miles per hour. The volume to capacity ratio would equal or be less than 0.90.

Service Level E

Traffic flow would be unstable with congestion and intolerable delays to motorists. The average speed would be approximately 15 miles per hour. The volume to capacity ratio would be 1.00.

Service Level F

Traffic flow would be forced and jammed with stop and stop and go operating conditions and intolerable delays. The average speed would be less than 15 miles per hour.

NOTE:

The average speeds are approximations observed at the various levels of service but could differ depending on actual conditions



City of Medford

Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

Subject 2018 TSP Updates – Level-of-Service (LOS) & Cross-Sections
 File no. DCA-18-179
 To Planning Commission *for March 11, 2019 study session*
 From Kyle Kearns, Planner II – Long Range Division
 Date March 6, 2019

BACKGROUND

On December 6, 2018 the City of Medford adopted the 2018-2038 Transportation System Plan (TSP), as an element of the Comprehensive Plan, per ordinance no. 2018-126. Contained within the TSP are various analyzes of existing and future conditions, a roadway classification system, existing and future intersection performance standards (often referred to as level-of-service [LOS]) and goals, policies and action items. As an element of the Comprehensive Plan, it drives much of the land use policies and decisions surrounding the City's transportation system. To create consistency with the Comprehensive Plan and the Medford Land Development Code (MLDC) additional amendments to the MLDC are required, thus this is the intent of project DCA-18-179.

Exhibit A, as proposed, has been reviewed at a Land Development Committee meeting on March 6, 2019 and is being considered for recommendation by the Transportation Commission on March 20, 2019. Comments from the Land Development Meeting have been incorporated into Exhibit A and recommendations from the Transportation Commission will be incorporated for the April 11 Planning Commission hearing.

This memorandum will review, in brief, the reasons for the amendment as proposed and how they pertain to the TSP goals, policies and action items. The draft (Exhibit A) has two major components, those being: creating consistency with the comprehensive plan and the addition of legacy street standards. Each is explained separately to simplify the amendment's text.

CONSISTENCY WITH THE TSP & COMPREHENSIVE PLAN

The TSP analyzes two major components of the City's transportation system, those being roadway functional classification and intersection level-of-service. Functional classification of a roadway characterizes the intended purpose, amount, and type of vehicular traffic a roadway is expected to carry, provisions for non-auto travel, and the roadway's design standards. The classification considers access to adjacent land uses and transportation modes to be accommodated. Level-of-service, as defined in the MLDC, is "A qualitative measure describing

operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, delay, and safety.”

Both of these components of the TSP were analyzed in present tense and then again assuming the construction of certain projects based on the prioritized projects in the TSP; these prioritized projects are referred to as Tier 1 projects. Tier 1 projects are projected to have funding provided by the City through SDC collection, capital funds, bonds and other available financing options. If a project is a Tier 2 project it is identified as a need, but currently unfunded by the City. Projects not listed as a Tier 1 are still held to the same standards identified below.

Both of these standards are proposed to be updated in Exhibit A to meet the TSP’s analysis. The following two updates pertaining to cross-sections and level-of-service are needed to create consistency with the TSP and the MLDC. Each are proposed as follows:

Roadway Cross-Sections

Each roadway within the city is assigned a functional classification as defined above. These classifications are further defined with a cross-section highlighting the width of the various elements contained in the roadway accommodating for auto, pedestrian and bicycle travel modes. Each proposed roadway cross-section is contained in Exhibit A, notable changes include:

- The inclusion of a regional arterial cross-section
- Preference of separated bicycle facilities (i.e. outside the pavement within the curb) on arterial and collector roadways
- Refinement of the minimum access easement to include a major and minor standards (8/3 dwelling units permitted, respectively)
- Updated width standards to reflect the TSP

Level-of-Service (LOS)

The other notable analysis in the TSP is that of the City’s intersections. It was found that the majority of the City’s intersections will function at a LOS “D” or better with the funded Tier 1 projects. There are two exceptions to this standard, which are permitted to operate at a LOS “E,” those being the intersections of:

- Barnett Road and Highland Drive
- South Pacific Highway (Hwy. 99) and Stewart Avenue

Exhibit A reflects these level-of-service changes.

LEGACY STREETS

The aforementioned policy items are required to ensure all new development provides for a transportation system that operates at the level in which the TSP has projected. Functional classification and LOS both ensure this by setting standards to which each roadway functions at an expected level. However, as it pertains to asking for right-of-way (ROW), the strict application of the roadway cross-section becomes difficult on existing streets. For example, a majority of Stewart Avenue and Columbus Avenue are surrounded by developed properties and portions of these roads are missing travel lanes, bike lanes, sidewalks and planter strips in much of the ROW.

During the drafting of the TSP this raised the question of whether or not taking of private property near existing roads for future roadway development was an example worth setting. This policy question drove the inclusion of goals, action items and policies to prepare design standards sensitive to the already existing development to ensure roadways like Stewart Avenue and Columbus Road aren't prioritized over existing businesses and homes. The items in the TSP include:

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.

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.

GOAL 5 – FINANCING – Optimize funding resources so that transportation investments are fiscally sound and economically sustainable.

- **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.

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.

Key Code and Policy Amendments

- Codify changes related to legacy street standards as outlined in the Legacy Streets section

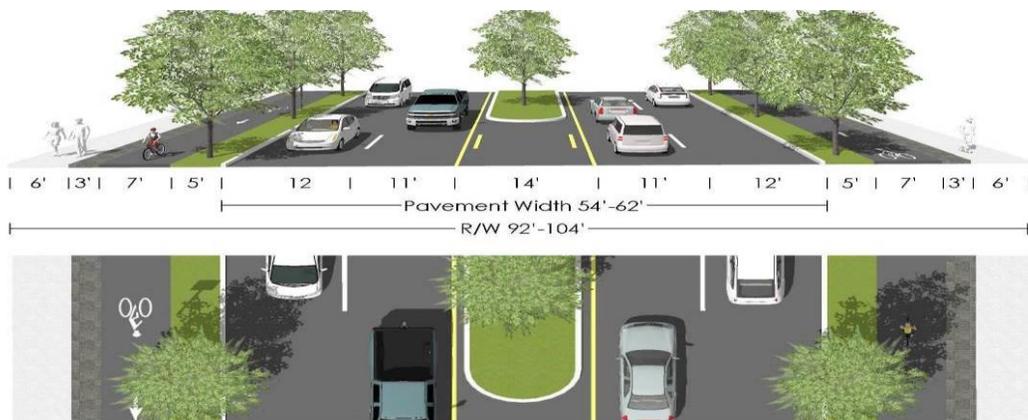
What are Legacy Streets?

Legacy Streets are existing improved streets that do not meet the cross-section width standards, existing streets that are mostly improved but have unimproved segments, or existing streets that are predominantly surrounded by developed properties on both sides. Examples of roadways that staff has identified as legacy streets include Stewart Avenue, McAndrews Road, Columbus Avenue and Crater Lake Avenue; this list is in no way complete and the standards proposed in Exhibit A apply to streets that meet the legacy street standards. Legacy streets include all classifications of roadway from arterial to minor residential. Below is an example of the difference in an existing roadway and the proposed cross-section.

Crater Lake Avenue – Major Arterial



Proposed Cross-Section - Major Arterial



Proposed Standards

The intent of the legacy street standards is to be sensitive to the existing development while also enabling the inclusion of all modes of travel in existing ROWs. Proposed in Exhibit A is a prescriptive method to reviewing and conditioning legacy street development with discretion

being provided to the City Engineer. Staff is proposing discretion to the City Engineer for reasons of safety and professional expertise. As proposed there are seven scenarios in which legacy streets are placed, those being:

- (1) Facilities exist for all travel modes, but are narrower than the current standard
- (2) Missing vehicle lanes
- (3) Missing center-turn-lanes
- (4) Missing planter strip and/or sidewalk
- (5) Missing bike facilities
- (6) Streets that are mostly improved to an old standard but have unimproved segments
- (7) Existing streets and alleys predominantly surrounded by developed properties on both sides

Each of the above scenarios has a prescriptive process that the City Engineer is to follow in providing conditions for development. To simplify the legacy street process, staff is proposing that a conference with the City Engineer be required prior to submitting land use applications. As a part of this conference a memorandum from the City Engineer summarizing the meeting and the applicable standards shall be produced. For further detail regarding the above scenarios refer to Exhibit A.

NEXT STEPS

Staff is seeking direction from the Planning Commission as to whether more time is needed to review DCA-18-179 and if any changes are desired. A hearing before the Planning Commission is scheduled on April 11 and City Council on May 16. Staff has vetted the legacy street standards with Public Works staff in five separate meetings and has provided the Transportation Commission, the Land Development Committee, members of the general public, and professionals in the transportation field with the opportunity to review and comment on the proposal. All applicable comments will be incorporated prior to the hearing.

If more time is desired staff would propose separating the level-of-service and cross-section standards away from the legacy street standards and creating two separate projects. The need for updated level-of-service and cross-section standards is more immediate due to the inconsistencies in the Medford Land Development Code and Comprehensive Plan. However, staff is confident the proposal is ready for hearing.

EXHIBITS

- A Proposed Text DCA-18-179

Exhibit A

Proposed Text DCA-18-179

Deleted Text

New Text

~~Moved Text~~, Moved Text

10.012 Definitions, Specific.

* * *

Street, improved. A street having an improved paved section ~~including which may include~~ curb and gutter. Improved streets may be considered legacy streets (see legacy street definition).

Street, legacy. A street that is improved, but may be missing curb and gutter, bike facilities, right-of-way, sidewalks, planter strips, turn lanes or other facilities identified in the applicable cross-section identified in Article IV.

* * *

10.427 Street Classification System.

~~(A) Purpose.~~ This chapter establishes a street classification system, as determined in the Transportation System Plan (TSP), applicable to all streets within the City and used to determine right-of-way improvement design standards. ~~unless alternative standards are provided by an adopted Neighborhood Circulation Plan or other special area plan. When Federal~~ It is the intent of the street classification system to:

- (1) Promote the safety and convenience of vehicular, pedestrian, and bicycle traffic;
- (2) Protect the safety of neighborhood residents;
- (3) Protect the residential character of neighborhoods by limiting traffic volume, speed, noise and fumes; and
- (4) Encourage the efficient use of land.

~~(B) Applicability.~~ All existing and proposed streets within the City shall be identified by classification as follows below. The classification of higher-order streets shall be determined by the Functional Classification Map in the City of Medford ~~Street Functional Classification Plan Map~~ Transportation System Plan (TSP), as amended. All streets (existing or proposed) intended to be within the City of Medford's jurisdiction shall adhere to the street classifications identified below unless alternative standards are provided by an adopted Zoning Overlay, Neighborhood Circulation Plan, the legacy street standards as established per 10.427(D-E) or other special area plan(s), including, but not limited to, plans contained in the Comprehensive Plan. —The

classification of lower-order streets shall be consistent with any adopted Neighborhood Circulation Plan or other special area plan(s), and based upon adjacent zoning, and, in the case of residential streets, the number of dwelling units utilizing the street for vehicular access.

Street Classification

Highway

County; or state facility

Higher-Order Street System

Arterial, ~~Regional~~, Major or Minor

Collector, Major, ~~Major Alternative~~, or Minor

Lower-Order Street System – Commercial/Industrial

Commercial

Industrial

Lower-Order Street System - Residential

Standard Residential

Minor Residential

Residential Lane

Non-Street Alternatives

Minimum Access Easement

Alley

(C) Street Classification and Cross-Section Development. Following the City Engineer’s discretion, the approving authority shall have the discretion to condition a specific cross-section for a particular development/land use review as it relates to the Medford Land Development Code, Comprehensive Plan, an adopted Neighborhood Circulation Plan, a Transportation Impact Analysis (TIA) and/or safety concerns. Cross-sections are contained in each subsection as identified in 10.428, 10.429, 10.430, 10.430A, and 10.430B. Each street shall contain, unless a legacy street and/or precluded by State or Federal law, access for pedestrian, bicycle, and automobile travel.

(D) Legacy Streets and Street Classification

Existing streets that are improved and do not meet the identified cross section as outlined in Sections 10.428 – 10.430B shall be known as legacy streets. Context-sensitive design of legacy streets shall be required as a condition of land use review/development. Streets with curb and gutter and/or approved through a Transportation Facility Development review process (Type IV land use review) may be considered a legacy street. Unless specified in an adopted Zoning Overlay, Neighborhood Circulation Plan or other special area plan(s), including, but not limited to, a plan(s) contained in the Comprehensive Plan the legacy street standards of 10.427 (D-E) shall apply to all streets that meet the below standards.

Legacy streets generally fall into one or more of seven categories:

- (1) Facilities exist for all travel modes, but are narrower than the current standard
- (2) Missing vehicle lanes
- (3) Missing center-turn-lanes
- (4) Missing planter strip and/or sidewalk
- (5) Missing bike facilities
- (6) Streets that are mostly improved to an old standard but have unimproved segments
- (7) Existing streets and alleys predominantly surrounded by developed properties on both sides

(E) Developing Legacy Streets and Land Use Reviews

Below are the standards applicable to a land use action(s) considering the development of a legacy street as defined in 10.012 Definitions, Specific.

City Engineer Discretion. When approving authorities are considering conditions of approval, land use findings or other applicable items relevant to legacy street development they shall be subject to the discretion of the City Engineer. A conference with the City Engineer shall be required prior to submitting land use applications containing legacy streets; the City Engineer shall produce a memorandum summarizing the meeting and legacy street standards that would apply to the land use application and this memorandum shall be submitted as an exhibit with the land use application. If a deviation from the City Engineer’s determination is proposed, it shall be subject to the Exception land use review procedures in Section 10.186.

Legacy Street Standards. Requirements of legacy streets may include street improvements, right-of-way (ROW) dedication, off-site improvements or rejection of the aforementioned improvements. The below standards for legacy street development, independently of each standard below, shall apply when applicable. As used below, “back of sidewalk” shall refer to the end of the required ROW moving away from the street centerline to the edge of the sidewalk opposite of the street; the distance from the sidewalk the right-of-way shall be from the aforementioned edge shall be a half-foot (1/2’) in residential zones and adjacent to the sidewalk in all other zones.

When the City Engineer is considering a legacy street the following shall apply:

- (1) **If existing facilities for all modes of travel exist** on an improved street but are narrower than the current standard; then no street improvements or right-of-way dedication shall be required. Sidewalk reconstruction and right-of-way dedication shall be required if needed to meet ADA requirements along the frontage of the development.
- (2) **If the street is improved but is missing auto travel lanes**, then right-of-way dedication sufficient to accommodate missing lanes shall be required at the time of development. No physical improvements of less than a full block length (See table 10.426-1) shall be required as it relates to 10.427(E)(2).
- (3) **If the street is improved but is missing the center-turn-lane**, then right-of-way dedication sufficient to accommodate turn lanes shall be required for properties within 200 feet of

an intersection of a collector or arterial. If the property is greater than 200 feet from a collector or arterial intersection, no right-of-way shall be required. No physical improvements shall be required as it relates to 10.427(E)(3). The 200 foot measurement may be modified at the discretion of the City Engineer with applicable analysis.

(4) **If the street is improved but is missing planter strip or sidewalk**, then sidewalk and planter strip construction shall be required by development. The planter strip width may be reduced or eliminated to fit the area context and surrounding roadways. Right-of-way dedication shall be reduced to the back of sidewalk.

(5) **If the street is improved but is missing bike facilities**, then alternatives in the priority listed below shall be required. Right-of-way dedication shall be determined by the City Engineer, consistent with the alternatives identified below. When an alternative is applicable, right-of-way dedication shall be reduced to the back of sidewalk or shared use path. When determining the applicability of 10.427(E)(5) it shall be done as identified below:

(a) Alternative routes via local streets or off-street paths as identified in the Transportation System Plan (TSP) shall be used.

(b) When a bicycle project is identified in the TSP right-of-way dedication consistent with the project description shall be required.

(i) When a 14 foot sidewalk (used as a shared-use path) is identified as a bicycle facility alternative the width may be reduced to no less than 10 feet where there are existing structures or utility infrastructure.

(6) **If the street is mostly improved and between two higher order street intersections**, then unimproved sections may be built to match the abutting cross section at the City Engineer's discretion. Right-of-way dedication, or the lack thereof, shall be provided in accordance with the existing built cross-section.

(7) **If the existing street or alley is predominantly surrounded by developed properties on both sides**, then cross-sectional elements and/or right-of-way dedication may be reduced in width or eliminated at the City Engineer's discretion, to avoid existing structures and/or development, in the priority order listed below:

(a) Planter strip width reduction

(b) Planter strip elimination

(c) Parking lane elimination

(d) Bike lane buffer area

(e) Center turn lane elimination (except at higher-order intersections)

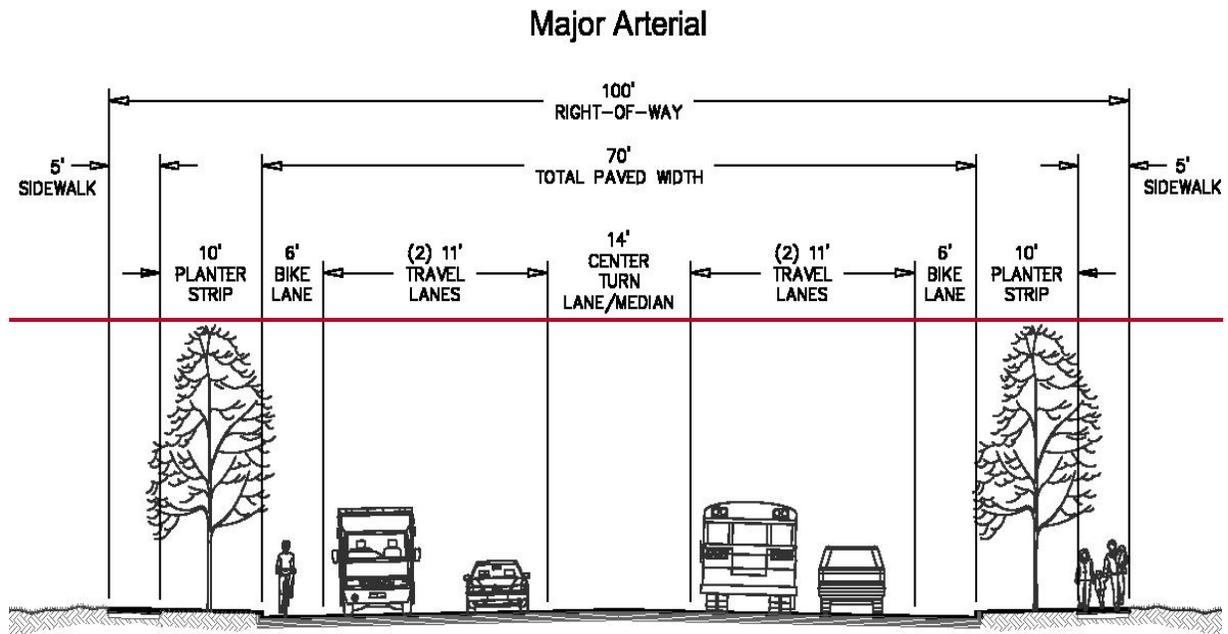
(f) Lane or alley narrowing

(g) Bike Lane narrowing or elimination

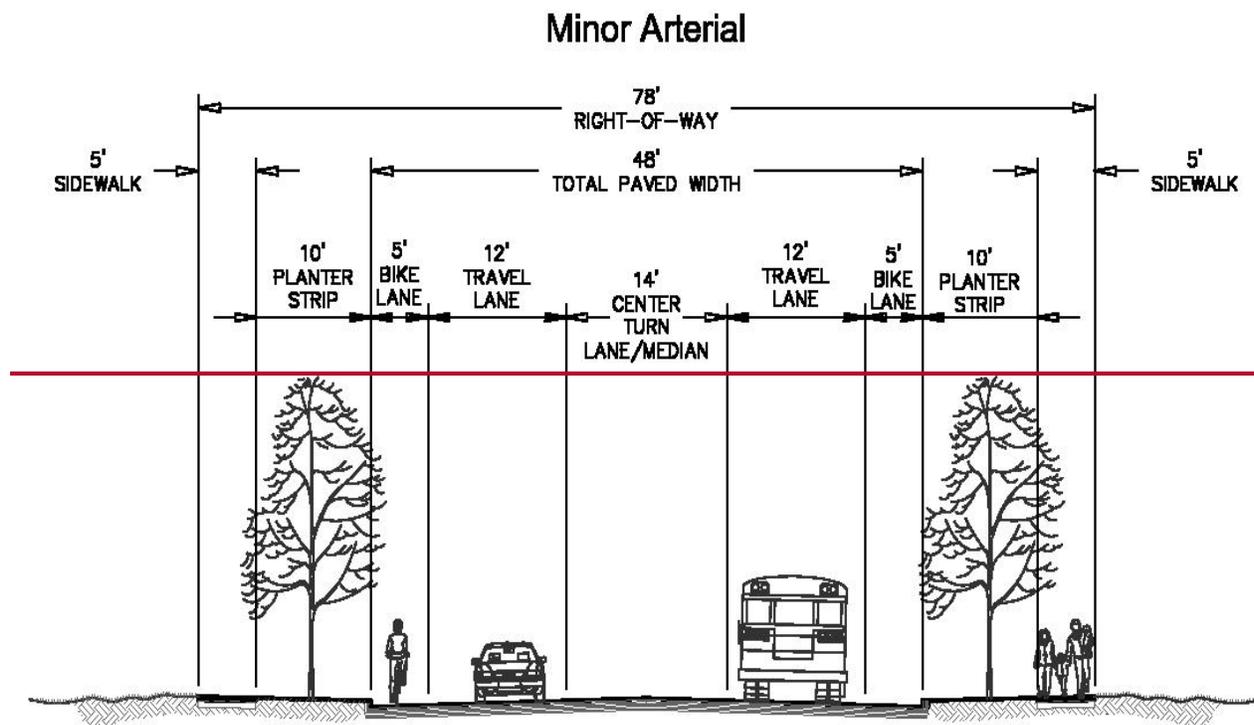
(h) Center turn lane elimination at higher-order intersections

10.428 **Higher-Order Street Classification System.**

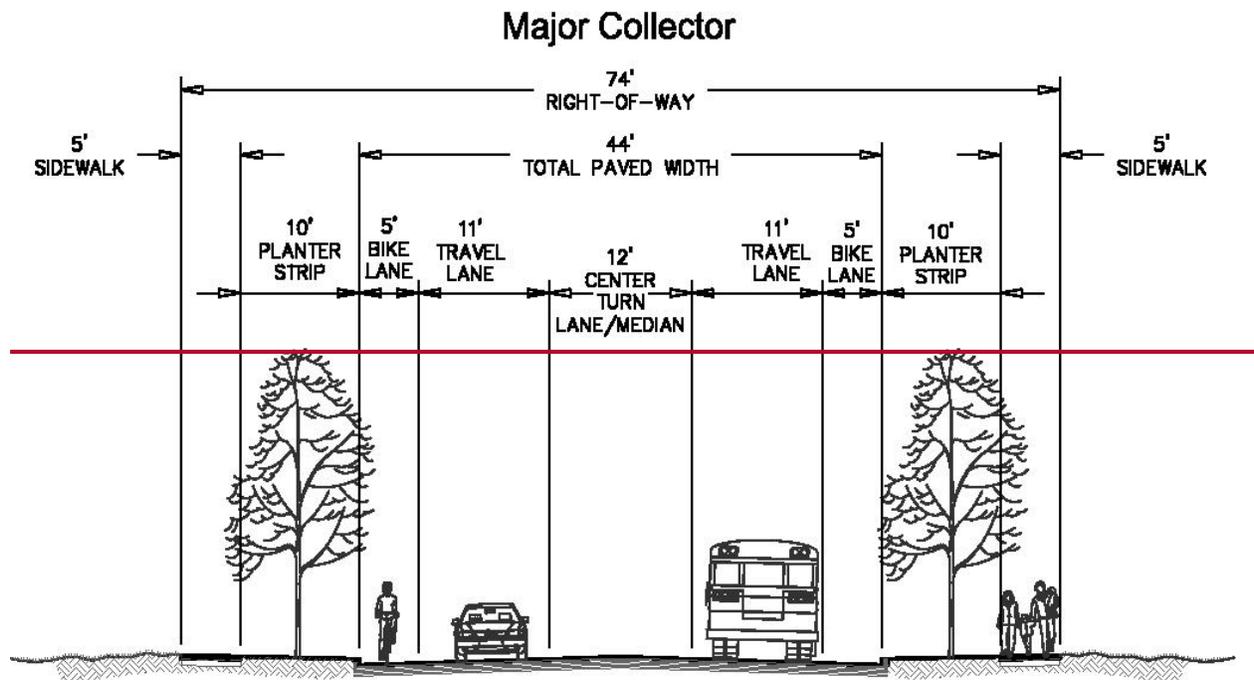
All higher-order (major) streets within the City are classified in one of the following categories:



(1) Major Arterial. A higher order street that carries heavy traffic volumes to and from collectors and other arterials, with most being traffic traveling through the urban area. Access is the most limited of any City street. The major arterial cross-section includes two (2) travel lanes and a six-foot (6') wide bicycle lane in each direction, with a fourteen-foot (14') raised median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths and numbers, may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

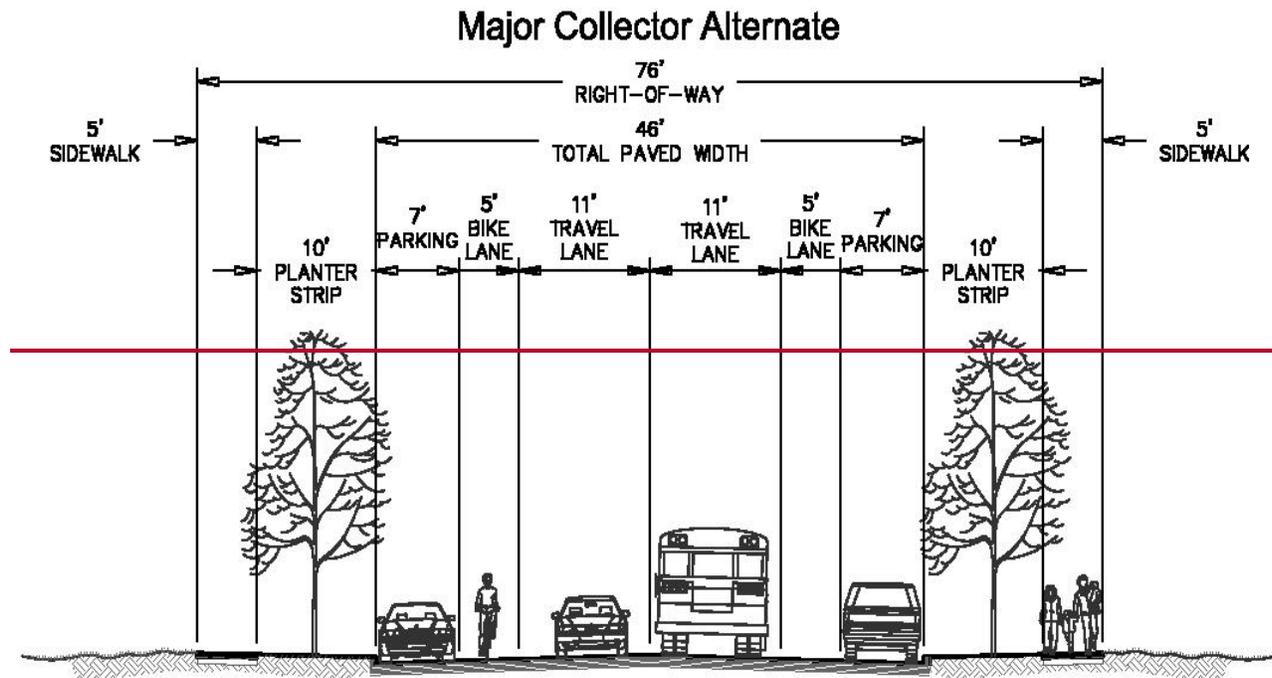


~~(2) **Minor Arterial.** A higher-order street that carries heavy traffic volumes, with most being traffic traveling within the urban area, and often connects two major arterials. The minor arterial street design is used where traffic volumes are high, but where there is limited room for street widening, or in the downtown or other transit-oriented districts, where a narrower roadway may be desirable. Access to minor arterial streets is very limited. Minor arterial cross-sections have a single travel lane and a five-foot (5') wide bicycle lane in each direction, with a raised median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths may be adjusted through an adopted plan or code standards to create a “main street” like atmosphere.~~

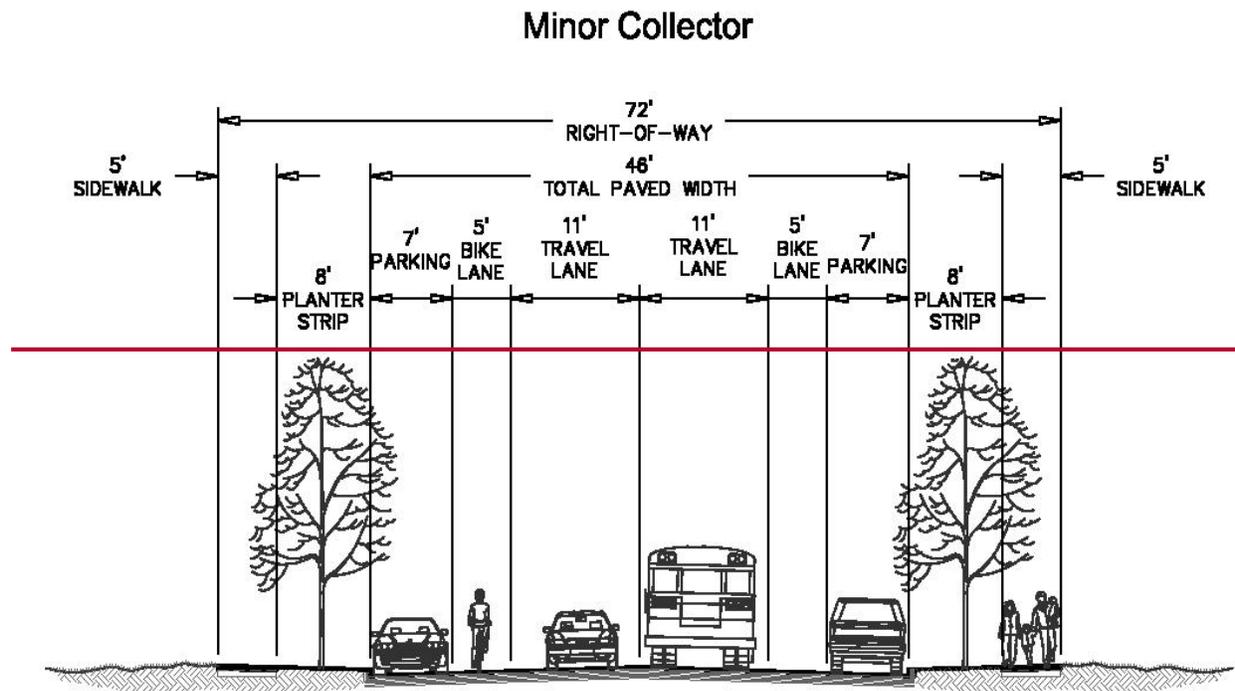


(3) Major Collector:

A higher order street that links arterial and lower order streets, and serves both access and traffic mobility functions. The major collector street cross section includes one (1) travel lane and a five-foot (5') wide bicycle lane in each direction, with a median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere. Individual residential driveway access for new development is not permitted on a major collector street if other reasonable means of access is available.



~~(4) Major Collector Alternative. On street parking is normally prohibited on major collector streets, except where included in an adopted neighborhood plan, neighborhood circulation plan, or transit-oriented districts. The Major Collector Alternative design includes on street parking, and does not have a median or center turn lane.~~



~~(5) Minor Collector. A higher order street that extends through neighborhoods, linking residential traffic on local streets with other collectors and arterial streets, and upon which a greater emphasis is placed on direct access, as compared with major collector streets, which have greater emphasis on through-traffic movement. The minor collector cross-section includes one (1) travel lane and a five-foot (5') wide bicycle lane in each direction, with sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. An on-street parking lane is included on each side of the street. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.~~

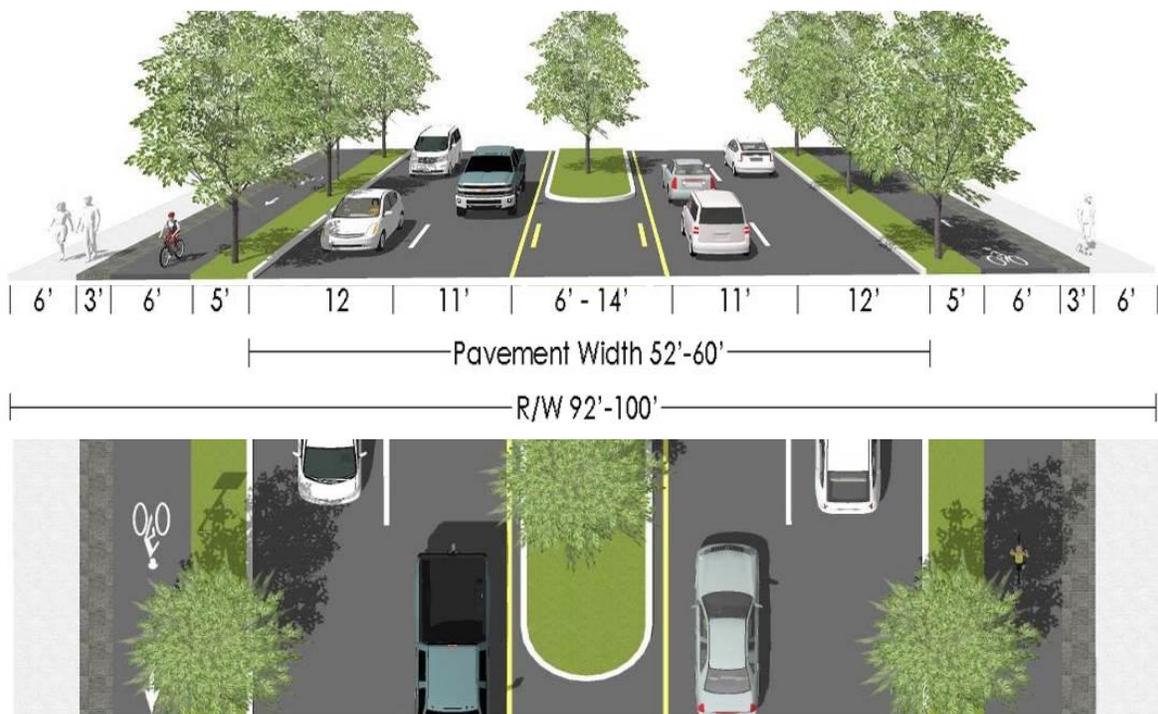
(A) Regional Arterial and Major Arterial Description. The Regional Arterial and Major Arterial classifications are primarily used for roadways with high traffic volumes and regional connections. Regional Arterials have the same cross-section as Major Arterials, but are intended to have greater access control to facilitate the movement of regional traffic. Both these classifications correspond to the Federal Highway Administration (FHWA) Other Principal Arterial classification. Arterials are higher-order facilities that are generally intended to connect to several collector roadways or provide links to higher order interstate or highway facilities. One-hundred feet of right-of-way is required for Major Arterials to allow construction of a five-lane roadway section, bicycle facilities, and detached sidewalks with a planter strip.

Where right-of-way is constrained on existing roadways, flexibility may be provided to allow modifications, consistent with the Legacy Street standards in 10.427. The width of the planter strip is measured from the face of curb to the edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths and numbers, may be adjusted through an adopted plan or code standards to create a “main-street” like atmosphere. Additionally, the median lane can be reduced to six feet if a 2-foot wide raised median is built and is compatible with the area context and surrounding roadways as determined by the City Engineer.

Examples of Regional Arterials in the City of Medford include N. Phoenix Road and Foothill Road while examples of Major Arterials include roads such as McAndrews Road and Barnett Road.

Regional, Major Arterial Cross-Sections. The following are the major/regional arterial cross-sections:

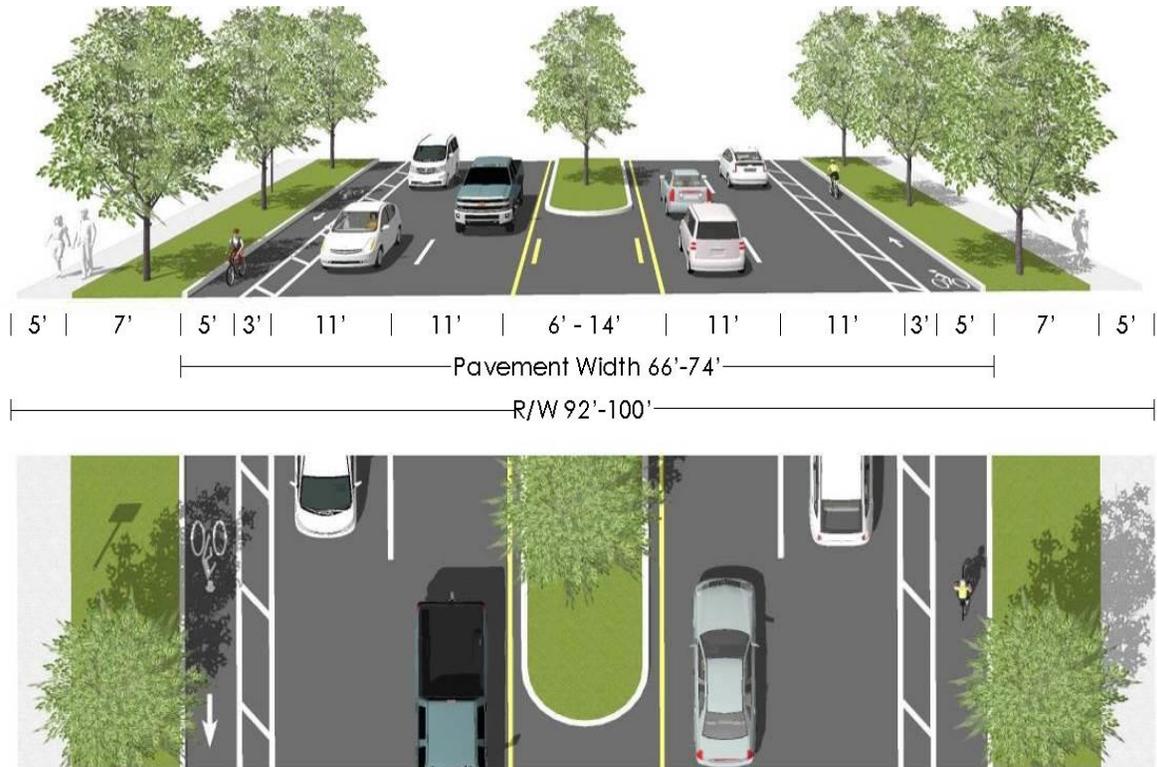
(1) Regional Arterial, Major Arterial, with Separated Bicycle Lanes. For use along regional and/or major arterial roadways new and/or unimproved.



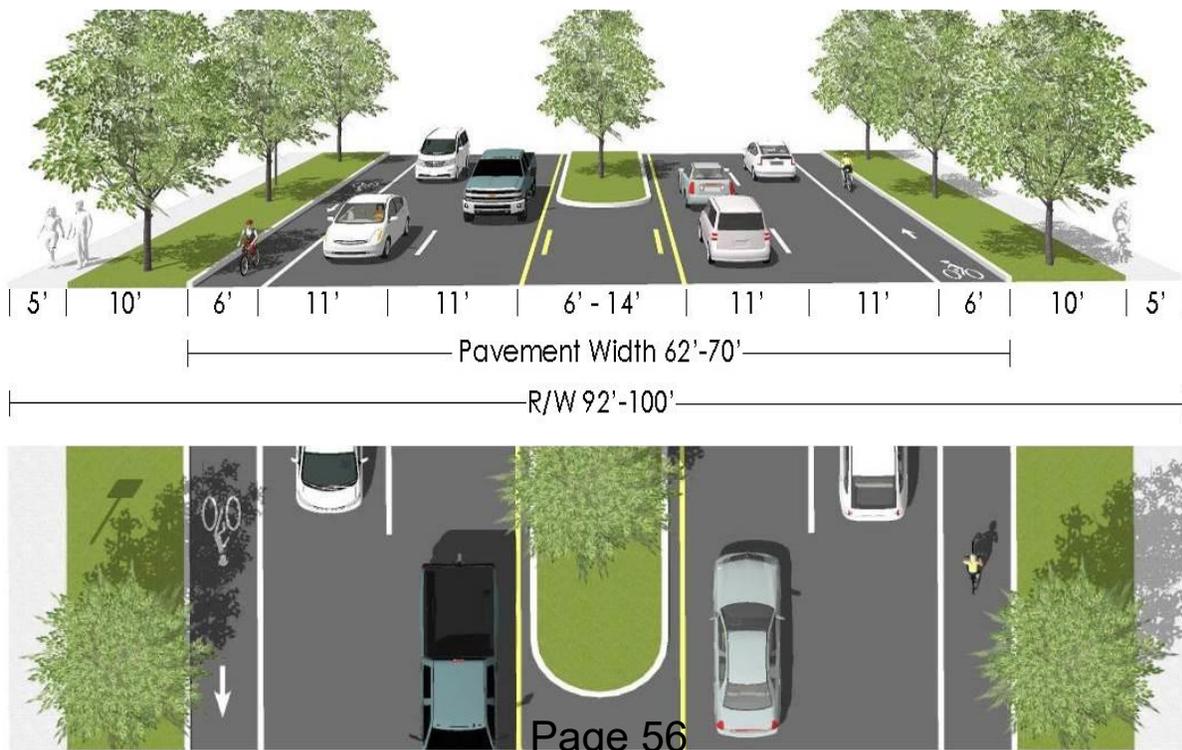
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A

(2) Regional Arterial, Major Arterial, with Buffered Bicycle Lanes. For use along regional and/or major arterial roadways.



(3) Regional Arterial, Major Arterial, with Standard Bicycle Lanes. For use along regional and/or major arterial roadways with right-of-way constraints.

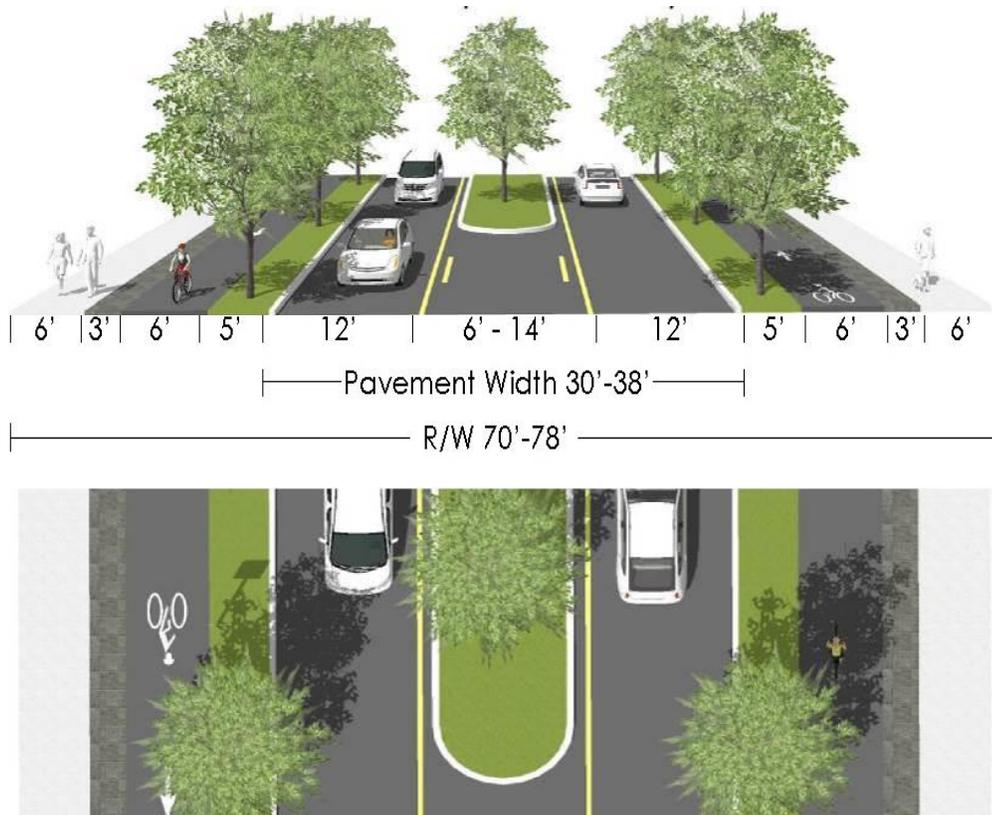


(B) Minor Arterial Description. The Minor Arterial classification further distinguishes between arterials with a five-lane cross-section (Major Arterials) as those with three travel lanes. Minor Arterials generally serve slightly lower traffic volumes than Major Arterials. Access to minor arterial streets is very limited. Where right-of-way is constrained on existing roadways, flexibility may be provided to allow modifications, consistent with the Legacy Street standards in 10.427. The width of the planter strip is measured from the face of curb to the edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or code standards to create a “main-street” like atmosphere.

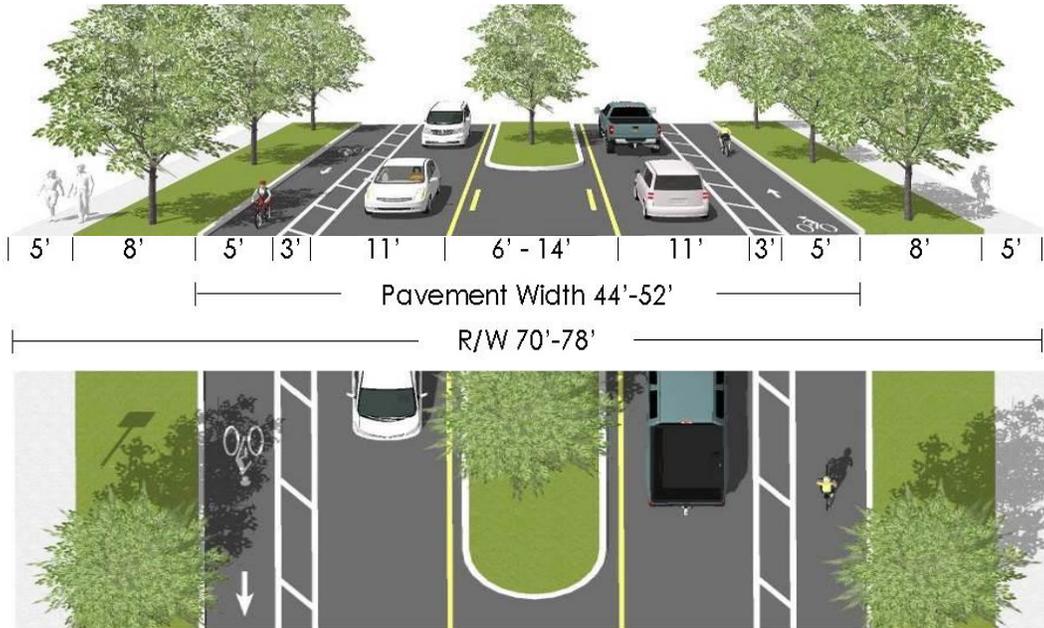
Examples of Minor Arterials in the City of Medford include West Main Street and Kings Highway.

Minor Arterial Cross-Sections. The following are the minor arterial cross-sections:

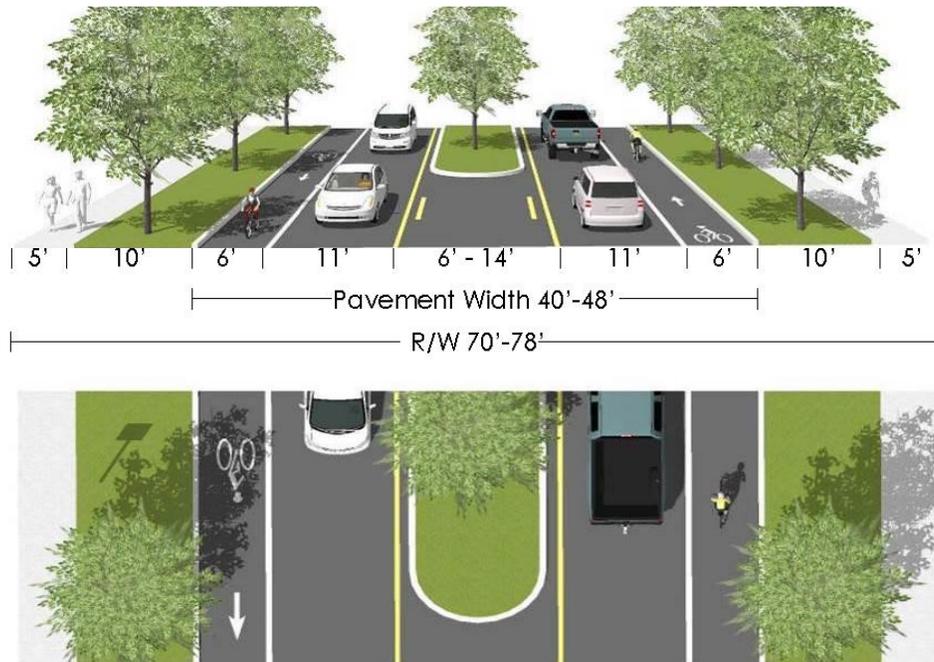
(1) Minor Arterial, with Separated Bicycle Lanes. For use along minor arterial roadways, new and/or unimproved.



(2) Minor Arterial, with Buffered Bicycle Lanes. For use along minor arterial roadways.



(3) Minor Arterial, with Standard Bicycle Lanes. For use along minor arterial roadways with right-of-way constraints.

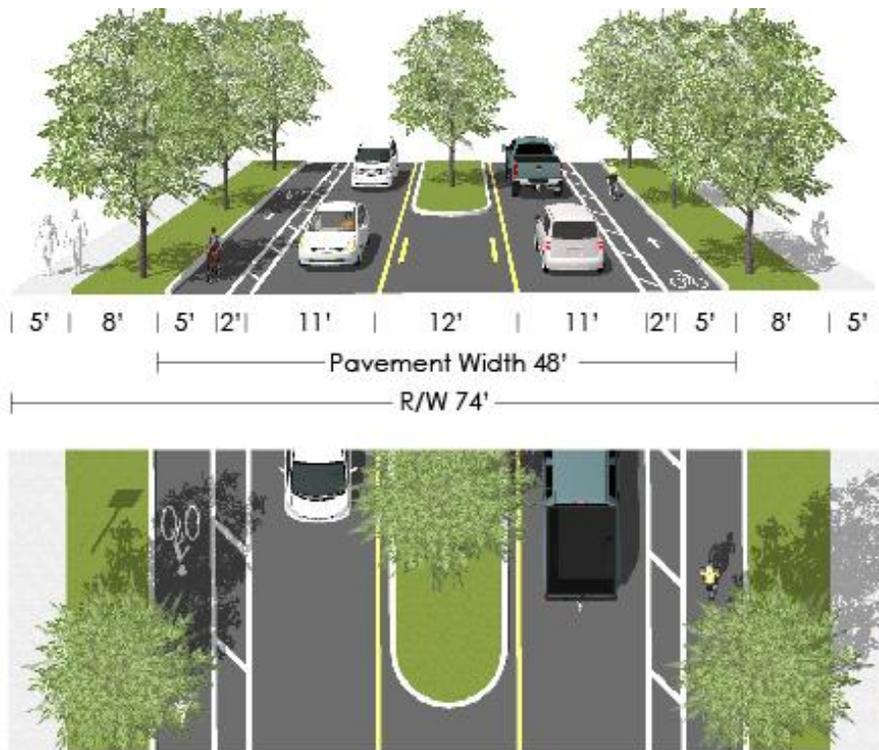


(C) Major Collector Description. The Major Collector classification is used for streets that link arterial and lower-order streets and serve moderate traffic volumes. Collectors serve both mobility and access functions with a three-lane roadway section, bicycle lanes, and detached sidewalks with a landscaped planter strip. Within this classification on-street parking is not provided. Where right-of-way is constrained on existing roadways, flexibility may be provided to allow modifications, consistent with the Legacy Street standards in 10.427. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or code standards to create a “main-street” like atmosphere. If designated as an Evacuation Route, per the Functional Classification Map in the adopted TSP, no raised median shall be constructed in the center turn lane.

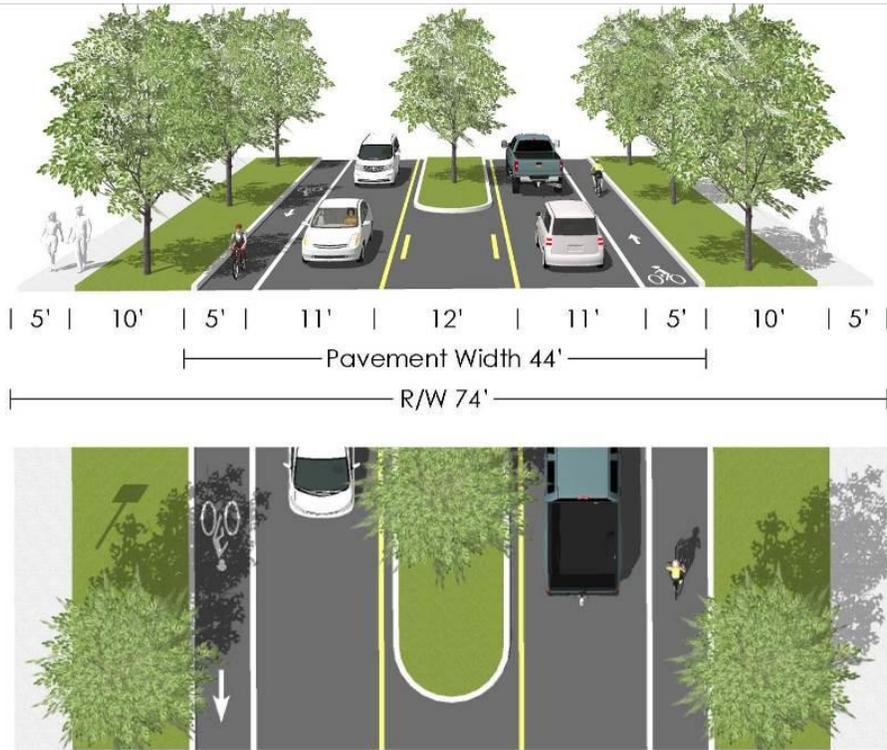
Examples of Major Collectors in the City of Medford include Lozier Lane, Hillcrest Road, Siskiyou Boulevard, Black Oak Drive, and Springbrook Road.

Major Collector Cross-Sections. The following are the major collector cross-sections:

(1) Major Collector, with Buffered Bicycle Lanes. For use along major collector roadways new and/or unimproved.



(2) Major Collector, with Standard Bicycle Lanes. For use along major collector roadways.



(D) Minor Collector Description. Minor Collectors place a greater emphasis on access than throughput as compared to major collectors and serve relatively low traffic volumes. Most Minor Collectors run through neighborhoods and link residential streets to higher-order collectors and arterials. This classification includes a similar paved width to major collectors but includes on-street parking and no center turn lane. Where right-of-way is constrained on existing roadways, flexibility may be provided to allow modifications, consistent with the Legacy Street standards in 10.427. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or code standards to create a “main-street” like atmosphere.

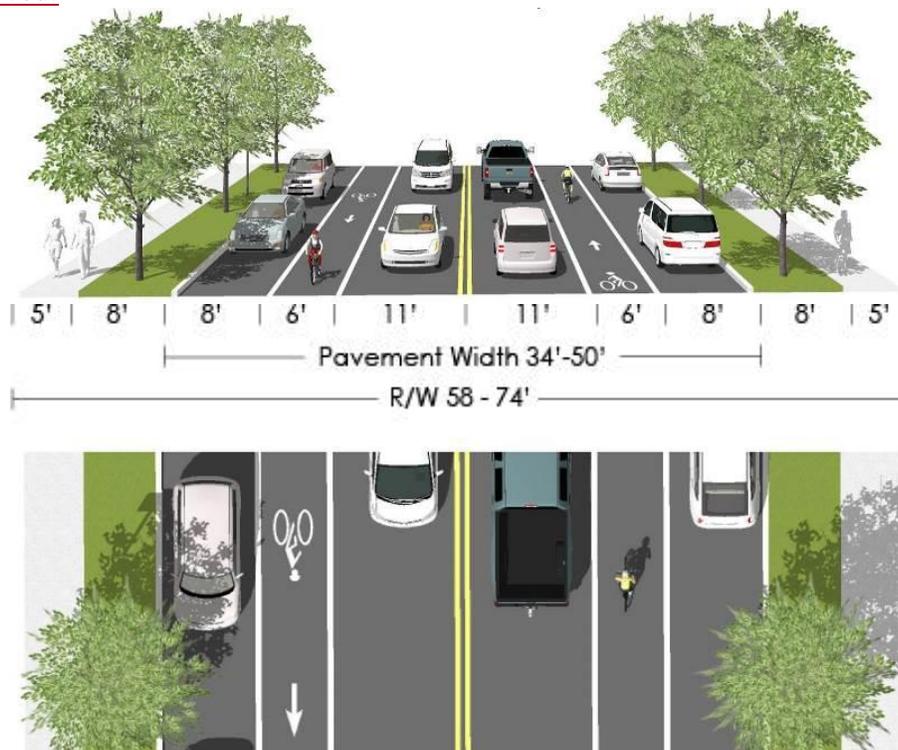
Special Note:

- (i) Parking is not eligible for SDC credits, and is constructed at the developer’s expense; and
- (ii) The range in pavement width accounts for the possibility of no on-street parking. When no on-street parking is constructed, right-of-way widths shall be adjusted.

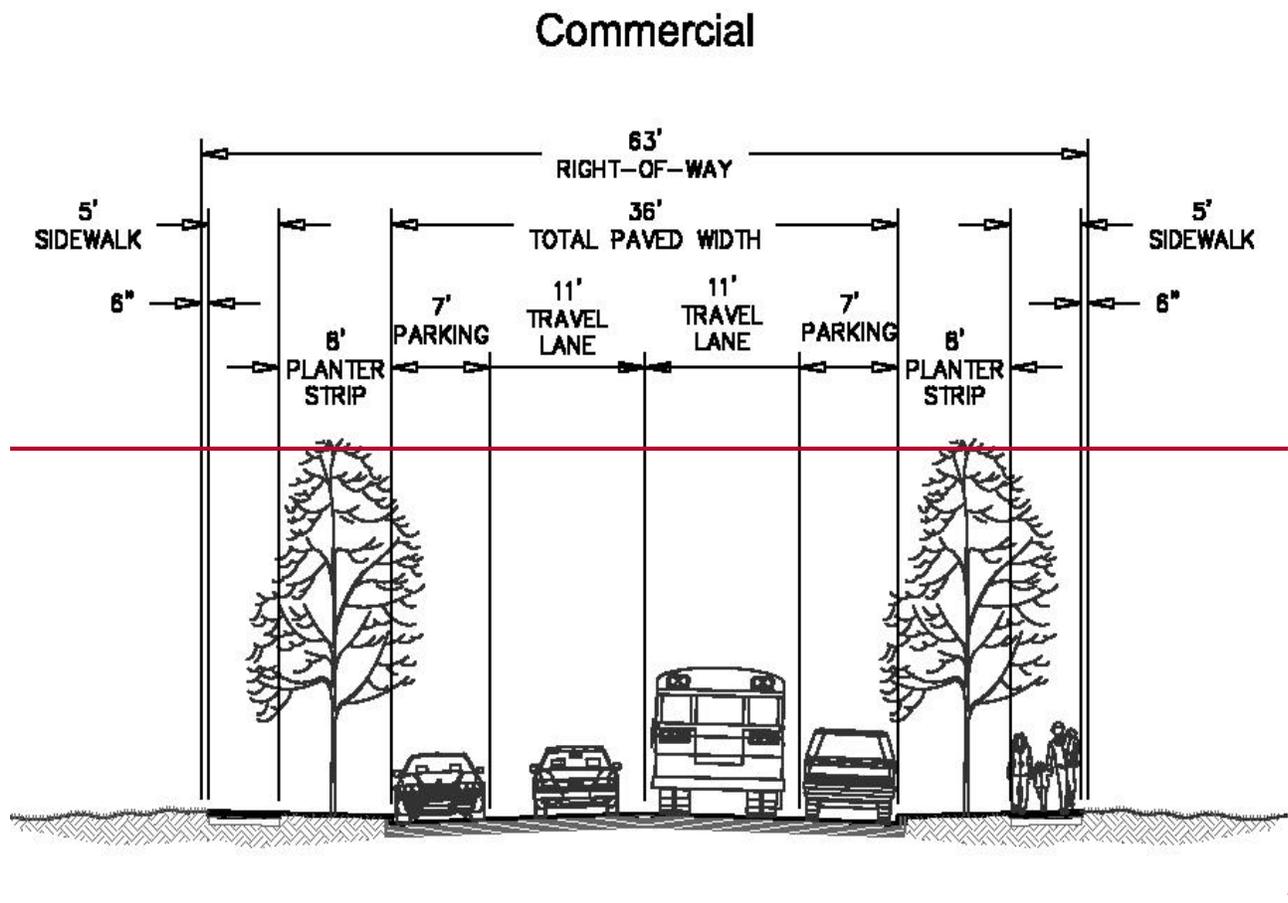
Examples of Minor Collectors in the City of Medford include Oregon Avenue, Dakota Avenue, Holly Street and S. Oakdale Avenue.

Minor Collector Cross-Section. The following is the minor collector cross-section:

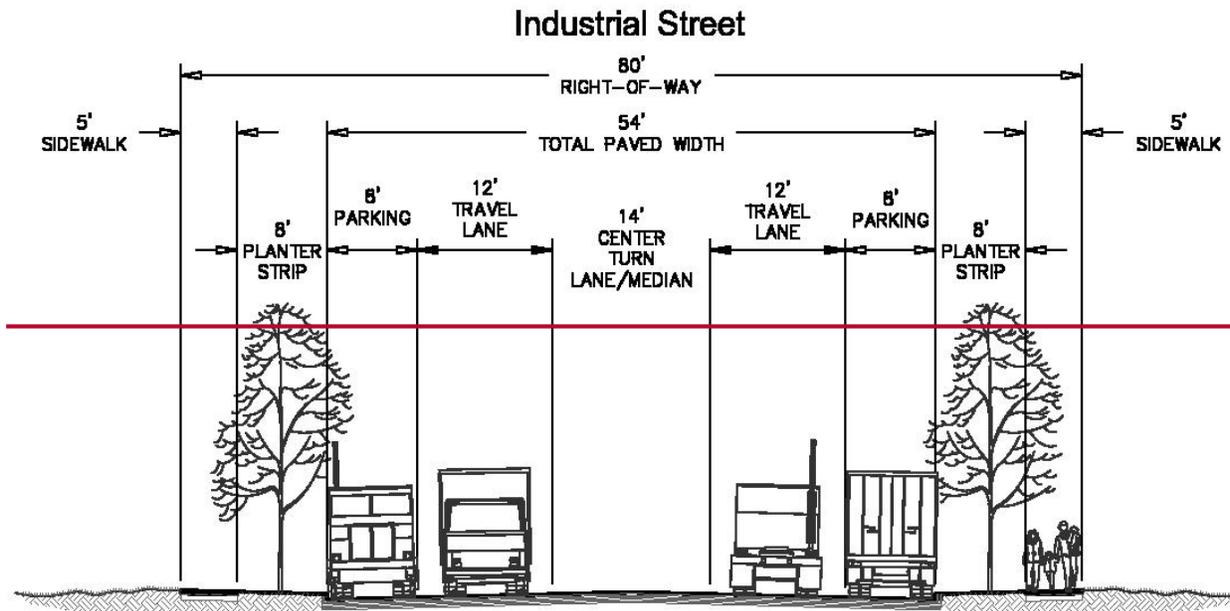
(1) Minor Collector with Standard Bicycle Lanes. For use along minor collector roadways new and/or unimproved.



10.429 Lower-Order Commercial/Industrial Street Classification System.



~~(1) Commercial Street. A lower order street that is within or abutting a commercial zoning district. Commercial streets are intended to provide frontage and direct access for commercial uses. The commercial street cross-section includes one (1) travel lane and an on-street parking lane in each direction, with sidewalks and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. Sidewalk width and planter strip use may be adjusted through an adopted plan or code standards to create a “main street” like atmosphere.~~



~~(2) Industrial Street.~~

~~A lower order street that is within or abutting an industrial zoning district. Industrial streets are intended to provide frontage and direct access for industrial uses. The industrial street cross-section includes one (1) travel lane and an on-street parking lane in each direction with a center turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.~~

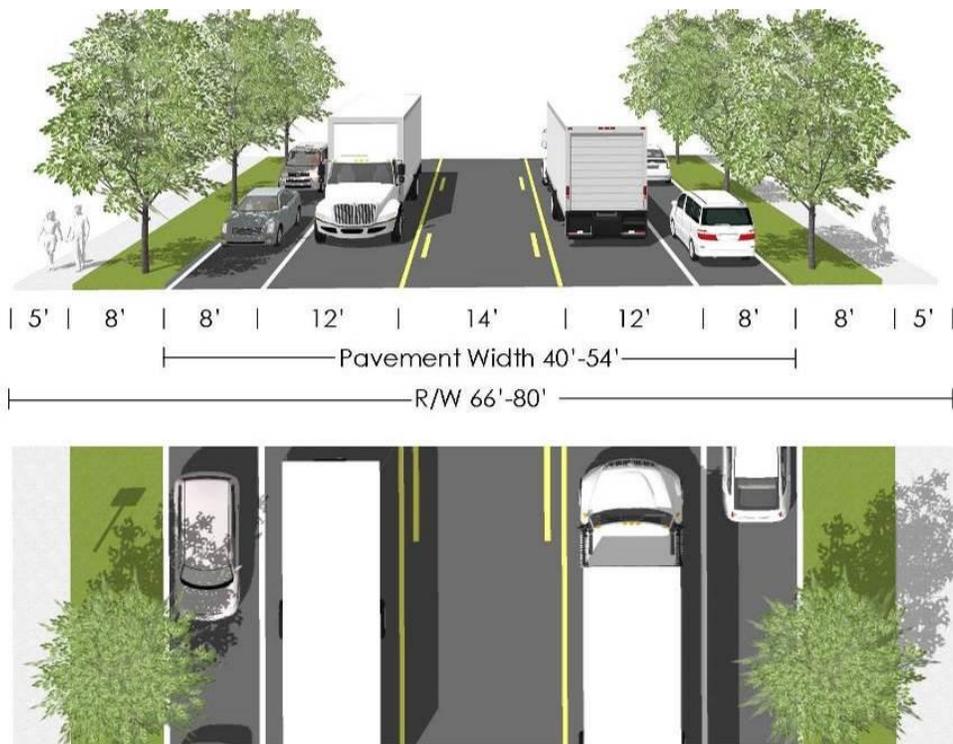
(A) Industrial Street Description. The Industrial Street classification is used for local streets within or abutting industrially zoned lands. Industrial streets provide frontage and direct access to industrial uses and link them to collectors and arterials to facilitate mobility for vehicles and goods. This designation provides wider travel lanes and a center turn lane/median to accommodate heavy trucks. Industrial Streets also provide on-street parking, sidewalk, and planter strips on both sides of the street. This cross section is an option for industrially zoned lands when the commercial street standard is not adequate for the expected volume of truck traffic. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.

Special Note:

- (i) Left-turn lane may be omitted at the developer’s request with approval from the City Engineer.

Industrial Street Cross-Section. The following is the industrial street cross-section:

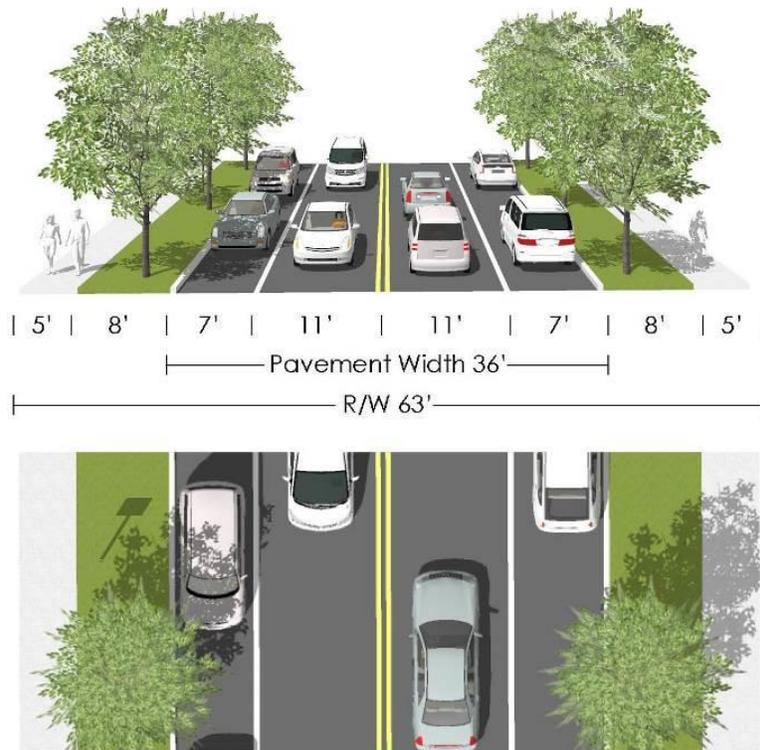
(1) Industrial Street with 8-foot Parking Lane. For use along industrial streets serving primarily industrial land uses, secondarily commercial land uses.



(B) Commercial Street Description. The Commercial Street classification is a local street that is intended to provide frontage and direct access to land uses within a commercially zoned district. Commercial streets link downtown and commercial centers with other parts of the City and provide vehicular and pedestrian mobility and access by providing one travel lane and on-street parking in each direction with a sidewalk and planter strip on both sides. The Municipal Code allows for adjustments in sidewalk width and planter strip use to create a “main street” atmosphere. The Commercial Street classification can also be used for industrially zoned lands where lower volume truck traffic is expected. This section is identical to Standard Residential, but the parking lane may be striped. Six inches of right-of-way is to be provided behind the sidewalks. The width of the planter strip is measured from the face of curb to the edge of the sidewalk.

Commercial Street Cross-Section. The following is the commercial street cross-section:

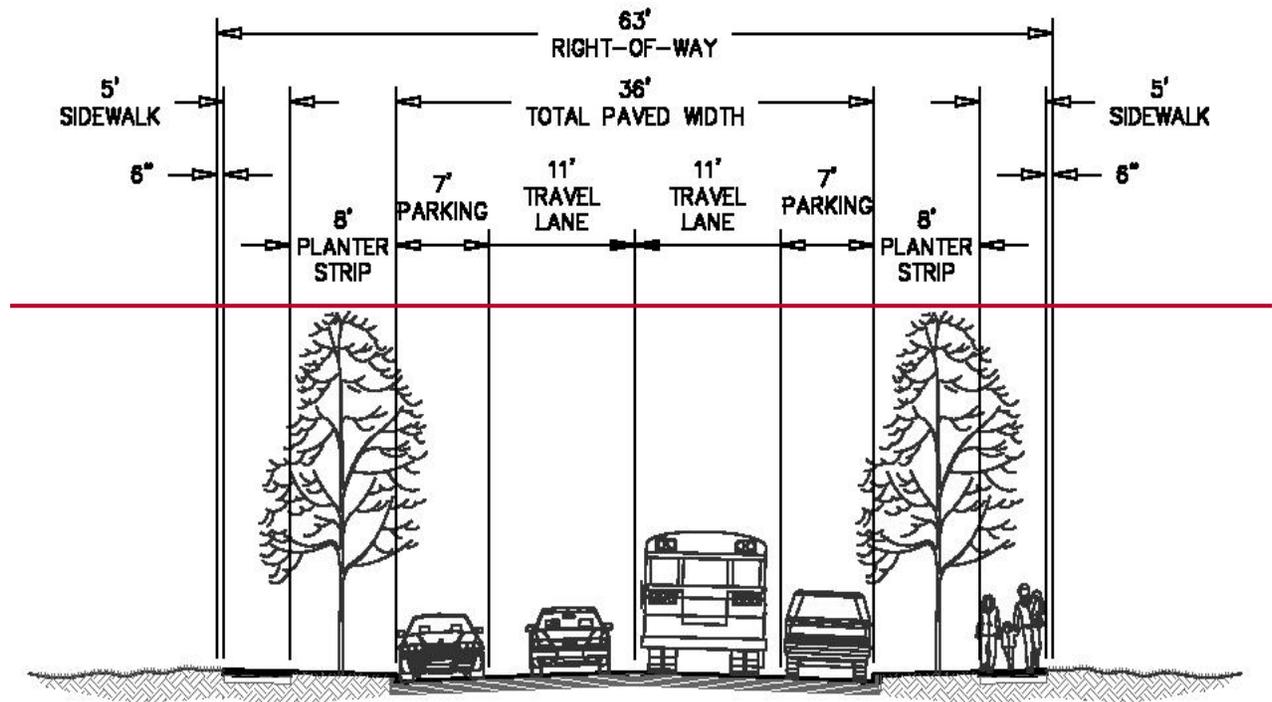
(1) Commercial Street with 7-foot Parking Lane. For use along commercial streets serving primarily commercial land uses, secondarily residential land uses.



10.430 Lower-Order - Residential Street Classification System.

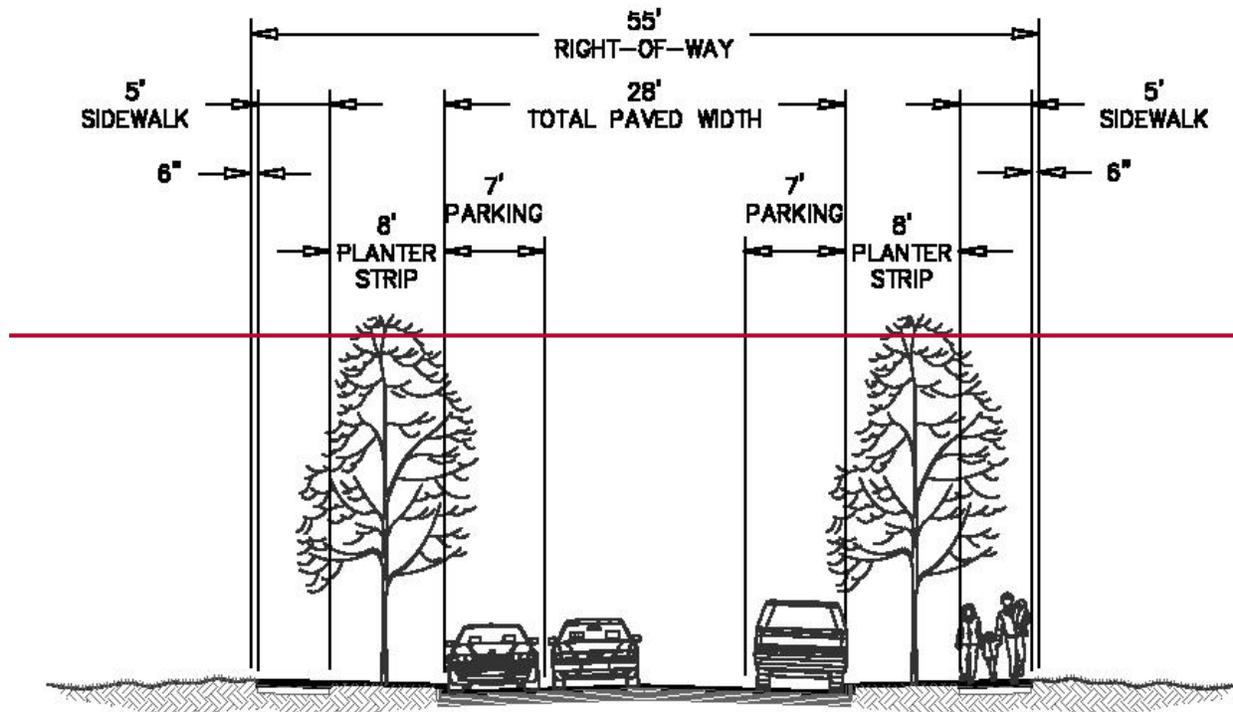
Residential streets conduct local traffic to collector and arterial streets at relatively low traffic volumes and speeds and provide important direct land access to individual parcels. There are three (3) categories of residential streets as follows:

Standard Residential



~~(1) Standard Residential Streets. A street which provides direct access to immediately adjacent residentially zoned land and connections between collector street and minor residential streets. Design requirements for a standard residential street include two (2) travel lanes with on street parking, sidewalks, and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.~~

Minor Residential



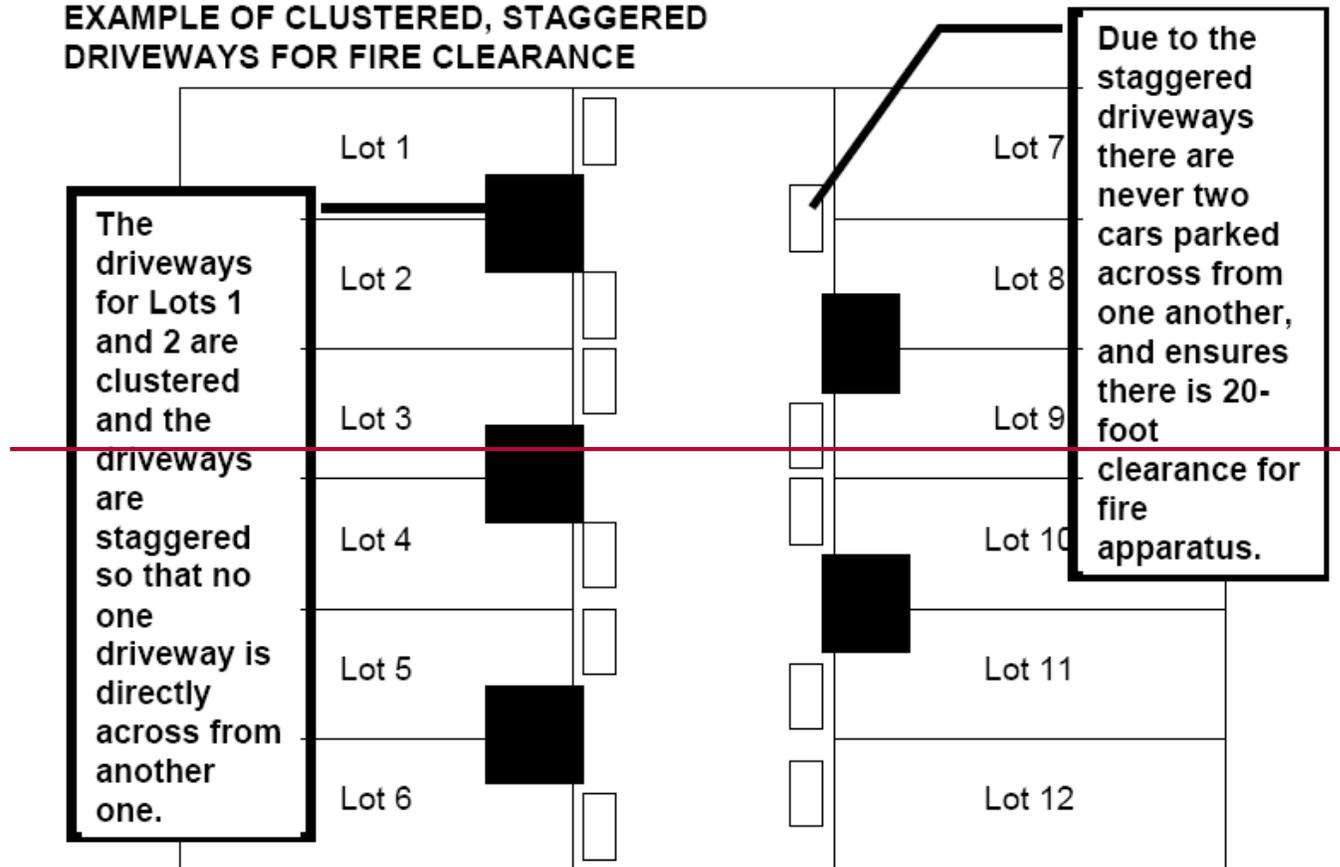
~~(2) Minor Residential Streets. A street which provides direct access to immediately adjacent residentially zoned land and neighborhood street connectivity, and which serves up to one hundred (100) dwelling units. On street parking is provided on both sides of the street. Design requirements for a minor residential street include two (2) travel lanes with sidewalks and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In order to ensure that there is at least twenty (20) feet of unobstructed clearance for fire apparatus, the developer shall choose from one of the following design options:~~

~~(a) Clustered, offset (staggered) driveways (see example) (design approved by Fire Department), and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 250 feet.~~

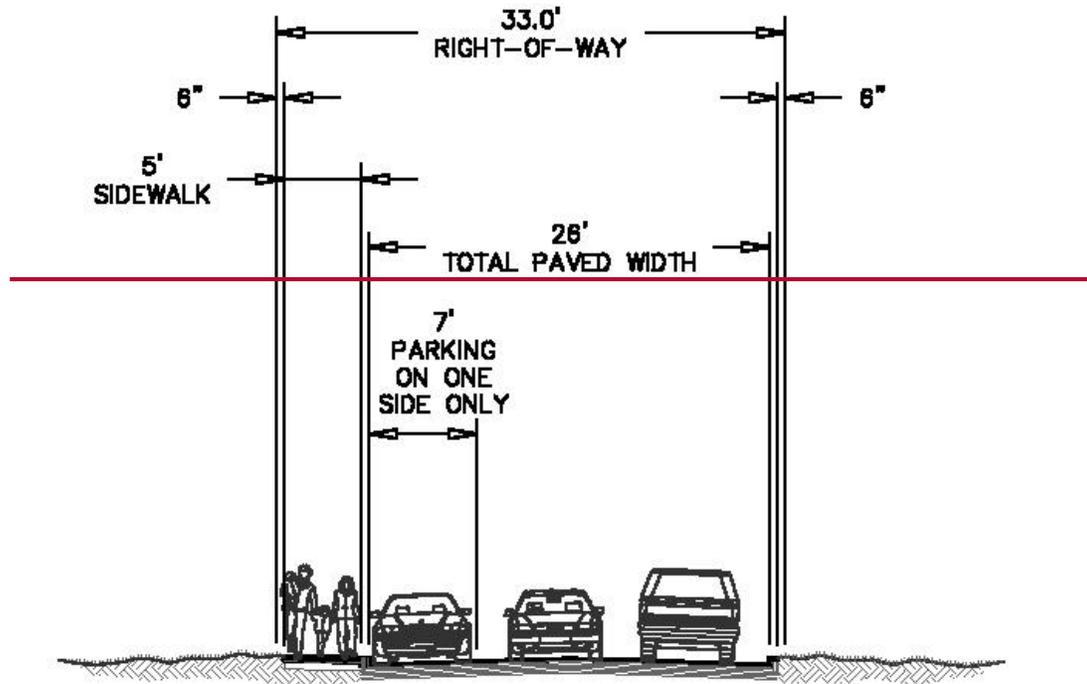
~~(b) All dwellings that front and take access from minor residential streets to be equipped with a residential (NFPA 13D) fire sprinkler system, and fire hydrants located at intersection with the maximum fire hydrant spacing along the street of 500 feet.~~

~~(c) Total paved width of 33 feet with five and a half (5 ½) foot planter strips.~~

EXAMPLE OF CLUSTERED, STAGGERED DRIVEWAYS FOR FIRE CLEARANCE



Residential Lane

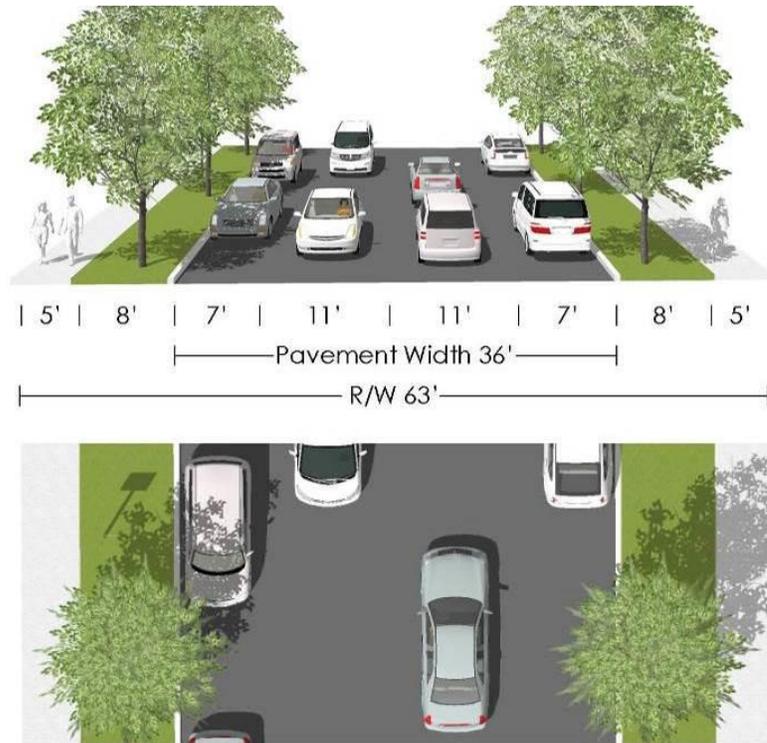


~~(3) Residential Lane. A street having the sole function of providing direct access to immediately adjacent residentially zoned land, and upon which a maximum of eight (8) dwelling units take access. A residential lane is a short street (no more than 450 feet in length) with a single travel lane, and parking on one side. Sidewalks shall be provided on the parking side of the street, and planter strips are not required. Those residential lanes that are not through streets shall terminate in a standard cul-de-sac that complies with Section 10.450.~~

(A) Standard Residential Street Description. Standard residential street classification is a local street that prioritizes access over throughput and generally serves less than 2,500 vehicles per day. The standard residential street classification is the highest of the residential roadway classifications, connecting neighborhoods to collector roadways. This designation provides one travel lane and on-street parking in each direction with a sidewalk and planter strip on both sides. Typical volumes and speeds on Standard Residential streets are low enough to accommodate shared use of travel lanes between bicyclists and motorists. Six inches of right-of-way is to be provided behind the sidewalks to accommodate property survey monumentation. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.

Standard Residential Street Cross-Sections.

(1) Standard Residential Street. For use along standard residential roadways.



(B) Minor Residential Street Description. A street which provides direct access to immediately adjacent residentially zoned land and neighborhood street connectivity, and which serves up to one hundred (100) dwelling units. On-street parking is provided on both sides of the street. Design requirements for a minor residential street include two (2) travel lanes with sidewalks and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. Those minor residential streets that are not through streets shall terminate in a standard cul-de-sac that complies with Section 10.450. In order to ensure that there is at least twenty (20) feet of unobstructed clearance for fire apparatus, the developer/applicant shall choose from one of the following design options:

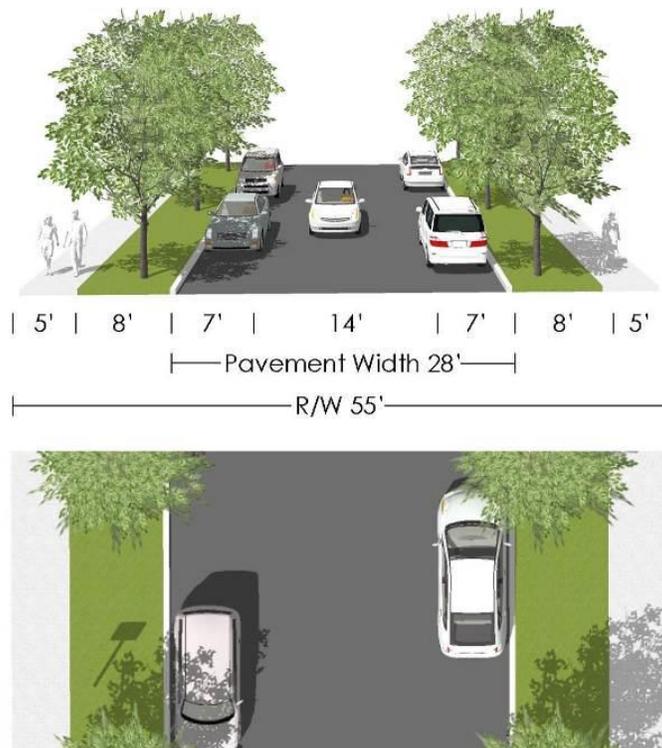
(a)-(1) Clustered, offset (staggered) driveways (for an example see 10.430(C)example) (design approved by Fire Department), and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 250-feet shall be provided. The Fire Department shall approve the design of offset/staggered driveways.

(b)(2) All dwellings that front and take access from minor residential streets shall to be equipped with a residential (NFPA 13D) fire sprinkler system, and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 500-feet.

(e)(3) Total paved width of 33-feet with five-and-a-half (5 ½) foot planter strips.

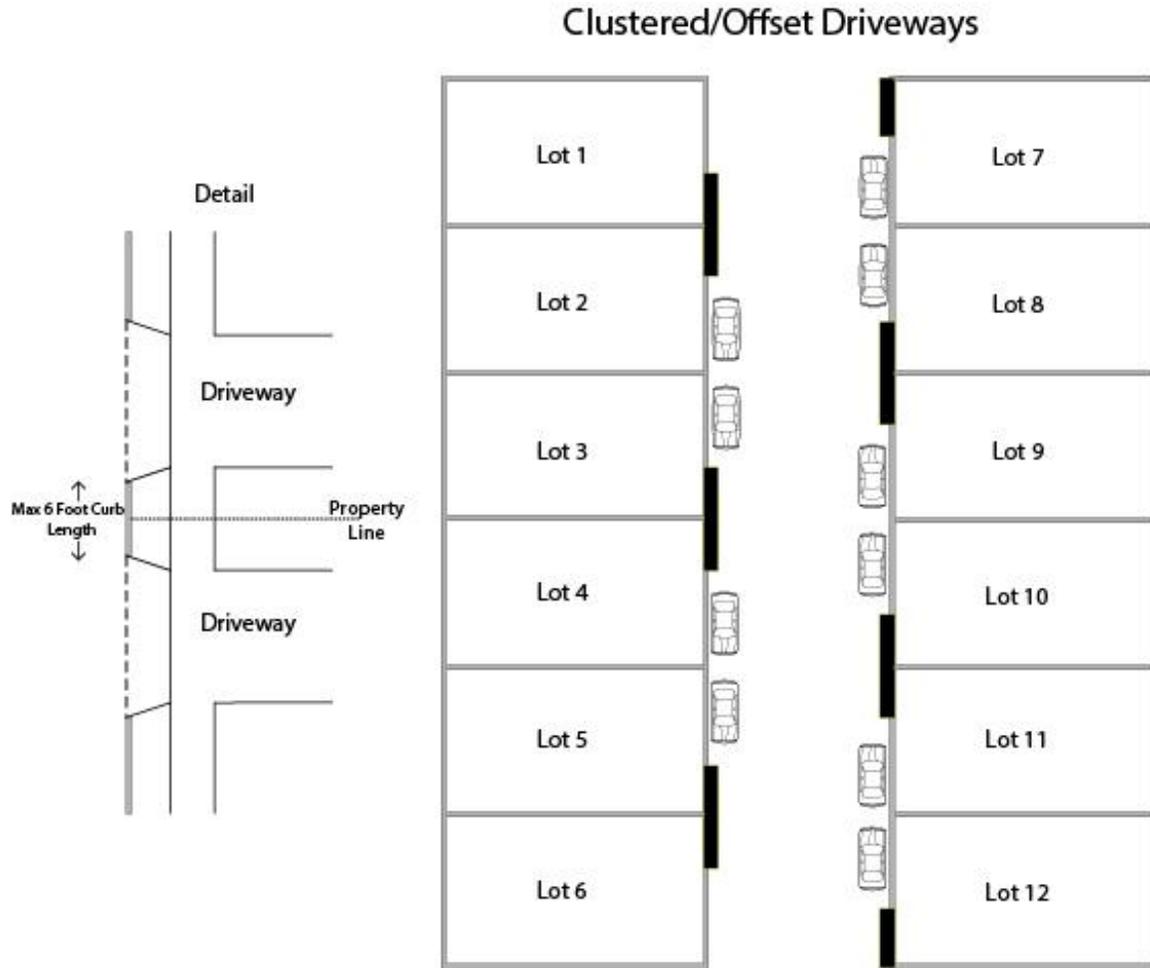
Minor Residential Street Cross-Sections.

(1) Minor Residential Street. For use along minor residential roadways.



(C) Minor Residential Street Driveway Clustering/Staggering

To ensure a minimum 20 foot clearance for access of a fire apparatus (i.e. fire-truck), along minor residential streets, and allow for the ability to have a setup area in an emergency event driveways shall be clustered and/or staggered. The image below represents how clustering/staggering can be accomplished. Lots 1 and 2, 3 and 4, 5 and 6, 8 and 9, and 10 and 11 are clustered together. The clustered driveways are offset on the opposite side of the street; in other words, clustered driveways shall not be directly across from another cluster.



Not to Scale

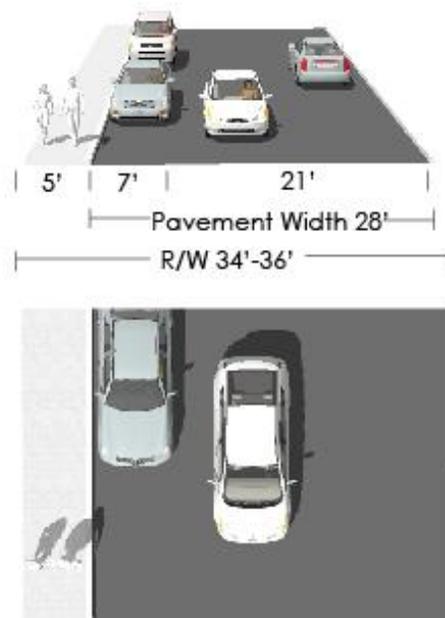
(C) Residential Lane Description. Residential Lanes are the lowest order of the local residential facilities. These roads can serve a maximum of 8 residences and extend no more than 450 feet. Those residential lanes that are not through streets shall terminate in a standard cul-de-sac that complies with Section 10.450. Six inches of right-of-way is to be provided behind the sidewalks or curb if no sidewalk is present. The right-of-way width provides for future sidewalks and landscape strips on both sides of the roadway. Sidewalks shall be provided on the parking side of the street, and planter strips are not required.

Special Note:

- (i) Additional two feet of right-of-way is required for drainage behind the curb with no sidewalk when the road is on the outside border of a development. The additional two feet are not required when street is internal to the development and there is a Public Utility Easement (PUE) behind the curb.

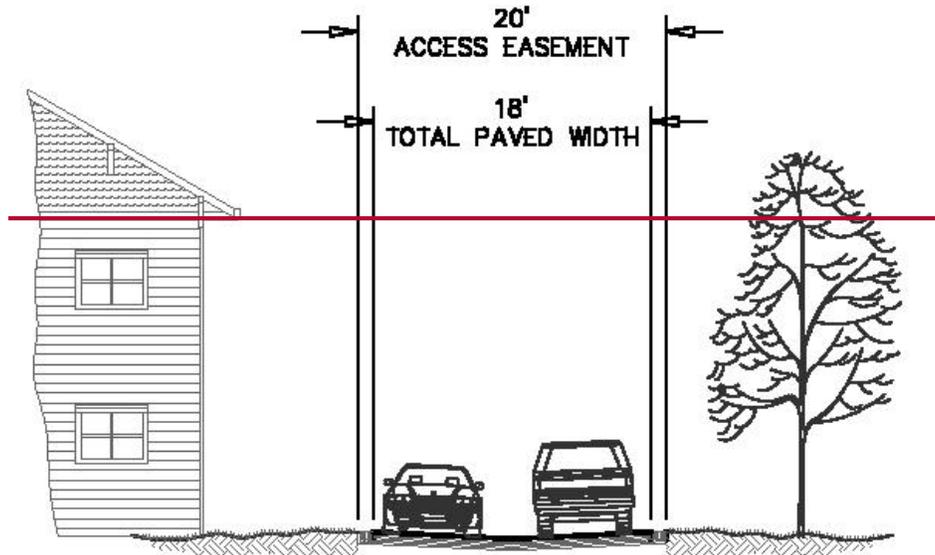
Residential Lane Cross-Sections.

(1) Residential Lane. For use along residential lane roadways.



10.430A Non-Street Alternatives.

Minimum Access Easement (Private)



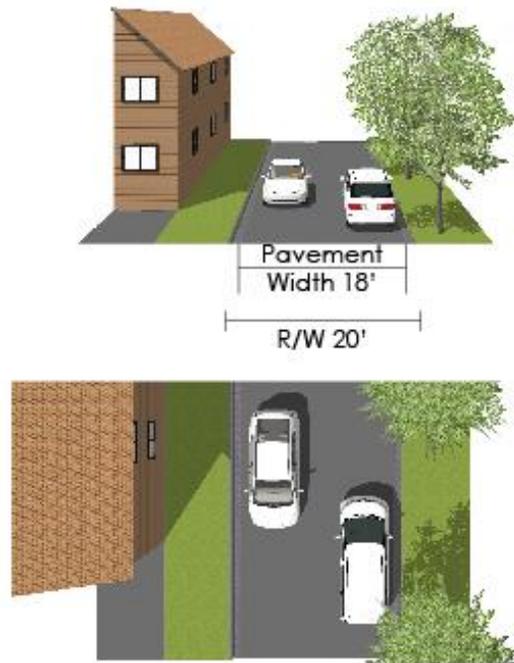
(A) Minimum Access Easements, General. There are two types of minimum access easements a minor and a major. An easement containing a shared driveway having the sole function of providing direct access to immediately adjacent residentially zoned land. Minimum access easements differ from residential lanes and public streets in that they are privately maintained.

Special Note:

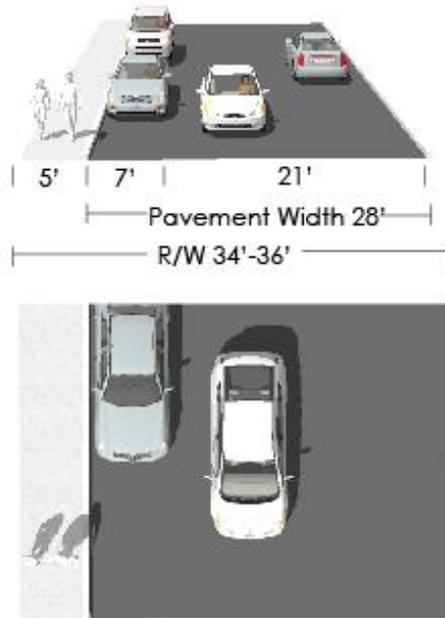
- (i) Public Utility Easements (PUE), when required, may be underneath the pavement of a minimum access easement.

The associated descriptions and cross-sections can be seen below.

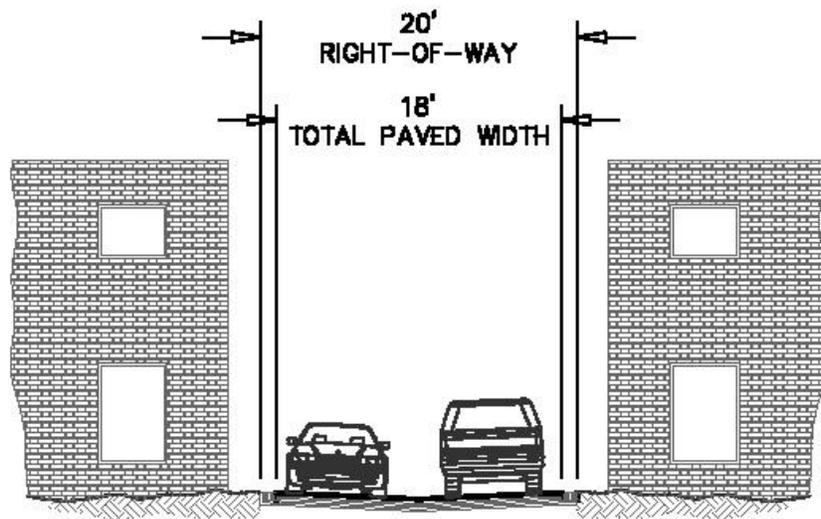
(1) Minor Minimum Access Easement. ~~An easement containing a shared driveway having the sole function of providing direct access to immediately adjacent residentially zoned land, and upon which a minimum of two (2) and maximum of three (3) dwelling units (not including Accessory Dwelling Units-ADU's) take access.~~ A minor minimum access easement must meet the minimum driveway turnaround standards in Section 10.746(11). Minor Minimum access easements are permitted subject to Section 10.450. A minor minimum access easement does not have sidewalks or planter strips. No parking is permitted on a minor minimum access easement. A minor minimum access easement is considered a street for purposes of meeting lot frontage requirements, and for setback purposes. Therefore, a minor minimum access easement creates street side yards and corner lots. A minor minimum access easement does not create a through lot.



(2) Major Minimum Access Easement. An easement containing a shared driveway having the sole function of providing direct access to immediately adjacent residentially zoned land, and upon which a minimum of four (4) and maximum of eight (8) dwelling units (not including Accessory Dwelling Units-ADU's) take access. A major minimum access easement must meet the minimum driveway turnaround standards in Section 10.746(11). Parking is allowed on one side of a major minimum access easement except in dedicated fire department turn-around areas. Major minimum access easement are permitted subject to Section 10.450. A major minimum access easement is considered a street for purposes of meeting lot frontage requirements, and for setback purposes. Therefore, a major minimum access easement creates street side yards and corner lots. A minimum access easement-major does not create a through lot.



Alley



4) (B) Alley

(1)A. Private alley: A private right-of-way, that is not a street, designed for primary or secondary means of access to abutting property, and which may or may not provide passage through blocks from street to street. Parcels abutting a private alley must also front on a street as defined herein, but not necessarily take primary motor vehicle access from a street.

(2)B. Public alley: A public right-of-way, that is not a street, designed for primary or secondary means of access to abutting property, and with passage from street to street. Parcels abutting an alley must also front on a street as defined herein, but not necessarily take primary motor vehicle access from a street.

(3)C. Standards: Alleys shall have a minimum width of twenty feet (20'), with a curb radius of not less than fifteen feet (15') at an intersection with a street. Parking within an alley is only permitted subject to a permit issued for service vehicles pursuant to Section 6.340. If an existing alley is unpaved and a property owner wants to develop their property and use the alley for access, and this results in an increase in the average daily trips (ADTs) in the alley, then the property owner shall pave the alley from their property to the nearest paved intersecting street.



10.430B **Standards Applicable to All Streets.**

Table IV-1 sets forth general standards for all types of City streets. The application of these standards is set forth above.

**Table IV-1
 Medford Street & Non-Street Alternatives Cross-Sections Dimensions**

Functional Classification	Features/Dimensions (Each Direction)					Left Turn Lane/ Median ***	Total Paved Width	Total Right-of-Way Width
	Travel Lane	Bike Lane (Buffer Width)	On-Street Parking	Sidewalk	Planter Strip *			
Regional & Major Arterial	14 ²	6 ²	None	5 ²	10 ²	14 ²	70 ²	100 ²
<u>(w/ Separated Bicycle Lanes)</u>	<u>11-12²</u>	<u>6²(3²)</u>	<u>None</u>	<u>6²</u>	<u>5²</u>	<u>6²-14²</u>	<u>52²-60²</u>	<u>92²-100²</u>
<u>(w/ Buffered Bicycle Lanes)</u>	<u>11²</u>	<u>5²(3²)</u>	<u>None</u>	<u>5²</u>	<u>7²</u>	<u>6²-14²</u>	<u>66²-74²</u>	<u>92²-100²</u>
<u>(w/ Standard Bicycle Lanes)</u>	<u>11²</u>	<u>6²</u>	<u>None</u>	<u>5²</u>	<u>10²</u>	<u>6²-14²</u>	<u>62²-70²</u>	<u>92²-100²</u>
Minor Arterial	12 ²	5 ²	None	5 ²	10 ²	14 ²	48 ²	78 ²
<u>(w/ Separated Bicycle Lanes)</u>	<u>12²</u>	<u>6²(3²)</u>	<u>None</u>	<u>6²</u>	<u>5²</u>	<u>6²-14²</u>	<u>30²-38²</u>	<u>70²-78²</u>
<u>(w/ Buffered Bicycle Lanes)</u>	<u>11²</u>	<u>5²(3²)</u>	<u>None</u>	<u>5²</u>	<u>8²</u>	<u>6²-14²</u>	<u>44²-52²</u>	<u>70²-78²</u>
<u>(w/ Standard Bicycle Lanes)</u>	<u>11²</u>	<u>6²</u>	<u>None</u>	<u>5²</u>	<u>10²</u>	<u>6²-14²</u>	<u>40²-48²</u>	<u>70²-78²</u>
Major Collector	14 ²	5 ²	None	5 ²	10 ²	12 ²	44 ²	74 ²
Alternative	14 ²	5 ²	7 ²	5 ²	10 ²	None	46 ²	76 ²
<u>(w/ Buffered Bicycle Lanes)</u>	<u>11²</u>	<u>5²(2²)</u>	<u>None</u>	<u>5²</u>	<u>8²</u>	<u>12²</u>	<u>48²</u>	<u>74²</u>
<u>(w/ Standard Bicycle Lanes)</u>	<u>11²</u>	<u>5²</u>	<u>None</u>	<u>5²</u>	<u>10²</u>	<u>12²</u>	<u>44²</u>	<u>74²</u>
Minor Collector	11 ²	5 ² 6 ²	7 ² 8 ²	5 ²	8 ²	None	46 ² 34 ² - 50 ²	72 ² 58 ² - 74 ²
Commercial Street	11 ²	None	7 ²	5 ²	8 ²	None	36 ²	63 ²
Industrial Street	12 ²	None	8 ²	5 ²	8 ²	14 ²	40 ² -54 ²	66 ² -80 ²
Standard Residential	11 ²	None	7 ²	5 ²	8 ²	None	36 ²	63 ²
Minor Residential (See 10.430(B2) for design options.)	14 ² 14 ²	None	7 ²	5 ²	8 ²	None	28 ² ***	55 ²
Residential Lane	17 ² 21 ²	None	7 ²	5 ²	None	None	26 ² 28 ² *	34 ² -

Functional Classification	Features/Dimensions (Each Direction)					Left Turn Lane/ Median **	Total Paved Width	Total Right-of-Way Width
	Travel Lane	Bike Lane (Buffer Width)	On-Street Parking	Sidewalk	Planter Strip *			
			One Side	One Side			**	<u>36'33'</u>
Minor Minimum Access Easement	18'	None	None	None	None	None	18'	20'
Major Minimum Access Easement	<u>21'</u>	<u>None</u>	<u>7'</u> <u>One Side</u>	<u>5'</u> <u>One Side</u>	<u>None</u>	<u>None</u>	<u>28'</u>	<u>34'-36'</u>
Alley	18'	None	None	None	None	None	18'	20'

~~Note 1: These street standards apply to new or reconstructed streets under the jurisdiction of and maintained by the City of Medford. Jackson County and ODOT have their own street design standards that are applicable to facilities under the jurisdiction of and maintained by those agencies.~~

~~Note 2: See the Central Business (C-B) District Overlay and adopted specific or Neighborhood Circulation Plans for exceptions to these standards.~~

~~* A pedestrian pad may be required in the right-of-way at bus stops to ensure ADA compliance. A pedestrian pad is at minimum a four-foot (4') wide area between the bus stop and curb where a bus ramp would be deployed. Planter strips may be eliminated in areas with greater pedestrian activity (such as Downtown or in transit-oriented districts) to provide up to fifteen (15) feet of walking area, including a "furniture zone" for utilities, benches, trees and other streetscape components.~~

~~** Raised medians shall be installed with turn bays as necessary. Traffic analysis shall be conducted to determine the need for turn bays and required vehicle storage length.~~

~~*** Street width numbers are not additive. When vehicles are parked on both sides of the street, travel lane width is effectively reduced to accommodate only a single vehicle at any one time.~~

10.431 Street Improvement.

All new street improvements required as a condition of development shall be improved to the standards set forth in this chapter unless otherwise specified herein or excepted as per Section 10.186. For purposes of this section, the term new street shall be defined as an unimproved street or existing street which does not have curb and gutter and/or meet the cross-sections per 10.428, 10.429, 10.430, 10.430A, and 10.430B.

(A) Street Improvements and Transit Facilities

(1) A pedestrian pad may be required in the right-of-way at bus stops to ensure ADA compliance. A pedestrian pad is at minimum a four-foot (4') wide area between the bus stop and curb where a bus ramp would be deployed. Planter strips may be eliminated/interrupted in areas with greater pedestrian activity (such as Downtown or in transit-oriented districts, per the TSP) to provide up to fifteen (15) feet of walking area, including a "furniture zone" for utilities, benches, trees and other streetscape components.

(B) Street Improvements and Dedications for City-Owned Parkland

(1) Street improvements and right-of-way dedications shall be found by the Planning Commission to be reasonably associated with impacts caused by the park necessary for service to the park.

(2): The requirements for street utility improvements, associated with a land division for City-owned parkland, may be deferred to the time of a Park Development Review application. A final plat of the land division may proceed in advance of such required improvements. Any lots created that are not intended for park purposes shall comply with the dedication and improvement provisions.

(C) Street Improvements and Turn Bays.

(1) Raised medians shall be installed with turn bays as necessary. Traffic analysis shall be conducted to determine the need for turn bays and required vehicle storage length.

* * *

10.451 Additional Right-of-Way and Street Improvements.

Whenever an improved arterial or collector street are abutting or within a development and do not meet current City Standards, ~~only~~ additional right-of-way ~~and improvements~~, as per ~~Table IV-1 in Section 10.430B~~10.427, shall be required as a condition to the issuance of a development permit, unless otherwise occupied by structures in which case only a partial dedication will be required.

* * *

10.462 Maintenance of Level of Service D.

Whenever level of service (LOS) is determined to be below ~~level D~~the target listed in Table IV-2 for arterials or collectors, development is not permitted unless the developer makes the roadway or other improvements necessary to maintain level of service ~~D~~respectively. See Table IV-2 below for description of service levels. Level of service criteria shall be based on the latest edition of the Highway Capacity Manual for the motorized vehicle mode. The following are the level of service standards for intersections in the City of Medford.

TABLE IV-2
SERVICE LEVELS OF SERVICE FOR ARTERIAL AND COLLECTOR STREETS

	Typical Traffic Flow Conditions
Service Level A Barnett Road and Highland Drive	Relatively free flow of traffic with some stops at signalized or stop sign controlled intersections. Average speeds would be at least 30 miles per hour. The volume to capacity ratio would be equal or less than 0.60. <u>LOS E</u>
Service Level B South Pacific Highway (Hwy 99) and Stewart Avenue	Stable traffic flow with slight delays at signalized or stop sign controlled intersections. Average speed would vary between 25 and 30 miles per hour. The volume to capacity ratio would be equal or less than 0.70. <u>LOS E</u>
Service Level C Citywide (unless otherwise listed)	Stable traffic flow but with delays at signalized or stop sign controlled intersections to be greater than at Level B but yet acceptable to the motorist. The average speeds would vary between 20 and 25 miles per hour. The volume to capacity ratio would be equal to or less than 0.80. <u>LOS D</u>
Service Level D	Traffic flow would approach unstable operating conditions. Delays at signalized or stop sign controlled intersections would be tolerable and could include waiting through several signal cycles for some motorists. The average speeds would vary between 15 and 20 miles per hour. The volume to capacity ratio would equal or be less than 0.90.

Typical Traffic Flow Conditions

Service Level E	Traffic flow would be unstable with congestion and intolerable delays to motorists. The average speed would be approximately 15 miles per hour. The volume to capacity ratio would be 1.00.
Service Level F	Traffic flow would be forced and jammed with stop and stop and go operating conditions and intolerable delays. The average speed would be less than 15 miles per hour.
NOTE:	The average speeds are approximations observed at the various levels of service but could differ depending on actual conditions



Planning Commission

Minutes

From Study Session on **March 11, 2019**

The study session of the Medford Planning Commission was called to order at 12:00 p.m. in the Lausmann Annex Room 151-157 on the above date with the following members and staff in attendance:

Commissioners Present

Mark McKechnie, Chair
 Joe Foley, Vice Chair
 Bill Mansfield
 David McFadden
 Patrick Miranda
 Jared Pulver
 Jeff Thomas

Staff Present

Kelly Evans, Assistant Planning Director
 Carla Paladino, Principal Planner
 Eric Mitton, Deputy City Attorney
 Karl MacNair, Transportation Manager
 Kyle Kearns, Planner II

Commissioners Absent

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

Subject:

20.1 DCA-18-179 Level of Service and Cross Sections

Kyle Kearns, Planner II reported that on December 6, 2018 Medford adopted a new Transportation System Plan into the Comprehensive Plan. Included in the update are new Goals, policies, action items, policy direction and follow up items for City staff. Also included in the Plan are:

- Roadway cross-sections paired with new functional classifications
- Intersection performance standards (level-of-service)

In order to be consistent with the Comprehensive Plan, staff needs to amend the Municipal Code to include:

- New level of service standards
- Roadway cross sections

Commissioner Pulver asked, on the graphic of new level of service standards what do the letters represent? Karl MacNair, Transportation Manager reported that the letters at the intersections mean volume to capacity ratio. It is a different way of measuring congestion. Volume to capacity ratio looks at the theoretical capacity of the intersection and how much volume is projected through the intersection. Level of service looks at seconds of delay.

Commissioner Miranda asked, does the closer the number gets to 1 is that closer to the letter E or closer to the letter A? Mr. MacNair stated that 1 would be at capacity and it would be an E or F level of service letter.

Commissioner Pulver asked, is it fair to say the South Medford Interchange is failing? Mr. MacNair stated that in 2038 it definitely is. It has issues today such as backups to the freeway in the mornings.

Commissioner Pulver asked, what is ODOT's position on that? Mr. MacNair reported that ODOT is open for discussion. The City identified it as needing further study. Conversations have begun.

Commissioner McFadden stated that the City took over the OPS of Riverside and Central years ago. Is the breaking point between Medford and ODOT for maintenance at Stewart Avenue or Garfield? Mr. MacNair reported that it is 100 feet south of Stewart Avenue. Commissioner McFadden stated that part of that intersection is within ODOT's maintenance area but the one at Highland is not. Is that correct? Mr. MacNair reported that is correct. The jurisdictional line at Highland is the south side of the crosswalk. The intersection at Barnett and Highland is the City's but the south approach to it is all ODOT's maintenance.

Commissioner McFadden asked, in order to get another turn lane east coming north from the freeway would be ODOT's responsibility for installing a second turn lane? Mr. MacNair stated it would have to be a joint project.

Mr. Kearns reported that the level of service updates are not going to pertain to ODOT intersections because it is not the City's standards. They are in the Plan as such but will have to be analyzed.

Policy direction in the Transportation System Plan directed staff to:

- Action Item 9-c: Incorporate context sensitive street and streetscape design techniques...to balance the needed street function for all uses and modes with the needs of the surrounding built environment...
- Action Item 16-c: Incorporate the legacy street standards into the Land Development Code in order to address future development requirements...and outline who has the authority to approve deviations.

Staff has presented this to the Transportation Commission and is asking for comments/recommendation by March 20, 2019. Those will be incorporated into the draft Planning Commission hearing.

It has been reviewed with Public Works staff in five separate meetings.

Provided at Land Development Committee meeting on March 6, 2019. The Medford Fire-Rescue comments incorporated pertained to fire turnaround and driveway staggering/clustering.

Main updates contained in the draft are:

- Updated roadway cross-sections
- Updated level of service standards
- Addition of "Legacy Street" standards

Roadway Cross-Sections Main Points:

- The inclusion of a Regional Arterial cross-section
- Preference of separated bicycle facilities (i.e. outside the pavement with the curb) on Arterials and Collectors
- Refinement of the minimum access easement to include a major and minor standard (8/3 dwelling units permitted, respectively)
- Updated ROW width standards to reflect the TSP

Chair McKechnie stated that he thinks it would be helpful to compare what is being proposed versus current versus historically. He gets irritated with different street standards. Some have no curb and gutter just pavement and ditches. There are more streets with curb and gutter with no sidewalks. There are sidewalks tight with curb and gutter and sidewalks tight with a park strip.

Commissioner Pulver thinks what will be in the packet that comes to the Planning Commission will have the most recent proposal. That is what the Transportation Commission reviewed.

Mr. Kearns reported that on page 40 of today's memorandum has the current chart that shows what is proposed versus what existed. With each of the cross-sections it shows new and old images.

Chair McKechnie prefers graphics versus text.

Mr. McNair reported that the lane widths have not changed. They have had 11 foot lanes in previous iterations and carried those forward. General rule of the Regional Major Arterial cross-sections have 12 foot lanes and outside lanes with separated bicycle facilities because that is a buffer to the curb line. There will be graphics of old and new in the text amendment.

Commissioner McFadden has problems with turn lanes off a busy street. Staff has eluded to the outside lanes being wider to accommodate turning. At what point does the Code call for a turn lane to pull traffic off the faster streets of Arterials and Collectors to get traffic into a shopping center, etc.? Mr. MacNair reported that it is not defined in the Code. ODOT has right turn lane warrants that are based on speed, through volume and turn volume. It is a chart that plots the though volume and turn

volume. There are several under and over 45 mph. There is a different line on the graph that if over, a turn lane is warranted, under a turn lane is not warranted. Just because it is warranted does not mean it is automatically built. It indicates it is beneficial at that point.

Commissioner McFadden asked, is that type of topic being addressed dramatically by the City? Mr. MacNair reported no. The only turn lane being addressed is the center turn lane that provides a left turn lane at intersections. The City defaults having the center turn lane or left turn lane. Right turn lanes are on a case by case basis.

Legacy streets is a street that is improved, but may be missing curb and gutter, bike facilities, right-of-way, sidewalks, planter strips, turn lanes or other facilities identified in the applicable cross-section identified in Article IV. Examples of streets include: Barnett, Stanford Avenue, McAndrews, Delta Waters, Main Street, Crater Lake Avenue, Stevens Street.

Staff has proposed a prescriptive process to address:

- (1) Facilities existing for all travel modes, but are narrower than the current standard
- (2) Missing vehicle lanes
- (3) Missing center-turn lanes
- (4) Missing planter strip and/or sidewalk
- (5) Missing bike facilities
- (6) Streets that are mostly improved to an old standard but have unimproved segments
- (7) Existing streets and alleys predominantly surrounded by developed properties on both sides. If the existing street or alley is predominantly surrounded by developed properties on both sides, then cross-sectional elements and/or right-of-way dedication may be reduced in width or eliminated at the City Engineer's discretion, to avoid existing structures and/or development, in the priority order listed below:
 - a) Planter strip width reduction
 - b) Planter strip elimination
 - c) Parking lane elimination
 - d) Bike lane buffer area
 - e) Center turn lane elimination (except at higher-order intersections)
 - f) Lane or alley narrowing
 - g) Bike lane narrowing or elimination

Mr. MacNair stated that on (7) it states if the street is developed by properties on both sides. There might be situations where there is developed property on one side so one might want to reduce on that side and the other side that is not developed could get the full right-of-way dedication. He is wondering if staff should strike "on both sides" language.

Vice Chair Foley stated that Riverside has sidewalks varying from narrow to narrow and curb tight, curb tight and wide to narrow with planter strips. As properties develop along there what is going to be done? Mr. MacNair reported that the TSP calls for a corridor plan on Riverside/Central Avenue. The City acknowledges the standards do not fit those types and needs a focused review.

Vice Chair Foley reported that properties could intermittently develop along Riverside. How is that going to be addressed? Mr. Kearns reported that on page 9 of the agenda packet the City allows for neighborhood plans, circulation plans and zoning overlays in the Comprehensive Plan to override the requirements of Legacy Streets. The City knows they need to do neighborhood plans and corridor plans for several of the City streets.

Mr. MacNair stated that on Legacy Streets (4) talks about when the street is improved but is missing planter strips and or sidewalk. If there is no sidewalk on the developing property the sidewalk and planter strip would be required. The planter strip may be reduced or eliminated to fit the area context and surrounding roadway. It leaves some judgement call. The City Engineer is going to make a recommendation and if the applicant does not agree they can file an exception.

Chair McKechnie likes what staff is doing. He thinks it will give staff, Planning Commission and Site Plan and Architectural Commission flexibility. He objects to requiring people to file an exception because they disagree with staff. That is additional paperwork and fees. He does not think that is right. If there is some discretion and staff does not agree with the discretion, but there is flexibility allowed in the ordinance, the property owner should be able to come without additional expense or the stigma of having to prove they are right and staff is wrong, it should be able to go to the deciding body for adjudication.

Commissioner McFadden does not mind the issue of the property owner having to justify.

Chair McKechnie stated that an exception by nature has to prove that somehow it cannot meet the current standard.

Commissioner McFadden commented that they need a minor exception that can be handled at the Commission meeting in order that it comes to their attention. They do not want someone to slide an exception through the Commission. They want to see the discussion and prompted to make the decision, not raise it to the level of needing a full separate or combined major exception.

Mr. Kearns asked, what if there was an exception to the fees but use the exception criteria to allow them to explain why they do not have to go through the City Engineer's discretion. Using the same criteria but not having the applicant apply for an exception.

Chair McKechnie does not think the property owner should not be considered guilty and have to prove their innocence. It is a judgment call that the appropriate commission makes the final decision.

Mr. Kearns asked, does the Commission want this to come up at the hearing or have staff rework the language? Ms. Paladino reported that staff would come up with several options.

Commissioner Miranda suggested that staff rework the language before going to hearing.

Vice Chair Foley likes the concept. It makes sense because it is going to be a judgment call.

Mr. Kearns commented that staff would provide options at the hearing. Ms. Paladino asked, does the Commission want those options before the hearing? Ms. Paladino reported that there could be another study session or staff send the options out by email and the Commission could get back with staff. Chair McKechnie stated he thinks that would be good.

Mr. Mitton reported that in an area where one side is developed and several empty lots on the other side that may not be predominantly surrounded by developed properties on both sides but on the side that is developed wanting the ability to have a planter strip with reduction. The language could be changed to developed properties and reduce it on the side where predominantly developed.

The Planning Commission hearing is scheduled for Thursday, April 11, 2019. City Council hearing on Thursday, May 16, 2019.

Does the Planning Commission feel that this is solid enough with the changes discussed to bring forward with everything entailed. Legacy streets will be separated out. Staff is comfortable moving forward.

Commissioner Pulver reported that the Transportation Commission met with a lot of new parties to it. There was supposed to be feedback by next week regarding this presentation. How much feedback has been received? Mr. Kearns stated that he and Ms. Paladino met with three of the members and presenting to another member today and BPAC tonight on this presentation. The people they have talked to have given a thumbs up.

Commissioner Pulver is fine with moving forward with the presented schedule. Commissioner Miranda concurred.

Vice Chair Foley asked, does staff anticipate a lot of feedback at the hearing? Is there a group or the same group that appealed the Transportation System Plan agitated? Ms. Paladino replied not that staff is aware of.

Mr. Kearns reported they could but cross-sections are bike friendly.

Commissioner Pulver stated that he heard City Council’s preferred cross-section was separated multiuse paths. For Greenfield Development that was the desired direction. In his opinion it is important that it has teeth. Mr. Kearns addressed Commissioner Pulver’s point that on pages 17 and 18 of the agenda packet references the major/regional arterial cross-sections. There is some teeth in there. Ms. Paladino stated that staff could add for something completely new it is expected to build the certain cross-section. Commissioner Pulver commented that if that is the intent it should read that way.

Mr. Kearns stated that under the major/regional arterial cross-sections under (1) being separated on all new development; (2) could be at the discretion of the approving authority (buffered bicycle; and (3) right-of-way constraints and adding at the discretion of the approving authority if that gets the preference City Council desired. Commissioner Miranda commented that makes sense.

Ms. Paladino reported staff will make a draft and either set up a Planning Commission study session the week of the hearing for their review and comments.

20.2 Comprehensive Planning Division Projects for 2019-2021

Carla Paladino, Principal Planner reported that there are three divisions in the Planning Department: (1) Current planning; (2) Comprehensive-Long Range Division; and (3) Housing and Community Development.

Near Term Projects Land Development Code:

- Cross Sections, Legacy Street, Level of Service PC: 04/11/2019
CC: 05/16/2019
- Concurrency PC: 04/25/2019
CC: 06/06/2019
- Cottage Housing PC SS: 03/25/2019
PC: 05/09/2019
CC: 06/20/2019

Cottage Housing schedule will change as staff wants to discuss the concept with the Development Community and see what product might work.

- Minor Historic Review Amendments – Includes administrative review of signs, new awnings, fences, and window/door replacements in non-historic/non-contributing buildings.
- House Keeping Amendments

- Housing Amendments (Round 1)
- Annexation Hearing Review
- Food Trucks in the ROW
- Wetland regulations
- Shared-use Trails
- Wildland Interface/Evacuation Plans/Defensible Spaces landscape provisions
- Riparian corridors in UGB expansion areas – 2020
- Commercial Design Standards – 2020
- Other TSP changes

Comprehensive Plan

- Downtown Plan Update (City Center 2050 Plan update)
- Residential Downtown Market Study
- Downtown Parking Study
- Downtown Design standards
- Southeast Plan Update (P-1 zoning, GLUPs, streets (Barnett))
- Natural Hazards Mitigation Plan Review focusing on Wildfires and Drought
- Climate Adaptation Plan (work with Parks Department)
- City Annual Call for Zone Changes in upGLUPed areas

Commissioner McFadden asked, was that related to the increased density next to the trial areas; arterial and collector streets? Ms. Paladino reported no. This is the internal study areas. Ms. Evans stated this was part of the UGB work. Ms. Paladino commented this was the 450 acres that was upGLUPed throughout the City.

- Annual Parks Zoning /PS GLUP update
- Adopt Liberty Park Plan
- Natural Hazards Mitigation Plan Review focusing on Wildfires and Drought
- Riverside Avenue Corridor Plan – 2020
- Housing Element update - 2021 – 2023
- Population Element update - 2021 – 2023

Commissioner McFadden asked, where does staff see additional comments and direction being developed for low income housing and homeless issues. Ms. Paladino reported with long range will be with housekeeping and housing amendments. That is really in the housing and community development department. It will be a group effort. There are pieces of that in the long range division.

Chair McKechnie suggested putting commercial design standards as a low priority. Ms. Evans commented that the benefit to doing that is staff could do administrative decisions. If there are clear and objective standards.

Ms. Evans reported that the Transportation System Plan goes to LUBA. The hearing is tomorrow. Staff will keep the Planning Commission informed. Ms. Paladino stated that

staff will be calling in to listen if any Commissioner is interested. The hearing is at 1:45 p.m.

Commissioner Pulver stated that he believed Ms. Evans told him that in regards to that people in the expansion areas can submit an application now. Ms. Evans replied that is correct. Mr. Mitton stated that because the appellant did not file a stay the proceeding the Transportation System Plan functions as if no one appealed during the duration of the appeal.

Commissioner Pulver asked, are there any applications in the works? Ms. Evans stated staff has talked to all kinds of people. Staff has not seen any pre-applications.

30. Adjournment

The meeting was adjourned at 1:09 p.m.



Submitted by:

Terri L. Richards

Recording Secretary