

# PLANNING COMMISSION STUDY SESSION AGENDA OCTOBER 28, 2019



**MEDFORD**  
OREGON

## Commission Members

David Culbertson  
Joe Foley  
Bill Mansfield  
David McFadden  
Mark McKechnie  
E. J. McManus  
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 STUDY SESSION AGENDA



**MEDFORD**  
OREGON

October 28, 2019

Noon

Lausmann Annex, Room 151

200 South Ivy Street, Medford, Oregon

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10. Introductions

20. Discussion Item

20.1 DCA-19-002 Residential Administrative Review

20.2 Liberty Park Neighborhood Plan Review

30. Adjournment



## MEMORANDUM

**To:** Planning Commission  
**From:** Kyle Kearns, Planner II – Long Range Division  
**Date:** October 24, 2019 *for 10/28/2019 study session*  
**Subject:** Streamlined Residential Review Process – SPAR Type II

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### SUMMARY

Removing housing barriers to residential development, in many ways, is a constant goal of the Medford Planning Department. Evidence of these goals can be seen throughout the Comprehensive Plan, particularly the Housing Element and Regional Plan. In the Regional Plan Element, one of the obligations adopted into the Comprehensive Plan is that “Participating jurisdictions shall create regional housing strategies that strongly encourage a range of housing types throughout the region within 5 years of acknowledgement of the RPS Plan,” (Medford Comprehensive Plan, Regional Plan Element 4.1.12.). At the end of 2017 the Housing Advisory Committee (HAC) completed a list of recommended regulatory strategies and financial incentives to promote the creation of affordable and market-rate housing (Ordinance 2018-15).

Among the recommended regulatory strategies was the strategy to create Residential Design Standards with a streamlined [review] process; the residential design standards have already been adopted (See Sections 10.715A – 10.719) leaving the “streamlined process” to implement. Substantiating the benefits of a streamlined process can be difficult, however the adage quoted by many developers and planners alike is “Time is money.” This is likely the case due to the need to pay staff, potential for inflation on other hard cost (e.g. concrete, wood, etc.) and the added complexity and uncertainty that public hearings can add into development timelines. Given the newly adopted design guidelines and the requirement that...

*“A city may not deny an application for a housing development located within the urban growth boundary if the development complies with clear and objective standards, including but not limited to clear and objective design standards contained in the city comprehensive plan or land use regulations;” (Senate Bill 1051)*

...the ability for discretion a public hearing is able to provide has been removed.

### What are other cities doing?

To better understand how to implement the “streamlined process,” staff reviewed other Oregon cities to see what multi-family development is reviewed administratively. Subdivisions, Planned Unit Developments (PUD), Master Plans, and other larger scale projects are, generally, still reviewed as Type III and IV applications throughout the state. Below is the result of this aforementioned search, pertaining to residential development:

#### **Ashland**

- Type I Review – All structures under 10,000 sq. ft.
- Type II Review – Residential structures over 10,000 sq. ft.

#### **Central Point**

- Type I Review – Single family, multi-family 3 or less,
- Type II Review – 4 or more attached multi-family

#### **Phoenix**

- Type I Review – Duplex, Triplex
- Type II Review – Multi-family, single-family attached (townhouses)
- Type III Review – Multi-family 2 acres or greater

#### **Bend**

- Type I Review – Single family, attached single family (i.e. duplex, townhouse)
- Type II Review – Triplex review, anything not Type I

#### **Eugene**

- Type II Review – Has a Site Review (specific to certain areas of the city, based on zoning map overlays) and Design Review (site plan review) process. All development, unless specifically noted is reviewed as Type II. Eugene has a lot of overlay zones with specific design requirements and multi-family design standards.

### Housing Advisory Commission (HAC) October 9, 2019 Meeting Summary

At a regularly scheduled meeting of the City’s Housing Advisory Commission (HAC) staff provided a presentation summarizing the proposal. At the time of the October 9 meeting the proposal identified that the Type II administrative review process would only apply for multi-family housing of one gross acre or less and no more than 30 dwelling units. This particular criteria was the point of the majority of the discussion with the HAC.

Upon conclusion of the discussion regarding the proposal (Exhibit A) staff was provided with direction to bring back additional options for consideration at the HAC's November meeting; in November the HAC will review and recommend on the proposal. The comments provided are summarized as follows:

- The acreage limit should be increased beyond an acre
- Some members of the HAC were in favor of increasing beyond 30 dwelling units
- Some members of the HAC questioned why we should have any limits to the number of dwelling units that constitutes an administrative review
- Additionally they had directed staff to incorporate "flexible" design standards to allow for a deviation from Article V standards without a Type III Exception.

Staff has since incorporated the direction of the HAC into the most recent proposal found in Exhibit A.

#### **PROPOSAL of DCA-19-002 (Exhibit A)**

To comply with the direction provided by the HAC, staff is proposing the amendments below. There are options contained within the proposal for what the criteria should be in determining the use of the Type II land use review, over the Type III, in reviewing multi-family development proposals. Staff would like direction from the Planning Commission prior to the public hearing on the preferred options. Additionally, staff has proposed modifications to the Medford Land Development Code (MLDC) to create a more streamlined, clear and objective land use process. The following are the proposed additions and amendments, summarized:

- Creation of Site Plan and Architectural Review (SPAR) – Type II procedure for multi-family development (including cottage clusters) that is:
  - Considered affordable by Section 10.141 (already adopted)
  - **Option 1** – All multi-family/cottage clusters would be reviewed as Type II
  - **Option 2 & 3** – When surrounded by and adjacent/abutting to SFR-6, SFR-10, MFR-15, MFR-20, MFR-30, and the Commercial or Industrial Zones
  - **Option 2** – All multi-family/cottage clusters that are 3 acres or less
  - **Option 3** – All multi-family/cottage clusters that are 5 acres or less
- Clarification of standards regarding development in the Central Business (CB) Overlay to be more permissive to residential development.
- Creation of 10.701A, Flexible Development Standards. This is also an item that was included as a topic of consideration in the HAC recommendations, adopted per ordinance no. 2018-15. This addition gives discretion to the approving authority,

without an exception, to allow for a deviation of development standards contained in Article V for the following standards:

- Setbacks
  - Lot Dimension and Area
  - Lot Coverage
  - Off-Street Parking
  - Building Height
- Removal of individual ownership requirement for multi-family housing in the SFR-10 zone as it presents potential barriers to development

## **DIRECTION SOUGHT**

Staff is seeking direction from the Planning Commission on the following items:

- Of the options for SPAR – Type II Criteria, which option(s) is preferred:
  - Option 1 – All multi-family development
  - Option 2 – 3 net acres or less
  - Option 3 – 5 net acres or less
  - Option 2 & 3 – When surrounded by certain zones
- Does Planning Commission support the addition of the flexible development standards in DCA-19-002 or should they be separated into their own project?
  - Staff recommends adoption with DCA-19-002 to provide immediate flexibility in the approval of multi-family housing.

## **NEXT STEPS**

Barring any substantial changes proposed in the October 28 Planning Commission study session, staff will proceed forward with the public hearing schedule for the project. The Housing Advisory Commission (HAC) meeting is on November 13, Planning Commission hearing is scheduled for December 12, and the City Council hearing is scheduled for January 16.

## **EXHIBITS**

- A Proposed Text DCA-19-002

## Exhibit A

### Proposed Text DCA-19-002

~~Deleted Text.~~ New Text. Text in Highlight requires direction.

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#### ARTICLE II - PROCEDURAL REQUIREMENTS

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##### 10.106 Procedural Types.

\* \* \*

##### (B) Type II Administrative Procedures.

- (1) Administrative decisions shall be made by applying clear, objective approval criteria and standards while using limited discretion to determine impact(s) on adjacent properties and the surrounding vicinity, public infrastructure and services, and the health, welfare, and safety of the community at-large.
- (2) Decisions shall be made by the Planning Director or designee.
- (3) Public notice and a public comment period are required according to Section 10.124 of this Chapter, but a public hearing shall not be required.
- (4) Requested action shall be initiated by the applicant.
- (5) Appeals of Site Plan and Architectural Reviews – Type II are appealed to the Site Plan and Architectural Commission, at a public hearing, per Section 10.140(F)(2); all other appeals of Type II decisions are-heard by the Planning Commission, at a public hearing, per Section 10.140(G).

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Table 10.108-1. Land Use Review Procedures				
Land Use Review Type	Procedural Type	Applicable Standards	Approving Authority	Subject to 120 Day Rule (ORS 227.178)?
Annexation	IV	Urbanization, 10.216	City Council	No
Appeal of Final PUD Plan Decision	I	10.140(F)(3)	Planning Commission	No
Appeal of Minor Historic Review Decision	I	10.140(F)(4)	LHPC	No
Appeal of Type II Decision	III	10.140(G)	Planning Commission	Yes
Appeal of Type III Decision	IV	10.140(H)	City Council	Yes
Appeal of Type IV Decision	IV	10.140(I)	LUBA	No
Comprehensive Plan Amendment, Major	IV	Review & Amendment, 10.220	City Council	No
Comprehensive Plan Amendment, Minor	IV	Review & Amendment, 10.222	City Council	No
Conditional Use Permit	III	10.184	Planning Commission	Yes
Cottage Cluster Development	<u>II, III</u>	10.818A	SPAC	Yes
De Minimis Revision(s) to an Approved PUD Plan	I	10.198	Planning Director	No
Exception	III	10.186	PC/LHPC/SPAC	Yes
Final PUD Plan	I	10.196	Planning Director	No
Final Plat, Subdivision or Partition	I	10.160	Planning Director	No
General Land Use Map Amendment, Major	IV	GLUP, Review & Amendment, 10.220	City Council	No
General Land Use Map Amendment, Minor	IV	GLUP, Review & Amendment, 10.222	City Council	No
Historic	III	10.188	LHPC	Yes
Land Development Code Amendment	IV	10.218	City Council	No
Minor Historic Review	I	10.188(C)(3)	Planning Director	No
Major Modification to an Approved Park Development Review	III	10.185(C)(1)	Planning Commission	Yes
Major Modification to a Site Plan & Architectural Review Approval	III	10.200(H)(1)	SPAC	Yes

Table 10.108-1. Land Use Review Procedures				
Land Use Review Type	Procedural Type	Applicable Standards	Approving Authority	Subject to 120 Day Rule (ORS 227.178)?
Minor Modification to a Site Plan & Architectural Review Approval	I	10.200(H)(2)	Planning Director	No
Major Modification to an Approved Conditional Use Permit	III	10.184(D)(1)	Planning Commission	Yes
Minor Modification to an Approved Conditional Use Permit	I	10.184(E)(2)	Planning Director	No
Minor Modification to an Approved Park Development Review	I	10.185(C)(2)	Planning Director	No
Nonconformities	I	10.032 – 10.036	Planning Director	No
Portable Storage Container	II	10.840(D)(6)	Planning Director	Yes
Park Development Review	III	10.185	Planning Commission	Yes
Pre-Application	I	10.156	Not Applicable	No
Preliminary PUD Plan	III	10.190 – 10.198	Planning Commission	Yes
Property Line Adjustment	I	10.158	Planning Director	No
PUD Plan Revision(s)	III	10.198	Planning Commission	Yes
PUD Plan Termination	III	10.198	Planning Commission	Yes
Riparian Corridors, Reduction or Deviation	I	10.927	Planning Director	No
Sign Permit	I	10.1000 – 10.1810	Planning Director	No
<u>Site Plan and Architectural Review (SPAR) – Type II</u>	<u>II</u>	<u>10.200</u>	<u>Planning Director</u>	<u>Yes</u>
<u>Site Plan and Architectural Commission (SPAC) Review – Type III</u>	III	10.200	SPAC	Yes
Tentative Plat, Partition	II	10.170	Planning Director	Yes
Tentative Plat, Subdivision	III	10.202	Planning Commission	Yes
Transportation Facility Development	IV	10.226	City Council	No
Urban Growth Boundary Amendment, Major	IV	Urbanization, 10.220	City Council	No
Urban Growth Boundary Amendment, Minor	IV	Urbanization, 10.222	City Council	No
Urbanization Plan	IV	10.200(B)(4)	City Council	No
Vacation of Public Right-of-Way	IV	10.226	City Council	No
Wireless Communication Facilities in Public Right-of-Way	I	10.824(G)	Planning Director	Yes
Zone Change, Major	IV	Review & Amendment, 10.220	City Council	No
Zone Change, Minor	III	10.204	Planning Commission	Yes

\* \* \*

**10.110 Designation and Duties of Approving Authorities.**

\* \* \*

(H) Site Plan and Architectural Commission Authority.

The Site Plan and Architectural Commission is hereby designated as the approving authority for the following land use reviews:

Land Use Review

Appeals (see Section 10.140)

Exception

Major Modification of Site Plan and Architectural Review Approval

Site Plan and Architectural Commission Review

\* \* \*

(Q) Planning Director Authority. The Planning Director is hereby designated as the approving authority for Type I and II land use reviews as well as issuance of the Development Permit. This includes the following land use reviews:

Land Use Review

De Minimis Revision(s) to Approved PUD Plan

Final PUD Plan

Final Plat, Partition/Subdivision

Major Modifications to Site Plan and Architectural Review

Minor Historic Review

Minor Modification to Conditional Use Permit

Minor Modification to a Park Development Review

Minor Modification to Site Plan and Architectural Review

Nonconformities

Pre-Application

Property Line Adjustment

Riparian Corridor Reduction or Deviation

Sign Permit

Site Plan and Architectural Review

Tentative Plat, Partition

Wireless Communication Facilities in Public Right-of-Way

\* \* \*

**10.124 Due Process Element 2: Notification.**

(A) Content of Public Hearing Notice/Notice of Decision. The Public Hearing/Decision notice shall:

- (1) Explain the nature of the application and the proposed use or uses which could be authorized;
- (2) List the applicable criteria from the Code and the Comprehensive Plan that apply to the application at issue;
- (3) Set forth the street address or other easily understood geographical reference to the subject property;

- (4) State the date, time and location of the hearing; or, for Type II applications, state the date the decision will be rendered;
- (5) State that failure to raise an issue in a hearing, in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue precludes appeal based on that issue;
- (6) Include the name of a local government representative to contact and the telephone number where additional information may be obtained;
- (7) State that a copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost;
- (8) State that a copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing and will be provided at reasonable cost; or for a Type II application the staff report will be available on the day the decision is rendered; and
- (9) Include a general explanation of the requirements for submission of testimony and the procedure for conduct of hearings, when applicable.

\* \* \*

(C) Notification, Affected Property Owners.

(1) Notice of Type II Land Use Action. In the case of Type II land use actions where there is no public hearing, notification shall be mailed to the applicant and all affected property owners within 14 calendar days of deeming an application complete pursuant to Section 10.122.

(a) Notice of Public Comment Period, Type II. The Planning Director shall provide a 14 day period for submission of written comments prior to making a decision on any application requiring a Type II land use action.

(b) Notice Area, Type II. The Planning Director shall mail notice of the public comment period to the following:

(i) ~~—~~The applicant.

(ii) Property owners within 200 feet of the entire contiguous site for which the application is made. This list shall be compiled from the most recent property tax assessment roll.

(iii) Any neighborhood or community organization recognized by the City and whose boundaries include the site.

(iv) Public agencies which provide transportation facilities and services, such as Jackson County and the Oregon Department of Transportation (ODOT), for all partitions, which affect private access to roads.

(c) Notice of Comment Period Content, Type II. The notice shall:

(i) State that issues which may provide the basis for an appeal shall be raised in writing prior to the expiration of the comment period. Issues shall be raised with sufficient specificity to enable the decision maker to respond to the issue.

Note: The above language is required by ORS 197.195 for Limited Land Use Decisions, even though the procedures provide for appeal of a Type II decision to the Planning Commission through a de novo hearing, which allows new issues to be raised and allows the introduction of new evidence. The ‘notice of comment period’ and ‘notice of decision’ language below is slightly different than the statutory language to reflect the fact this code allows for local appeal.

- (ii) List, by commonly used citation, the applicable criteria for the decision.
- (iii) Briefly summarize the local decision making process for the decision being made.
- (iv) Provide a project description that clearly describes the proposal and what is being requested.
- (v) Identify the street address or other easily understandable geographical reference of the location of the site under review.
- (vi) State the place, date and time the comments are due, and the person whom the comments should be addressed.
- (vii) State that copies of all evidence relied upon by the applicant are available for review at no cost, and that copies can be obtained at reasonable cost from the City.
- (viii) Include the name of the Planning Director or designee to contact and the telephone number where additional information may be obtained regarding the application.
- (ix) State that any person who is adversely affected or aggrieved, anyone who is entitled to written notice in Subsection (C.1.b) above, and anyone who provides written comments during the comment period may appeal the decision by filing an appeal in accordance with this Code within 14 days of the date the written notice of decision is mailed.
- (x) State the decision will not become final until the period for filing a local appeal has expired.

\_\_\_\_\_ (xi) State that a person who is mailed written notice of the decision cannot appeal the decision directly to the Land Use Board of Appeals under ORS 197.830.

(d) On-Site Posting, Site Plan and Architectural Review – Type II. On-site, notice of decision date signs shall be posted for this type of land use action according to the following:

\_\_\_\_\_ (i) Contents of sign. On-site notice of decision date signs shall include a description of the proposed land use action, the date the decision will be rendered and the City of Medford file number for the proposed land use action.

\_\_\_\_\_ (ii) Location and number of signs. A posted notice sign must be placed on each existing street frontage of the project site. If a frontage is over 600 feet long, a notice sign is required for each 600 feet, or fraction thereof. Notice signs must be posted within 10 feet of a street lot line and must be visible to pedestrians and motorists. Notice signs may not be posted in a public right-of-way, unless the land use action specifically pertains to a public right-of-way. If posting must occur in the right-of-way, care should be taken to comply with Section 10.735, Clear View of Intersecting Streets.

\_\_\_\_\_ (iii) Sign posting schedule. The required sign(s) shall be posted as specified in Table 10.124-1. Posted signs shall be removed within 10 days following the final decision.

\_\_\_\_\_ (iv) Consequences of failing to post the property as required. Failure to post the signs as required by this section is a violation of the Medford Municipal Code.

\* \* \*

Table 10.124-1: Notice of Public Hearing Schedule by Procedure Type			
Procedure Type	Newspaper Publication	On-Site Public Hearing Sign	Affected Property Owners Notice
Type I	None	None	None
Type II	None	None	Within 14 calendar days of deeming an application complete, notice will be sent to all property owners within 200 feet of the project boundaries.
Type II: Site Plan and Architectural Review – Type II	None	A sign shall be placed on the subject property 14 days prior to the decision date.	Within 14 calendar days of deeming an application complete, notice will be sent to all property owners within 200 feet of the project boundaries. [KWK1]

\* \* \*

**10.134 Due Process Element 7: Action, Decision Time, and Notice of Decision.**

(A) Action. After acceptance of an application, the approving authority shall approve, approve with conditions, or deny the request. The decision of the approving authority shall be based upon the application, the evidence and comments from referral agencies and the public, and compliance with this chapter.

(B) Decision Time. Action on all land use reviews shall be taken within the time herein prescribed.

(C) Notice of Decision, Type III/IV. The Planning Department shall, within five working days of the decision date, provide written notification of the land use decision to the applicant and all persons who testify orally or in writing on the land use review. The notice shall indicate the date that the decision will take effect, the approval's expiration date, and the final date for appeal.

(D) Notice of Decision, Type II. Within three working days of a final decision on the application, the Planning Director shall mail a copy of the decision to the applicant and any person who submits comments during the public comment period. The Planning Director shall also mail notice of the decision in writing to parties who were notified of the comment period in Section 10.124(C)(1)(b).

(1) Notice of Decision Content, Type II. The content of the notice of decision shall:

- (a) Include a description of the applicant's proposal and summary of the City's decision on the proposal.
- (b) Identify the street address or other easily understandable geographical reference of the location of the site.
- (c) Identify a statement of where the City's decision can be obtained and contact information.

- (d) Include a statement that all persons entitled to notice may appeal the decision.
  - (e) State that any person who is adversely affected or aggrieved, anyone who is entitled to written notice in Section 10.124(C)(1)(b), and anyone who provides written comments during the comment period may appeal the decision by filing an appeal in accordance with this Code within 14 days of the date the written notice of decision is mailed.
  - (f) State that copies of all evidence relied upon by the decision-maker are available for review at no cost, and that copies can be obtained at reasonable cost from the City.
  - (g) State the decision will not become final until the period for filing a local appeal has expired.
  - (h) State that a person who is mailed written notice of the decision cannot appeal the decision directly to the Land Use Board of Appeals under ORS 197.830.
- (2) Final Decision and Effective Date, Type II. The effective date of the final decision shall be 14 calendar days following the date the notice of decision is mailed, unless appealed, in which case the decision is effective when the appeal is decided.
- (3) Appeal, Type II. Type II land use decisions shall be appealed as follows:
- (a) Site Plan and Architectural Review – Type II land use decisions may be appealed to the City Council as provided in Section 10.140 of this Code.
  - (b) All other Type II land use decisions, not identified in 10.134(D)(3)(a) above, A final decision may be appealed to the Planning Commission as provided in Section 10.140 of this Code. [KWK2]

\* \* \*

### 10.140 Appeal of Land Use Decision.

#### (A) Standing for Appeal.

(1) Any person with standing may appeal a land use decision of an approving authority (Planning Commission, Site Plan and Architectural Commission, Landmarks and Historic Preservation Commission, and Planning Director) which approves conditionally, approves, or disapproves an appealable land use action per Subsection (E), by filing a written notice together with the requisite filing fee with the Planning Department within 14 days after notice of the decision is mailed.

(2) A person has standing if the person:

- (a) appeared in the initial proceedings orally or in writing; and
  - (b) was entitled to a right of notice and hearing prior to the decision to be reviewed, or is aggrieved by the decision, or has interests adversely affected by the decision.
- (3) For a Type II land use decision, a person with standing is an applicant or owner of the subject property, was entitled to written notice of the decision, or participated in the proceeding by submitting written comments.

#### (B) Notice of Appeal.

(1) A notice of appeal shall be signed by the appellant or their agent and shall contain:

- (a) An identification of the decision sought to be reviewed, including the date of the decision.
- (b) A statement demonstrating that the appellant has standing to appeal as required by Subsection (A) above.
- (c) A statement of the specific grounds which the appellant relies on as the basis

for the appeal. If the appellant contends that the findings of fact made by the approving authority are incorrect or incomplete, the notice shall specify the factual matters omitted or disputed. If the appellant contends that the decision is contrary to ordinance, statute or other law, such errors shall be specifically identified in the notice along with the specific grounds relied upon for review.

(2) Upon timely receipt of the notice of appeal and filing fee, the Planning Department shall schedule the appeal for a hearing before the appropriate appeal body at the next regular hearing that falls not less than fourteen days after the date of filing. The Planning Department shall notify the appellant and other parties with standing, of the time and place of the hearing by first class mail, enclosing a copy of the notice of appeal.

(C) Appeal Procedure.

Only the appellant and other parties with standing may participate in the appeal hearing. Appellant shall make the initial presentation and shall be allowed rebuttal. Each participant in the appeal hearing shall present to the appeal body those portions of the record which the participant deems relevant to the appeal. If a party wishes the appeal body to review recorded testimony, the party shall present a written summary or transcript of such testimony to be read by the appeal body in lieu of actually listening to the recording.

For an appeal of a Type II land use decision, the appellant and other parties shall have an opportunity to present testimony, arguments, and evidence as they would have had in a hearing before the decision was issued. The presentation of testimony, arguments, and evidence shall not be limited to the issues raised in the notice of appeal.

(D) Scope of Appeal.

An appeal hearing shall be either ‘de novo’, ‘limited to issues’, or ‘on the record’ as summarized below.

(1) De novo: Anyone may testify. Issues are not limited to those raised in the appeal. New evidence and argument may be presented.

An appeal of a Type II land use decision, shall be a ‘de novo’ hearing as required by ORS 227.175 (10)(a)(D). The de novo hearing shall be the initial evidentiary hearing required under ORS 197.763 as the basis for an appeal to the Land Use Board of Appeals.

(2) On the record: Issues are limited to those raised in the appeal. New evidence may not be presented. New arguments may be presented so long as they relate to issues raised in the initial proceedings.

a. The appeal body shall not re-examine issues of fact and shall limit its review to determining whether there is substantial evidence to support the findings of the approving authority, or determining if errors in law were committed. The appellant is also precluded from raising an issue on appeal to the appeal body if they could have raised the issue with the approving authority but failed to do so.

b. The record shall consist of the application and all materials submitted with it; documentary evidence, exhibits and materials submitted at the initial hearing; recorded testimony; the decision of the approving authority, including the findings and conclusions; and the notice of appeal.

(E) Decision Regarding Appeals.

(1) Upon review of the appeal, the appeal body may by order affirm, reverse or modify in whole or in part a determination or requirement of the decision that is under review. When the appeal body modifies or renders a decision that reverses a decision of the approving authority, the appeal body, in its final order, shall set forth its finding and state its reasons

for taking the action encompassed in the order. When the appeal body elects to remand the matter back to the approving authority for such further consideration as it deems necessary, it shall include a statement explaining the error to have materially affected the outcome of the original decision and the action necessary to rectify such.

(2) Action by the appeal body shall be decided by a majority vote of its members present at the meeting at which review was made and shall be taken either at that or any subsequent meeting. The appeal body shall render its decision within the time limits allowed by State law.

(F) Appeal of Type I Land Use Decision.

(1) With the exception of Riparian Corridor Reductions or Deviations, Final PUD Plan decisions and Minor Historic Review decisions, all other Type I land use decisions are final and not appealable under this chapter or any other provision of the Medford Municipal Code.

(2) Riparian Corridor Reduction or Deviation decisions made by the Planning Director or designee may be appealed to the City Council.

(3) Final PUD Plan decisions made by the Planning Director or designee may be appealed to the Planning Commission.

(4) Minor Historic Review decisions made by the Planning Director or designee may be appealed to the Landmarks and Historic Preservation Commission.

(G) Appeal of Type II Land Use Decisions.

Type II land use decisions made by the Planning Director or designee may be appealed to the Planning Commission as a de novo hearing. The Planning Commission decision on appeal shall be the final local decision on the matter.

(H) Appeal of Type III Land Use Decision.

Type III land use decisions made by the approving authority (Planning Commission, Site Plan and Architectural Commission, or Landmarks and Historic Preservation Commission) may be appealed to the City Council. The appeal shall be heard on the record.

(I) Appeal of Type IV Land Use Decision.

Type IV land use decisions made by City Council may be appealed to the Land Use Board of Appeals (LUBA) pursuant to ORS 197.830.

[Replaced Sec. 32, Ord. No. 2018-64, June 21, 2018 (effective July 23, 2018).]

**10.141 Review and Appeal of Certain Affordable Housing Projects.**

Notwithstanding other code provisions to the contrary, when an application involves a residential development that: (1) contains five or more residential units; (2) will sell or rent at least 50 percent of the residential units as housing that is affordable to households with incomes equal to or less than 60 percent of the median family income for the county in which the development is built or for the state, whichever is greater; and (3) is subject to a covenant appurtenant restricting the owner and each successive owner of the development (or a residential unit of the development) from selling or renting any affordable residential unit within the development as housing that is not affordable for a period of 60 years from the date of the certificate of occupancy, the following review and appeal procedures apply.

If the applicant has not requested an Exception as set forth in Section 10.717(F) or any adjustment from the Special Development Standards as set forth in Sections 10.718 – 10.719, the application shall be reviewed by the Planning Director with a substantive review consisting of the type of review described in Section 10.200. Notification for such applications shall be the same as those

for a Site Plan and Architectural Review – Type II land use actions described in Section 10.124, ~~with the addition including the~~ ~~of~~-posting ~~of~~ an on-site notification sign that describes the application and the public comment period. Any appeal from the Planning Director decisions shall be made to the City Council, and final action shall be taken within 100 days unless an applicant has made a written request to extend the 100-day period for a specified period of time, and any appeal therefrom shall be made to the Land Use Board of Appeals (LUBA).

If the applicant has requested an Exception as set forth in Section 10.717(F) or any adjustment from the Special Development Standards as set forth in Sections 10.718 – 10.719, the application shall be reviewed by the Site Plan and Architectural Commission as per Sections 10.182 and 10.200, and any appeal from the Site Plan and Architectural Commission decisions shall be made to the City Council. Final action in such instances shall be taken within 120 days unless an applicant has made a written request to extend the 120-day period for a specified period of time, and any appeal therefrom shall be made to the Land Use Board of Appeals (LUBA).

[Added Sec. 1, Ord. No. 2018-100, Sept. 6, 2018.]

\* \* \*

#### 10.168 Type II Land Use Actions.

(A) Type II actions comprise the following land use reviews:

Land Use Actions

Partition, Tentative Plat

Portable Storage Containers

Major Modifications to a Site Plan and Architectural Review

Site Plan and Architectural Review

(B) Type II Action and Decision Time.

The Planning Director shall take final action within 120 days after the application is deemed complete. An applicant may make a written request to extend the 120-day period for a specified period of time. In no case may the total extensions exceed 245 days. At the Planning Director's discretion, an application requiring a Type II land use action may be referred directly to the Planning Commission for review through a Type III land use action; Site Plan and Architectural Review – Type II land use actions may be referred directly to the Site Plan and Architectural Review Commission for review through a Type III land use action.

#### 10.169A Major Modifications to a Site Plan and Architectural Review – Type II

See Section 10.200.

\* \* \*

#### 10.175A Site Plan and Architectural Review (SPAR) – Type II

(A) Purpose of Site Plan and Architectural Review – Type II.

The Site Plan and Architectural Review – Type II process is established to assure compliance with the standards and criteria set forth in this chapter for the development of property as applied to the improvement of individual lots or parcels of land as required by this code. The distinction of a Type II Site Plan and Architectural Review, from a Type III, is needed to provide a more expedited

land use review for certain multi-family uses in the City as identified below. The SPAR – Type II land use review considers consistency with section 10.717 of the MLDC, site planning and general placement of related facilities as identified in 10.200 and throughout the Medford Municipal Code.

**(B) Site Plan and Architectural Review – Type II Required.**

A SPAR – Type II shall be used in place of the SPAC Type-III when the following conditions apply:

- (1) Is a multi-family development and/or Cottage Cluster; and
- (2) The proposed land use does not require a Type III or Type IV land use review in conjunction with the multi-family development such as, but not limited to, an Exceptions, Historic Reviews or Land Divisions;

**OPTION 1**

(Text ends here and we have no additional criteria for consideration as all multi-family development, w/o a Type III or IV review, will be administrative)

**OPTION 2 & 3**

In addition to the above criteria (10.175A(B)(1-2), one of the following criteria shall be met in order to be reviewed as a SPAR – Type II land use review:

- (3) When the proposed parcel(s) for multi-family development and/or Cottage Cluster surrounded by and adjacent/abutting to the SFR-6, SFR-10, MFR-15, MFR-20, MFR-30, Commercial or Industrial Zones; or
- (4) Meets the affordable housing criteria identified in Section 10.141; or
- (5) When the affordable housing requirements of Section 10.141 are not applicable, the below criteria shall be used in determining the use of the SPAR – Type II land use review. The subject multi-family or Cottage Cluster development shall be:

**OPTION 2**

- (a) On a parcel(s) of five net acres or less

**OPTION 3**

- (a) On a parcel(s) of three net acres or less

**(C) Site Plan and Architectural Review approval shall be required prior to the application for a building permit.**

**(D) Site Plan and Architectural Review Approval Criteria. See Section 10.200.**

\* \* \*

**10.182 Type III Land Use Actions.**

(A) Type III actions comprise the following land use reviews:

- Land Use Action
- Conditional Use Permit
- Exception
- Historic Review
- Park Development Review

Preliminary PUD Plan  
Site Plan and Architectural Commission (SPAC) Review  
~~Subdivision Tentative Plat~~  
Zone Change

(B) Type III Action and Decision Time.

(1) The approving authority shall take final action within 120 days after the application is deemed complete.

(2) An applicant may make a written request to extend the 120-day period for a specified period of time. In no case may the total extensions exceed 245 days.

(C) Resubmission of Type III Application. After 60 working days of the final determination denying a Type III action, the applicant may make appropriate alterations to a proposal and resubmit along with the payment of any additional fees as required by Section 10.070.

(D) Effective Date of a Type III Application. A Type III land use decision shall take effect on the date the final order or resolution for approval is signed.

\* \* \*

**10.200 Site Plan and Architectural Commission Review – Type III.**

(A) Purpose of Site Plan and Architectural Review.

The Site Plan and Architectural Review process is established in order to provide for review of the functional and aesthetic adequacy of commercial, industrial, Cottage Cluster, and multi-family development and to assure compliance with the standards and criteria set forth in this chapter for the development of property as applied to the improvement of individual lots or parcels of land as required by this code. Site Plan and Architectural Review considers consistency in the aesthetic design, site planning and general placement of related facilities such as street improvements, off-street parking, loading and unloading areas, points of ingress and egress as related to bordering traffic flow patterns, the design, placement and arrangement of buildings as well as any other subjects included in the code which are essential to the best utilization of land in order to preserve the public safety and general welfare, and which will encourage development and use of lands in harmony with the character of the neighborhood within which the development is proposed.

(B) Site Plan and Architectural Review Required.

A Site Plan and Architectural Review is required for ~~P~~projects which are not exempt from Site Plan and Architectural ~~Commission~~ Review pursuant to Subsection (C) below, except that exterior alterations to a building or site and new construction in a Historic Overlay shall require Historic Review pursuant to Section 10.188, but shall not require Site Plan and Architectural Review. The type of Site Plan and Architectural Review required shall be determined as follows:

(1) The Site Plan and Architectural Review – Type II (SPAR – Type II) shall be used when the applicable criteria in Section 10.175A(B) is met.

(2) The Site Plan and Architectural Commission Review – Type III (SPAC – Type III) shall be used when a SPAR – Type II is not applicable.

(C) Exemptions from the Site Plan and Architectural ~~Commission~~ Review, SPAR - Type II & SPAC - Type III, Requirement.

(1) An exemption from Site Plan and Architectural ~~Commission (SPAC) r~~Review does not exempt the use or development from compliance with the applicable standards of this chapter, including but not limited to access, parking, riparian protection, and landscaping. Exemptions under this section do not apply to uses subject to a conditional use permit or park development review or a major modification thereof.

(2) The following uses or developments do not require Site Plan and Architectural Review~~SPAC review~~.

(a) Parking lots and parking lot additions, when not associated with building construction required to be reviewed by ~~the Site Plan and Architectural Commission~~ as a Type II or III Site Plan and Architectural Review, except any parking lot or parking lot additions located within a Historic Overlay requires Historic Review. (Effective Dec. 1, 2013.)

(b) Construction of a new building if it does not increase motor vehicle trip generation by more than 10 average daily trips, unless within a Historic Overlay, in which case, Historic Review is required for all new construction. (Effective Dec. 1, 2013.)

(c) A building addition similar to the existing building in architectural style and exterior building materials and that is no more than a 20 percent or 2,500 square-foot increase in gross floor area, whichever is less, unless within a Historic Overlay, in which case, Historic Review is required for all building additions and exterior alterations. (Effective Dec. 1, 2013.)

(d) Detached single-family residential development on a lot within a final platted land division or on an otherwise legally created lot, unless within a Cottage Cluster Development pursuant to Section 10.818A, or within a Historic Overlay, in which case, SPAC review or Historic Review, respectively, is required for all single-family residential development. (Effective Dec. 1, 2013.)

(e) Solar Photovoltaic/Solarvoltaic energy systems, as defined in ORS 757.360, except when located on historic landmarks or within historic districts, in which case the review authority shall be the Landmarks and Historic Preservation Commission.

(f) One duplex dwelling divided by a lot-line or on a single, vacant lot within a final platted land division or on an otherwise legally created lot, unless within a Historic Overlay, in which case, Historic Review is required.

(g) Airport accessory structure(s) including hangars, aircraft storage, maintenance facilities, warehouse storage, and office buildings to be located on airport property within the secured fence area (as shown on the Medford Zoning Map) not intended for public use.

(D) Site Plan and Architectural Review approval ~~and a development permit~~ shall be required prior to the application for a building permit.

(E) Site Plan and Architectural Review Approval Criteria.

(1) The Site Plan and Architectural Commission (SPAC – Type III) Review shall approve a site plan and architectural review application for a commercial or industrial development, if it can find that the proposed development conforms, or can be made to conform through the imposition of conditions, with the following criteria:

- (a) The proposed development is compatible with uses and development that exist on adjacent land, and
- (b) The proposed development complies with the applicable provisions of all city ordinances or the Site Plan and Architectural Commission has approved (an) exception(s) as provided in Section 10.186.

(2) The ~~Site Plan and Architectural Commission~~approving authority shall approve a site plan and architectural review application for a residential development if the proposed development complies with the applicable provisions of all city ordinances, or if the ~~Site Plan and Architectural Commission~~approving authority has approved either of the following:

- (a) Any Exceptions, as provided for in MLDC Section 10.186, which resolve(s) any instances of non-compliance with those provisions.
- (b) Any Adjustments or Exceptions from the Special Development Standards for Multiple-Family Dwellings, as provided for in MLDC Section 10.715A through 10.717.
- (c) Any Adjustments or Exceptions from the Development Standards for a Cottage Cluster Development, as provided for in MLDC Section 10.818A.

(F) Site Plan and Architectural Review Conditions of Approval. In approving a site plan and architectural review application, the ~~Site Plan and Architectural Commission~~approving authority may impose, in addition to those standards expressly specified in this code, conditions determined to be reasonably necessary to ensure compliance with the standards of the code and the criteria in Subsection (E) above, and to otherwise protect the health, safety and general welfare of the surrounding area and community as a whole. These conditions may include, but are not limited to the following:

- (1) Limiting the number, height, location and size of signs;
- (2) Requiring the installation of appropriate public facilities and services and dedication of land to accommodate public facilities when nee
- (3) Limiting the visibility of mechanical equipment through screening or other appropriate measures;
- (4) Requiring the installation or modification of irrigated landscaping, walls, fences or other methods of screening and buffering;
- (5) Limiting or altering the location, height, bulk, configuration or setback of commercial and industrial buildings, structures and improvements.
- (6) Requiring the improvement of an existing, dedicated alley which will be used for ingress or egress for a development;
- (7) Controlling the number and location of parking and loading facilities, points of ingress and egress and providing for the internal circulation of motorized vehicles, bicycles, public transit and pedestrians;
- (8) Requiring the retention of existing natural features;

- (9) Modifying architectural design elements of commercial and industrial buildings. Such modifications may include, but are not necessarily limited to: exterior construction materials and their colors, roofline, and fenestration; and, restricting openings in the exterior walls of structures;
- (10) Modifying architectural design elements of multiple-family dwelling buildings when the applicant has affirmatively elected to request an adjustment from the Special Development Standards in MLDC Sections 10.715A through 10.717. Such modifications may include but are not necessarily limited to: exterior construction materials and their colors, roofline, and fenestration; and, restricting openings in the exterior walls of structures;
- (11) Modifying elements of Cottage Cluster Developments when the applicant has affirmatively elected to request an adjustment from the Development Standards for a Cottage Cluster Development, as provided for in MLDC Section 10.818A.
- (12) Restricting the height, directional orientation and intensity of exterior lighting.
- (G) Expiration of a Site Plan and Architectural Review Approval.
- (1) Approval of a Site Plan and Architectural ~~Commission-Review~~ application shall take effect on the date the final order for approval is signed, unless appealed and shall expire two years from the effective date. Within two years following the effective date, issuance of building permit for vertical construction must have occurred or an extension of the approval will be necessary. If a request for an extension is filed with the Planning Department within two years from approval of the final order, the ~~Site Plan and Architectural Commission~~ approving authority shall grant an extension not to exceed one additional year. Extensions shall be based on findings that the facts upon which the Site Plan and Architectural ~~Commission-Review~~ application was first approved have not changed to an extent sufficient to warrant re-filing of the application.
- (2) When it is the developer's intent to complete an approved project in phases, the approving authority may authorize a time schedule for the issuance of building permits for a period exceeding one year, but in no case shall the total time period for the issuance of building permits be greater than five years without having to resubmit a new application for Site Plan and Architectural ~~Commission-Review~~. Phases developed after the passage of one year from approval of the Site Plan and Architectural Commission application will be required to modify the plans as necessary to avoid conflicts with changes in the Comprehensive Plan or this chapter.
- (H) Modifications of an Approved Site Plan and Architectural Review.
- (1) Major Modification. Any modification that is not a minor modification is a major modification. When a modification to an approved plan is determined to be a Major Modification, the modifications to the plan shall be processed as identified below. The Planning Director may waive submittal requirements deemed unnecessary or inapplicable to the proposal.
- (a) Major modifications to SPAR – Type III land use reviews shall be processed as Type II land use review and submitted to the Planning Director, or designee, for

~~review and decision. application for Site Plan and Architectural Review. The Planning Director may waive submittal requirements deemed unnecessary or inapplicable to the proposal.~~

~~(b) Major modifications to SPAC – Type III land use reviews shall be processed as Type III land use review and submitted to the Site Plan and Architectural Commission for review and decision.~~

(2) Minor Modification. A minor modification to an approved plan may be made by the Planning Director provided the Planning Director can make the determination that the modification does not constitute a major modification. A minor modification shall meet all of the following standards:

(a) Meets the exemption standards of Subsection (C) above.

(b) No increase in the number of dwelling units.

(c) The amount of open space or landscaping is decreased by no more than 10% of the previously approved area, provided the resulting area does not drop below the minimum standards as required by the code.

(d) No relocation of vehicle access points and parking areas where the change will generate an impact that would adversely affect off-site or on-site traffic circulation.

(e) No reduction or elimination of any project amenities such as recreational facilities, significant natural resources (streams, creeks, landforms), fencing and other screening material.

(f) Modifications to facilities and utilities conform to the adopted facility plans.

(g) Modifications to any other components of the plan conform to standards of the Code.

(h) No modification to any condition of approval.

~~(3) Modifications to an Approved SPAR – Type II. The criteria in 10.200(H)(1-2) shall be used in determining whether a modification to a SPAR – Type II is major or minor. Modifications to a SPAR – Type II approval shall be reviewed and approved by the Planning Director. At the Planning Director’s discretion, major modifications to a SPAR – Type II approval may be referred directly to the Site Plan and Architectural Commission for review as a Type III land use decision.~~

(I) Issuance of Building Permits, Consistent with Site Plan and Architectural Review Approval. All applications for a building permit, wherein Site Plan and Architectural Review has been required, shall be consistent with the plans as approved and all conditions of approval imposed thereon and shall be accompanied by an accurate and correct site plan.

(1) Security for Completion of Public Improvements. If all required public improvements, as specified in the conditions of site plan and architectural review approval, have not been satisfactorily completed before issuance of a building permit, the developer shall enter into a written agreement (provided by the City) to secure full and faithful performance thereof, according to Sections 10.666 and 10.667(A) respectively.

(2) Agreement for Completion of Private Improvements (for projects with signed agreements prior to January 1, 2015). The following regulations shall apply to all Building

Site Improvement Agreements (BSIA) signed prior to January 1, 2015. After said date, the provisions of Building Site Improvement Agreements (BSIA) shall no longer be used as a means to ensure the completion of private improvements. If all required private improvements, as specified in the conditions of site plan and architectural review approval, have not been satisfactorily completed before issuance of a building permit, the permit shall not be issued unless the owner and all other parties having an interest in the property enter into a written and recorded agreement, called a Building Site Improvement Agreement (BSIA), (provided by the City) with the City. The agreement shall be in a form acceptable to the City Attorney and shall specify that, within six months after signing the agreement or such longer time period as specified by the ~~Site Plan and Architectural Commission~~ approving authority, all improvement work shall be completed according to the approved plans. The Planning Director or other person designated by the City Manager shall sign the agreement on behalf of the City.

(a) Extension. If a request for an extension of a Building Site Improvement Agreement is filed with the Planning Department within six months after signing the agreement, the Planning Director may grant an extension not to exceed six additional months. Extensions shall be based on findings that the extension is necessary for good cause, such as: circumstances beyond the developer's control that are causing delay in completing private improvements (i.e., ODOT work, weather-related delays, building permit delays), so long as no applicable development standards have changed.

(b) Procedure and Enforcement. The agreement shall be recorded in the Official Records of Jackson County, and once recorded the burdens of the agreement shall run with the title of the affected property. The property affected by the agreement shall be the property depicted on the approved site plan. The agreement shall provide that, if the work is not completed in accordance with its terms within the allotted time, the property may not thereafter be occupied or used until all deficiencies are corrected. The agreement shall provide for enforcement by the City through a civil suit for injunction and provide that the prevailing party shall be awarded costs and reasonable attorney's fees. When made in substantial compliance with this section, such an agreement shall be enforceable according to its terms, regardless of whether it would be enforceable as a covenant at common law.

(c) Satisfaction. Once improvements have been satisfactorily completed according to the approved plans, a Satisfaction of Building Site Improvement Agreement shall be signed by the Planning Director or other person designated by the City Manager. The agreement shall be recorded in the Official Records of Jackson County.

(J) Site Plan and Architectural Review Application Form

The application for Site Plan and Architectural Review (SPAR) shall contain the following plans, submitted in the quantity and sizes specified on the Site Plan and Architectural Review application

form, including legible reduced copies of all plan documents.

(1) Landscape Plan meeting the specifications and requirements in Section 10.780.

(2) Building Construction Plans: A site plan and architectural plan which are clearly and legibly drawn to scale shall be provided. Building construction plans shall include north arrow, orientation of building elevations indicating full dimensions and providing the following information:

(a) Site Plan:

(i) Lot dimensions.

(ii) All proposed and existing buildings and structures: location, size, height, proposed use.

(iii) Public and private yards and open space between buildings.

(iv) Walls and fences: location, height and material.

(v) Existing and proposed off-street parking: location, number, type and dimensions of spaces, parking area, internal circulation pattern.

(vi) Access: pedestrian, vehicular, service, points of ingress and egress.

(vii) Loading: location, dimension, number of spaces, type of space (A or B), internal circulation.

(viii) Lighting: location and general nature, hooding devices.

(ix) Street dedication and improvements.

(x) Drainage plan.

(xi) Location of existing public improvements including streets, curbs, sidewalks, street trees, utility poles, light fixtures, traffic signs and signals, and such other data as may be required to permit the Site Plan and Architectural Commission to make the required findings.

(xii) Location and screening of mechanical equipment.

(xiii) Location and screening of outdoor trash bins.

(b) Architectural Plans:

(i) Roof plan.

(ii) Floor plan.

(iii) Architectural elevations.

(iv) Materials and Colors.

(c) A conceptual stormwater facility plan with associated landscape plan, if applicable, pursuant to Sections 10.486(B) or 10.729(B).

### ARTICLE III - ZONING DISTRICTS

\* \* \*

10.358 **Central Business, C-B.**

\* \* \*

(2) **Residential Development Standards.** All residential development standards contained in Article III, Zoning Districts, and Article V, Site Development Standards, shall be waived in lieu of the following:

(a) Off-street parking and loading. All residential development shall be subject to the parking requirements of 10.741, Off-Street Parking and Loading Requirements, through 10.746, General Design Requirements for Parking and Sections 10.747, Bicycle Parking and Storage Regulations, General Provisions, through 10.751, Exceptions to Bicycle Parking Standards.

(b) New residential development on vacant parcels. New residential development on vacant parcels shall conform to the provisions of Article III, Section 10.306, Residential Land Use Classification, through 10.314, Residential Uses, and to the site development standards ~~for the MFR-30 zoning district contained in Article V, Section 10.713, Duplex, through 10.715, Apartment contained in Article V, section 10.721. The multi-family development standards contained in sections 10.715A through 10.719 shall apply for residential development within the C-B Overlay.~~

(c) Residential development which results from conversion or remodel of existing structures, or new residential construction which exceeds the residential density standard of the MFR-30 zone. Such residential development shall be subject only to the off-street parking and loading requirements as provided in (a) above ~~and shall be allowed only as a conditional use pursuant to Article II, Section 10.184.~~

(3) **Streetscape Standards.** All new or reconstructed streets and streetscapes within the C-B District shall be developed according to the following standards and as identified in the Street Materials Standards List.

\* \* \*

## ARTICLE V - SITE DEVELOPMENT STANDARDS

\* \* \*

### **10.701A Flexible Development Standards**

(A) Purpose of Flexible Development Standards. It is the purpose of this section to provide the approving authority the discretion, as applicable, to allow for deviations from the development standards contained within Article V as it pertains to setbacks, lot dimensions (including lot area), lot coverage, off-street parking, and building height. It is the intent of this section to provide for efficient development throughout and provide for flexibility in site design standards. The deviations within 10.701A shall not be considered an Exception, Type III, land use review as outlined in Section 10.186, except as directed in 10.701A(F).

(B) Flexible Development Standards, Definitions.

(1) Development standards. The resulting standards from applying the development standards criteria within Article V, except for 10.701A.

(2) Flexible Standards. The resulting standards from applying the criteria of 10.701A.

(3) Overlay Standards. The resulting standards from applying the criteria contained within an applicable zoning overlay district.

(C) Approval of Flexible Development Standards. Regardless of the minimum development standards of Article V, the approving authority shall administer the following flexible development standards. Applicants electing to use the flexible development standards shall clearly indicate on any applicable site plan, landscape plan, architectural elevation or any applicable submittal document how the flexible design standard meets the provisions of 10.701A. The approving authority shall approve a land use application if it can find that the proposed development conforms, or can be made to conform through the imposition of conditions, with the following criteria:

(1) The requested adjustment will allow the project to achieve an equivalent or higher quality design than would otherwise result through strict adherence to the site development standards, through architectural massing, features or details to distinguish elements of the building(s), mixing of land uses, use of pedestrian or transit-oriented design, use of vibrant facades with visual detail, and enhanced public and private spaces that contribute positively to the natural environment, the site streetscape, and adjoining properties.

(D) Denial of Flexible Development Standards. If the approving authority finds that an application for land use review, reviewed under this section, does not satisfy the conditions of 10.701A or Article V, the approving authority shall make such findings on the record or in the decision rendered. Any deviations impacting the standards outlined in Section 10.920-10.928, Riparian Corridors, shall be denied by the approving authority.

(E) Flexible Site Development Standards Permitted. The cumulative total of any flexible development standards shall not exceed the minimums or maximums set forth in this section. The flexible development standards are as follow:

(1) *Setbacks.* The approving authority shall approve a deviation from the required setbacks set forth in Article V by up to twenty percent or 24 inches, whichever is greater.

Deviations greater than twenty percent or 24 inches may be permitted if a structure is proposed to be physically in line with an existing, legally established wall or walls of a principal structure already within the minimum setback area. Deviations shall be permitted upon determination that one or more of the following conditions exist:

- (a) There are site or structural conditions that preclude strict adherence to the setback requirements, such as, but not limited to: the lot does not meet the dimensional standards of the underlying zone or environmental factors limit the placement of structures on a parcel due to constraints such as, but not limited to, riparian corridor, wetlands, topographic constraints, or floodways; or
- (b) The part of the proposed structure that encroaches into the minimum setback area is necessitated by a fire, life, Americans with Disabilities Act (ADA) standard, or other public safety code requirement; or
- (c) The proposed structure will allow the preservation of significant existing environmental resources, such as but not limited to:
  - (i) Historic vegetation/trees
  - (ii) Riparian Corridors and other waterways
  - (iii) Designated Wetlands
  - (iv) Topographic features

(2) *Lot Dimension and Area.* The approving authority shall approve a reduction from the required lot dimensions of a parcel (i.e. lot width & lot depth) or lot area by up to thirty percent or 30 feet, whichever is greater. Reductions greater than thirty percent or 30 feet may be permitted if the proposed parcel is consistent with surrounding parcels that were legally established. Reductions shall be permitted upon determination that one or more of the following conditions exist:

- (a) The reduced lot dimension(s) and/or area are in keeping with the historic pattern of development in the area; or
- (b) The reduced lot dimension and/or area will not inhibit the reasonable use of the lot.

(3) *Lot Coverage.* The approving authority shall approve an increase in lot coverage by an additional twenty percent when one or more of the following conditions exist:

- (a) All parking and maneuvering areas shall not be located within any required front yard or street side yard setback; or
- (b) Public or semi-public space supporting transit oriented or pedestrian-friendly development is proposed, which requires the increased lot coverage.

(4) *Lot coverage for Housing.* The approving authority shall allow for lot coverage of up to eighty percent when multi-family of three or more units is proposed. This shall not preclude a development from complying with the following overlay districts:

- (a) Landscaping or open space requirements contained within Article V; or
- (b) The Central Business (C-B) Overlay (Section 10.358), Special Design Standards for Southeast Village Center (Section 10.377 – 10.379) or the Historic Preservation Overlay District (10.401 – 10.408).

(5) *Off-Street Parking.* The approving authority shall approve reductions in the Off-Street Parking and Loading Requirements as outlined in 10.741 – 10.743, as follows:

- (a) Expansion or reuse/change of use of an existing structure, with a permitted use, may waive the Off-Street Parking Standards in 10.743 if it is found to be an increase of no more than fifty percent.; or

(b) In multi-family or mixed-use developments, the first five off-street parking spaces required of the residential units shall be waived when fifteen or more units are proposed; or

(c) A reduction of one off-street parking space shall be approved for each 24 feet of linear roadway with on-street parking directly adjacent to the proposed development, excluding driveway widths/throats; or

(d) Residential development may reduce the required off-street parking requirement by one-hundred percent if the subject parcel(s) is within the Central Business (CB) Overlay [KWK3] or other Transit Oriented Districts (TODs) as established by the Transportation System Plan TSP; or

(e) Residential development may reduce the required off-street parking requirement by fifty percent if it is within:

(i) A quarter miler (1/4) radius of a transit stop;

(ii) A half (1/2) mile radius of an existing bicycle facility including a bicycle lane, multi-use/shared-use path or neighborhood bikeway; or

(f) Reductions of any amount of off-street parking shall be approved to preserve environmental resources, or to allow for environmental restoration, of any of the following items:

(i) Historic vegetation/trees

(ii) Riparian Corridors and other waterways

(iii) Designated Wetlands

(iv) Topographic features

(g) Reductions of off-street parking of no more than fifty percent shall be approved when the applicant for land use review has a written parking needs analysis for the proposed use that demonstrates that a lower parking requirement adequately serves the parking needs of the use. This parking needs analysis shall be prepared by an Oregon registered engineer or architect or by a certified planner or other professional qualified to do such analysis.

(6) *Building Height.* The approving authority shall approve a building height in excess of no more than twelve feet when one of the following conditions is met:

(a) The increased height allows for multi-family development; or

(b) The increased height is needed to allow for residential development to occur that is prevented by environmental constraints such as, but not limited to:

(i) Historic vegetation/trees

(ii) Riparian Corridors and other waterways

(iii) Designated Wetlands

(iv) Topographic features; or

(c) The increased building height is consistent with the height of existing, legally constructed, buildings within a quarter (1/4) mile of the proposed development.

(F) *Exception, Type III Required.* At the discretion of the Planning Director, an Exception (Type III land use review) may be required when applying the flexible standards. The criteria for an Exception, as outlined in Section 10.186, shall be used when considering the application of the flexible standards when one of the following criteria are met:

(1) When conflicts in the development standards, flexible standards or overlay standards exist and the conflict exceeds the maximums or minimums set by the applicable standards or is shown to not be in conformance with the applicable standards; or

(2) It is in the public interest, due to public testimony received, to consider the application of the flexible standards in a public hearing.

**10.717 Multiple-Family Dwellings, Special Development Standards.**

\* \* \*

**F. Vehicle Circulation and Parking.**

(1) In order to strengthen the presence of buildings on the street, no parking spaces shall be located within any required front yard area, and no automobile circulation or parking areas shall be located between buildings and the street. Any proposed deviation from this standard shall be subject to a request for an Exception as outlined in Section 10.186, except when within the C-B Zoning Overlay.

(2) When within the C-B Zoning Overlay, automobile circulation and parking areas shall be constructed in a way as to not be between any primary, secondary, and standard commercial streetscape types or pedestrian alleys as defined in section 10.358, Central Business, C-B. Applicants electing to deviate from this standard shall be subject to section 10.719, Optional Adjustments of Special Development Standards, Review Criteria.

\* \* \*

**10.719 Optional Adjustment of Special Development Standards, Review Criteria.**

A. Notwithstanding Sections 10.715A through 10.717, if an applicant affirmatively elects to request review (in writing) under this section, the ~~Site Plan and Architectural Commission~~approving authority may approve a site plan and architectural review application for a multiple-family dwelling development if it can find that the proposed development conforms, or can be made to conform through the imposition of conditions, with the following criteria:

(a) The requested adjustment will allow the project to achieve an equivalent or higher quality design than would otherwise result through strict adherence to the standards, through architectural massing, features or details to distinguish elements of the building; vibrant facades with visual detail; and enhanced public and private spaces that contribute positively to the site, streetscape, and adjoining properties; and

(b) The requested adjustment will allow the project to achieve an equivalent or higher quality design than would otherwise result through strict adherence to the standards through an overall site design that promotes safety, security, and privacy, and reduces visual, noise, and lighting impacts of the development on adjacent properties.

**B.** Denial of the application. If the ~~Site Plan and Architectural Commission~~approving authority finds that an application for residential development reviewed under this section does not satisfy the conditions of 10.719A, the ~~Site Plan and Architectural Commission~~approving authority shall also review the application as set forth in Sections 10.715A through 10.717. If the application does not satisfy the requirements of Sections 10.715A through 10.717 either, the ~~Site Plan and Architectural Commission~~approving authority shall make such findings on the record.

\* \* \*

**10.714 Multiple-Family Dwellings.**

The following standards apply to the development of multiple-family dwellings within the various residential districts. See Article III, Sections 10.308 through 10.312 for detailed descriptions of each residential zoning district and density factors, and Section 10.314 for conditional, special, and permitted uses.

<b>MULTIPLE-FAMILY DWELLINGS</b>				
Three or more attached dwelling units.				
Development Standards	SFR-10	MFR-15	MFR-20	MFR-30
<b>Special Standards</b>	<a href="#">See sections 10.715A – 10.719 for Multiple-Family Dwelling Special Development Standards</a> <del>Multiple family dwellings in SFR-10 are permitted ONLY if the units can be individually owned</del>			
<b>Minimum and Maximum Density Factor Range (See 10.708)</b>	6.0 to 10.0 dwelling units per gross acre	10.0 to 15.0 dwelling units per gross acre	15.0 to 20.0 dwelling units per gross acre	20.0 to 30.0 dwelling units per gross acre
<b>Minimum Lot Area (Square Feet)</b>	15,000	9,000	8,000	
<b>Maximum Coverage Factor (See 10.707)</b>	50%			50%
<b>Minimum Interior Lot Width</b>	80 feet			
<b>Minimum Corner Lot Width</b>	90 feet			
<b>Minimum Lot Depth</b>	120 feet	100 feet		
<b>Minimum Lot Frontage</b>	30 feet			
<b>Minimum Front Yard Setback</b>	20 feet EXCEPT 15 feet IF vehicular access to the garage is parallel to the street			
<b>Minimum Street Side Yard Setback</b>	15 feet EXCEPT 20 feet for vehicular entrances to garages or carports	10 feet EXCEPT 20 feet for vehicular entrances to garages or carports		
<b>Minimum Side Yard Setback</b>	10 feet	4 feet PLUS 1/2 foot for each foot in building height over 15 feet		
<b>Minimum Rear Yard Setback</b>	20 feet	4 feet PLUS 1/2 foot for each foot in building height over 15 feet EXCEPT 10 feet IF the rear property line abuts a collector or arterial street		
<b>Maximum Height (See 10.705)</b>	35 feet			
<b>Bufferyard Setback</b>	8 feet from bufferyard to any doors on a dwelling unit			
<i>The terms used herein, such as lot width, lot depth, front yard, etc., are defined in Article I, Section 10.012.</i>				

\* \* \*

### 10.790 Bufferyards.

\* \* \*

#### E. Bufferyard Standards.

(1) This Subsection provides the width of the bufferyard, type of wall required, and the required planting scheme to provide effective screening between adjacent properties having dissimilar land use. For an administratively approved bufferyard, the Standard Planting Scheme as required by 10.790 (E)(1)(a) shall be used unless the applicant wishes to submit a Site Plan and Architectural Review application to have the Commission-approving authority consider modifying the requirement.

(a) Planting Scheme: In addition to compliance with other landscaping provisions in this chapter, bufferyards shall include a variety of plant sizes and shapes and provide effective visual screening between the adjacent properties having dissimilar land uses. The bufferyard shall be planted with trees and shrubs of the appropriate size, shape and spacing to provide a continuous canopy between the top of the wall and a height of 20 feet within ten (10) years. A minimum of 60 percent of the trees used to provide visual screening shall be non-deciduous species. The planting plan shall take into account the nature of the impacts specific to the two sites, particularly building height and locations of windows and lighting.



## MEMORANDUM

**To:** Planning Commission *for October 28, 2019 study session*  
**From:** Carla Angeli Paladino, Principal Planner  
**Date:** October 21, 2019  
**Subject:** Liberty Park Neighborhood Plan Review

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### DIRECTION SOUGHT

Staff is asking the Commission to identify any proposed changes or additions to the draft Liberty Park Neighborhood Plan document.

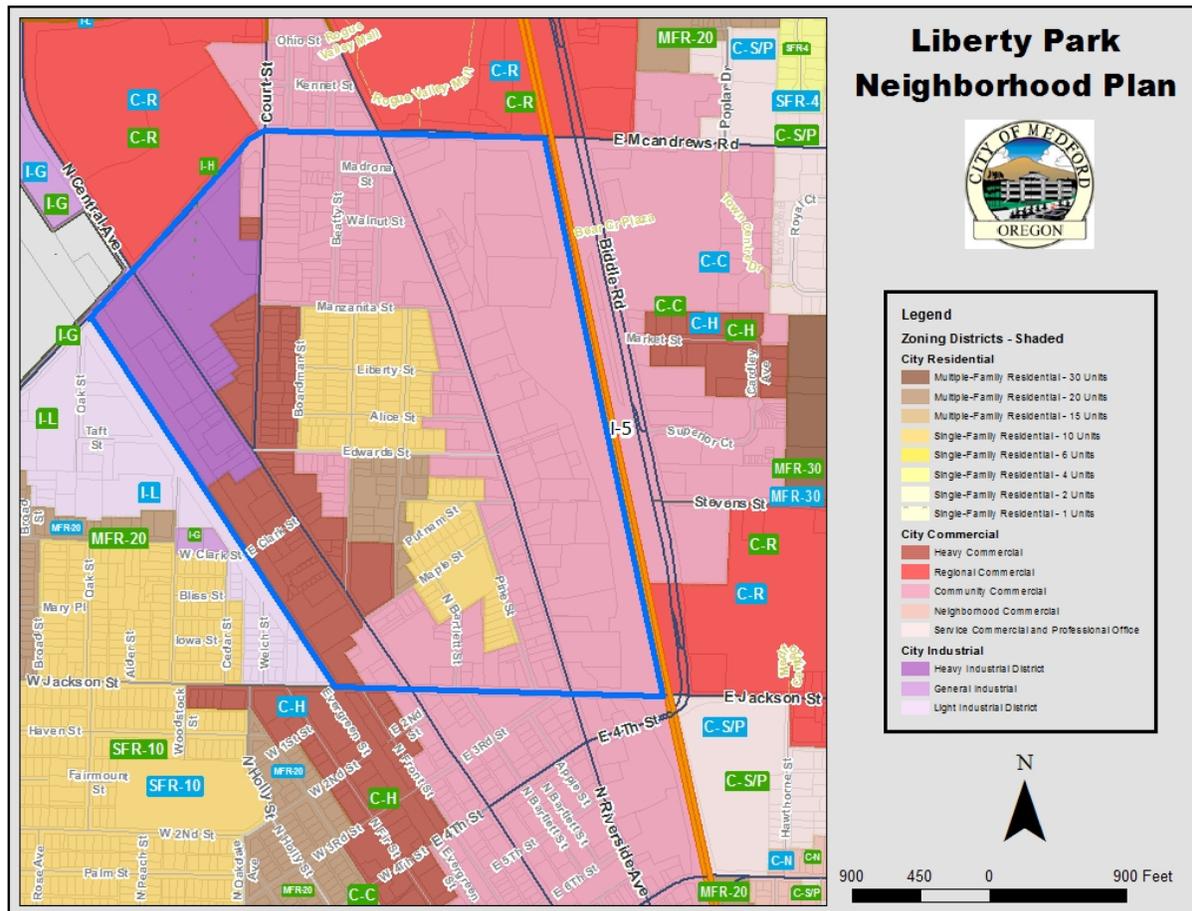
### PRESENTATION OUTLINE

- Presentation overview and information – Carla Paladino
- Discussion and Direction – Planning Commission

### BACKGROUND

The Liberty Park Neighborhood Plan was funded through a Transportation and Growth Management (TGM) grant received from the Department of Land Conservation and Development and the Oregon Department of Transportation. The City of Medford was awarded the grant in August 2017. The Planning Department began working with the consultant team Angelo Planning Group and Jacobs in the spring of 2018. Although it is a standalone document, the plan is intended to inform and support decision-making related to the Medford Urban Renewal Agency (MURA) plan and future investments of MURA funds in the neighborhood.

The purpose of the plan is to build off of the work conducted in 2002 for the neighborhood and update its contents in order to help guide future development and projects in this location. The boundaries that make up the Liberty Park neighborhood include McAndrews on the north, Interstate-5 on the east, Jackson Street on the south, and the properties along the railroad tracks on the west.



The contents of the plan were guided through the work of an advisory committee made up of City Councilors, neighborhood residents, non-profit and school representatives, business owners, RVRTD, and a Planning Commission member. The advisory committee met six times to discuss the plan starting in June 2018 through September 2019. In addition to committee input, Planning and Engineering staff and the consultants gathered input and feedback from the residents in Liberty Park and from citizens at large within the community through stakeholder interviews and during four open house events held in June and December of 2018 and April and July of 2019.

The plan is divided into three main categories:

- Plan Goals
- Land Use Recommendations
- Transportation Recommendations including a project list

There are nine key goals the plan aims to achieve. They include making the neighborhood easier and safer to get from one place to another; effectively utilizing social services and law

enforcement to help minimize crime and reduce the impacts of homelessness; creating a healthy and vibrant neighborhood, and enhancing spaces such as parks, educational, and community facilities. Other goals include increasing the quality and range of housing types; supporting the creation and expansion of local businesses; promoting family wage jobs and educational opportunities; and providing better connections to the natural and built environment such as to Bear Creek Greenway, downtown and other parts of the City.

The land use recommendations include:

- Identifying locations for infill and redevelopment;
- Working to enhance connectivity to and safety of the Bear Creek Greenway and creating park spaces;
- Creating a regulatory framework that addresses design guidelines, land uses, enhanced landscaping, and encourages development of new housing;
- Reviewing the General Land Use Plan (GLUP) and zoning designations and making adjustments to those designations;
- Finding partnerships with law enforcement and code enforcement to help alleviate concerns with criminal activity, dilapidated buildings, and impacts of homelessness; and
- Reviewing where auto-oriented businesses such as fuel stations, drive-throughs, and car-related businesses are permitted and how they are designed on a site.

The transportation recommendations address a number of different topics including

- Traffic calming (for interior streets and perimeter arterials);
- Enhancement of the bicycle network and improvement of connections to downtown;
- Improvement of pedestrian crossings and a connection to the Bear Creek Greenway;
- Infilling sidewalk along the residential core of the neighborhood; and
- Relocation of bus locations.

There are twenty-two distinct transportation projects outlined in the plan. Similar to the City's Transportation System Plan (TSP) project lists, the Liberty Park plan projects include a description, the location, a priority ranking (near, medium, or long term), and a cost estimate. In several cases, the projects are identified as pilot projects in order to test out the concept and help provide data to support a more permanent installation or change.

A link to the October 2019 draft Liberty Park Neighborhood Plan can be found in **Exhibit A**.

## **PLAN UPDATES**

The City Council reviewed the draft plan on September 12, 2019. Staff heard several topics that need to be included in the plan prior to final adoption which include:

- Information regarding the activities occurring at the motels on Riverside Avenue,
- Funding sources for the projects,
- Connectivity to downtown, and
- Traffic implications related to the lane reconfiguration on Court/Central/Riverside.

The Neighborhood Advisory Committee (NAC) met and discussed the plan on September 23, 2019. The NAC also agreed that language regarding the activity at the motels needs to be addressed in the plan. The project that includes surfacing the alleys should also include the alleys located at Bartlett and Maple. Other changes include looking at City programs that could help beautify the existing commercial corridors, signage or gateway treatment along Court and Central to let people using this street know they are passing through a neighborhood and entering downtown, and locations for additional park sites within the neighborhood.

Staff has incorporated the majority of these changes which can be found on pages 11, 13, 19, 33, and 52 of the plan.

## **PLAN ADOPTION**

The adoption of the Liberty Park Neighborhood Plan will be incorporated into the City's Comprehensive Plan Neighborhood Element. The Planning Commission is scheduled to make a recommendation of the plan on November 14, 2019. The City Council hearing is scheduled for December 19, 2019.

## **FOLLOW UP WORK**

In order to better implement the neighborhood plan, staff will be working on a companion project that will evaluate Land Development Code, GLUP and zone change amendments. Similar to the City's Southeast Overlay District, a new Liberty Park Overlay District could be established in the code to guide future development in this neighborhood.

Staff will evaluate potential map changes as well as draft a set of land use regulations that would address permitted uses, design standards (such as building orientation, surface parking locations, building setbacks, and building scale and height) and development standards (such as parking space requirements, landscaping, and streetscape standards). These changes will be discussed and refined with the advisory committee and then discussed

with property owners and the public for consideration before going through a future hearing process.

## **EXHIBITS**

A      October 2019 - Draft Neighborhood Plan

<https://www.ci.medford.or.us/SIB/files/Liberty%20Park%20NH%20Plan%20-%20Revised%20Oct2019.pdf>



CITY OF MEDFORD

# LIBERTY PARK NEIGHBORHOOD PLAN

OCTOBER 2019

## ACKNOWLEDGMENTS

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### Neighborhood Advisory Committee Members:

- » Kay Brooks, City Councilor and Liberty Park Resident
- » Kevin Stine, City Councilor
- » Ryan Haynes, Jackson County Housing Authority
- » John Statler, Liberty Park Resident
- » Bob Shand, Liberty Park Resident
- » Gladys Rivas, Liberty Park Resident
- » Kevin Lamson, Hearts with a Mission
- » Greg Jones, Kids Unlimited
- » Edem Gomez, Rogue Valley Transit District (RVTD)
- » Major Jason Koenig, Salvation Army
- » Joe Foley, Planning Commissioner
- » Franco Caballero, Business Owner

### City of Medford Staff:

- » Matt Brinkley, Planning Director
- » Carla Paladino, Principal Planner
- » Harry Weiss, Urban Renewal Director
- » Karl MacNair, Transportation Manager
- » Seth Adams, Planner III
- » Kyle Kearns, Planner II

### Consultant Staff:

- » Ryan Farncomb, Jacobs
- » Stuart Campbell, Jacobs
- » Matt Hastie, APG
- » Andrew Parish, APG

**JACOBS**



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Appendix A: Comprehensive Plan and Zoning Amendments

Appendix B: Technical Memoranda (TM)

Appendix C: Public Involvement and Title VI/EJ Summary

*This project is partially funded by a grant from the Transportation and Growth Management ("TGM") Program, a joint program of the Oregon Department of Transportation and Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST Act), Federal Transit Administration, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.*



# INTRODUCTION

Liberty Park is one of the City's oldest and most established neighborhoods, with a diverse mix of residents and businesses. It includes a mix of housing, commercial and retail businesses, educational and other institutions, and industrial uses, while serving as a gateway to the Downtown, other commercial areas, and the Bear Creek Greenway.

Liberty Park is surrounded by OR-99, a state highway that becomes a one-way couplet on either side of the neighborhood; US Interstate 5 (I-5) is located just a few blocks away as well. Liberty Park lacks a complete and reliable network of sidewalks and safe and convenient street crossings, and has little in the way of bicycle infrastructure, making access and mobility within and outside the neighborhood a challenge.

Building upon efforts from the 2002 Liberty Park District Neighborhood Plan, the City of Medford, with the help of the Medford Urban Renewal Agency (MURA), has led a community process to develop a new plan for Liberty Park – one that addresses current and future land use and transportation mobility needs in the neighborhood. The plan has been developed to recommend a set of strategies that set a vision for Liberty Park and achieve the goals of the Plan.

*All recommendation strategies and actions described in this plan are conceptual in nature and will require further study by the City of Medford, coordination with the Oregon Department of Transportation (ODOT), and their compliance with Oregon's statewide planning goals.*

# PLAN GOALS

The Liberty Park Neighborhood Plan goals were established through a community engagement process and reflect what Liberty Park residents and businesses value in this plan. The goals of this plan are to:

- » Make Liberty Park a safe neighborhood for residents to walk, bicycle, and socially interact through design of private development and public spaces.
- » Enhance and promote social services and law enforcement that meet community needs and help minimize crime and the impacts of homelessness on the neighborhood.
- » Create and maintain a happy, healthy, attractive, and vibrant neighborhood for residents and business owners through a shared sense of responsibility, accountability, ownership and respect.
- » Create, maintain and enhance places within the neighborhood that contain resources to enrich lives, including parks, gathering places and other educational and community facilities and services that enhance the neighborhood and improve the lives of people within it.
- » Provide quality, affordable, attractive housing for people with a range of incomes, ages and needs through development and redevelopment of a full range of housing types and mixed residential and commercial development.
- » Support creation and expansion of local businesses, including those that serve neighborhood residents and workers and provide products that meet every-day needs.
- » Conserve natural resources, preserve the natural environment and provide access to nature, including through connections to the Bear Creek Greenway.
- » Support the creation of family wage jobs and advanced educational opportunity to the residents of the neighborhood.
- » Connect this neighborhood into the downtown economy and to other parts of the City through improvement and maintenance of an efficient, effective transportation system that supports all types of travel, including walking, bicycling, driving and transit.

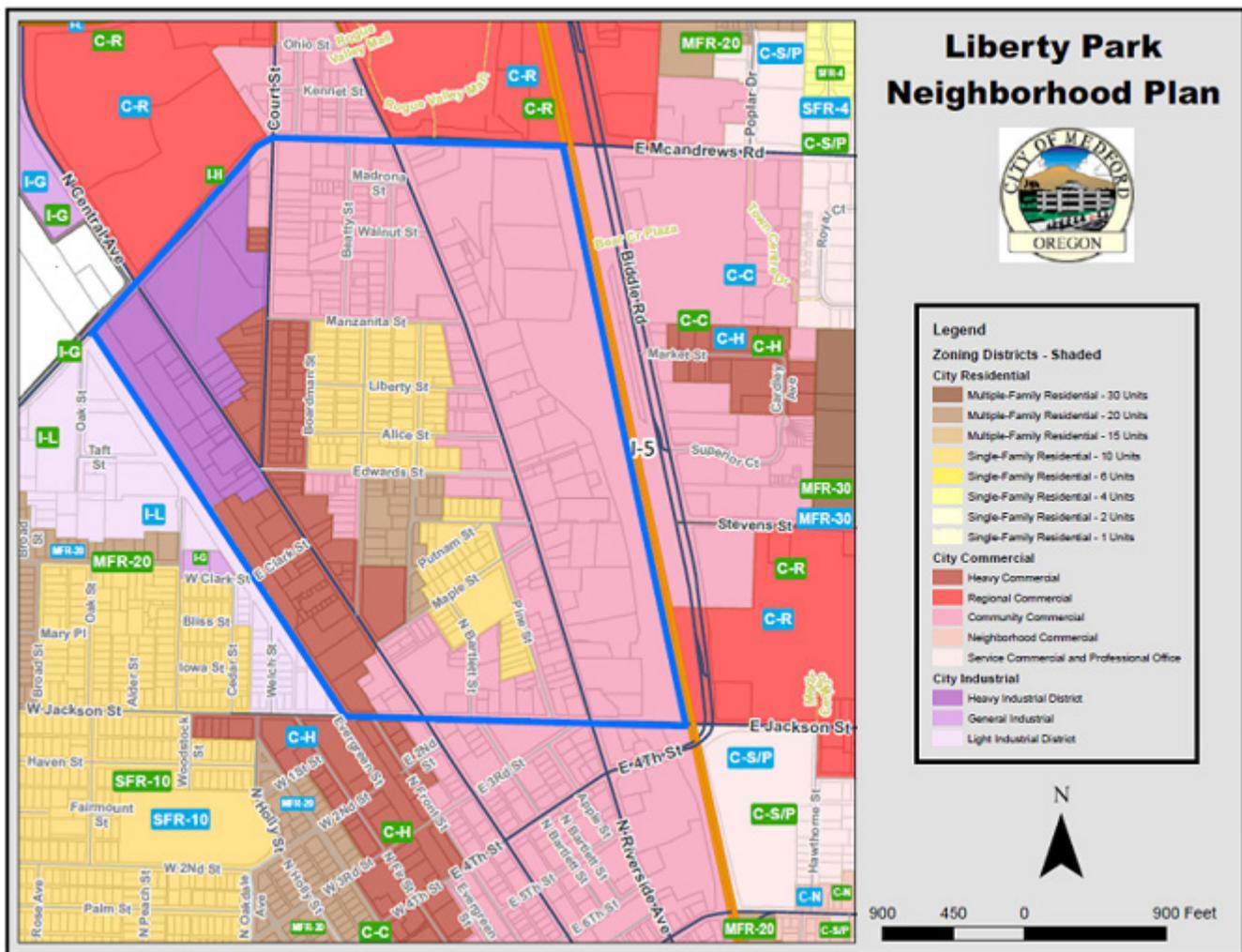
# STUDY AREA AND LIBERTY PARK NEIGHBORHOOD VISION MAP

The land use and zoning designations within the Liberty Park neighborhood area include a mix of residential, commercial, and industrial uses. The City's development code includes standards for allowed uses and site development

standards related to setbacks, parking, landscaping, lots sizes, and other features. As part of the Liberty Park Neighborhood Plan, the zoning of parcels within the study area are evaluated to determine necessary zoning or code changes.

- » Single-Family Residential - 10 Dwelling Units per Gross Acre (SFR-10)
- » Multiple-Family Residential - 20 Dwelling Units per Gross Acre (MFR-20)
- » Community Commercial (C-C)
- » Heavy Commercial (C-H)
- » Heavy Industrial (I-H)

FIGURE 1. LIBERTY PARK NEIGHBORHOOD PLAN AREA ZONING DESIGNATIONS



# SUMMARY OF PLAN RECOMMENDATIONS

This plan identifies a variety of potential improvement projects in the neighborhood. These projects will fall to different City Departments and Agencies for implementation and coordination, depending upon the nature of the project and which department is best suited to serve as project lead. For example, street modifications must be well coordinated with Public Works, whereas new projects in Bear Creek will require the participation of the Parks Department.

## LAND USE RECOMMENDATIONS

- » Development/Redevelopment Opportunities
- » Parks and Open Space Enhancements
- » Regulatory Changes

## TRANSPORTATION RECOMMENDATIONS

- » Traffic Calming Treatments and Bicycle Network Improvements
- » Lane Reconfiguration
- » Enhanced Pedestrian Crossings and Sidewalk Infill
- » Bear Creek Greenway Connection Improvements
- » Bus Relocation

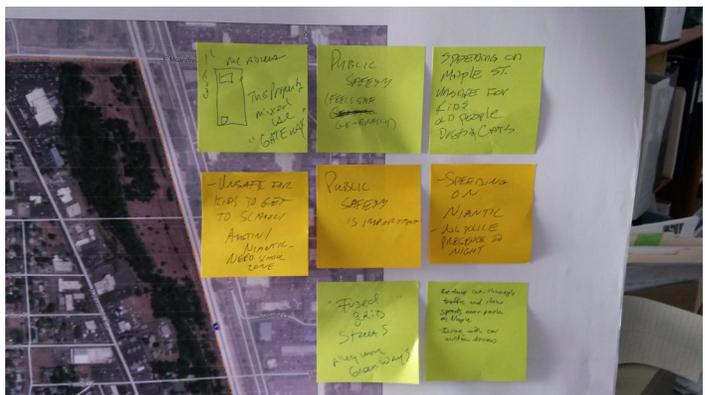
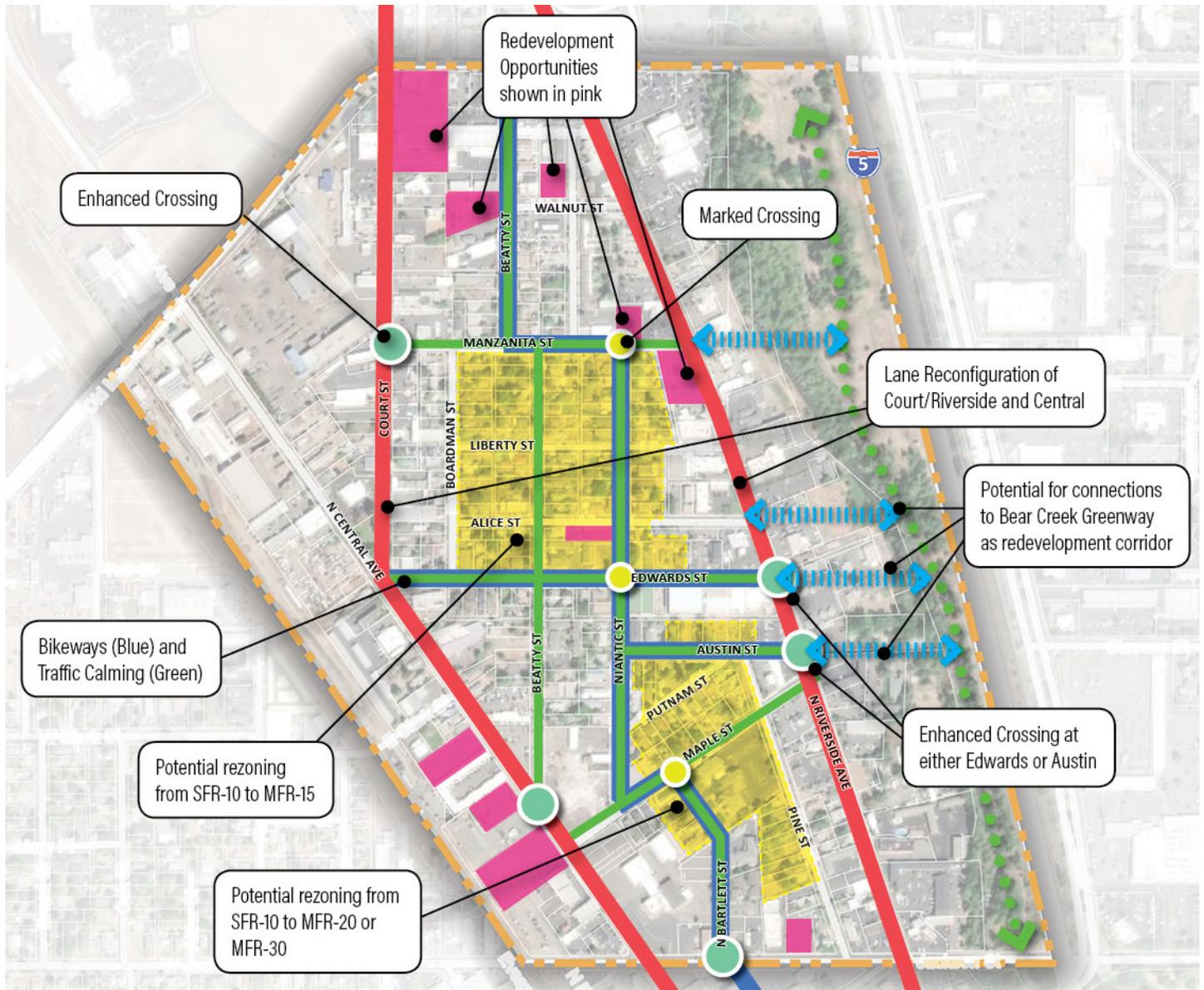


FIGURE 2. LAND USE AND TRANSPORTATION OPPORTUNITIES IN THE LIBERTY PARK NEIGHBORHOOD





Development of the Liberty Park Neighborhood Plan began in August 2018. Over the course of the project, the project team worked with the Liberty Park community through a variety of outreach activities. Below is a summary of the activities that have occurred.

## VISIONING SURVEY

An online visioning survey was conducted to gather the public's initial feedback on how they envisioned improvements to their neighborhood. Approximately 110 people participated in the survey and commented on a variety of topics, including:

- » Modes used for travel
- » Connectivity to destinations and circulation, including transportation facilities
- » Preferred neighborhood development types (housing and commercial)
- » Questions around project goals

## VISIONING WEBSITE

A visioning website was developed for the Liberty Park Neighborhood Plan to provide an additional online outlet for community members to submit ideas, comments, and feedback for the project. It provided project information to the public, and specifically asked the community to help prioritize proposed streetscape improvements. This was available online during the Fall of 2018, and was promoted through emails, door-to-door flyers, the Medford's website, and social media platforms.



## STAKEHOLDER INTERVIEWS

City staff conducted interviews with approximately 29 local community group representatives and stakeholders. Participants identified a wide variety of recommended improvements to transportation and other public facilities, as well as desirable types of commercial and residential development. These ideas were incorporated in preliminary recommendations for the area described in TM #3.

## OPEN HOUSES

The City of Medford hosted three public open houses during the project.

- » The first open house presented and received feedback on the overall goals and issues to be addressed in the Plan.
- » The second open house gave community members an opportunity to review and comment on potential recommended treatments to be included in the Plan.
- » The third open house presented final improvement recommendations to the public for feedback and comment.



## NEIGHBORHOOD ADVISORY COMMITTEE (NAC) MEETINGS

The NAC was critical to the development of the Liberty Park Neighborhood Plan. The City of Medford established the NAC to work with project consultants and staff to provide input throughout the development of the Plan. A total of five NAC meetings were held and the members included:

- » Kay Brooks, City Councilor and Liberty Park Resident
- » Kevin Stine, City Councilor
- » Ryan Haynes, Jackson County Housing Authority
- » John Statler, Liberty Park Resident
- » Bob Shand, Liberty Park Resident
- » Gladys Rivas, Liberty Park Resident
- » Kevin Lamson, Hearts with a Mission
- » Greg Jones, Kids Unlimited
- » Edem Gomez, Rogue Valley Transit District (RVTD)
- » Major Jason Koenig, Salvation Army
- » Joe Foley, Planning Commission
- » Franco Caballero, Business Owner





# LAND USE RECOMMENDATIONS

## LAND USE RECOMMENDATIONS

### OPPORTUNITIES FOR INFILL DEVELOPMENT/REDEVELOPMENT

Several parcels within Liberty Park are vacant or underutilized and ripe for redevelopment (shown in pink in Figure 2), as identified in TM 3 in Appendix B. To the extent that commercial related redevelopment occurs within the neighborhood, walkable, local retail uses are viewed as a priority in commercial areas. In more residential locations, renovation and repair of existing homes is more likely to occur than full-scale redevelopment. Along with development potential, new connections to the Bear Creek Greenway (shown as blue arrows in Figure 2) may encourage and support targeted development along an increasingly multi-modal corridor. Moreover, as Liberty Park continues to develop and change, prioritizing the improvement and redevelopment of undesirable properties will be a key first step. Where buildings or properties are vacant, the City could consider purchasing to use for a public good/service. The photos on the next two pages illustrate examples of the types of development or redevelopment identified as opportunities in Liberty Park.

**FIGURE 4. FULL BLOCK OF STOREFRONT COMMERCIAL, 406 E MAIN ST, MEDFORD**



**FIGURE 5. SMALL-SCALE RESTAURANT AT 1789 W STEWART, MEDFORD**



**FIGURE 6. MIXED-USE OCCUPYING A RE-PURPOSED HISTORIC BUILDING IN BEND, OR**



**FIGURE 7. CAFE WITHIN A FORMER SINGLE-FAMILY RESIDENCE IN MEDFORD, OR**



FIGURE 8. FOOD CARTS IN MEDFORD, OR



FIGURE 9. CORNER COFFEE SHOP WITH WIDE SIDEWALKS AT 229 W MAIN



FIGURE 10. COMMERCIAL/OFFICE DEVELOPMENTS IN BEND, OR



## MOTELS WITHIN THE NEIGHBORHOOD

There are a number of motels within the neighborhood both along Riverside Avenue and Court Street. The motels have been the subject of discussion throughout the planning process. Concerns regarding both the unpleasant activities that occur on the properties and the activities that filter into the neighborhood have been raised. The City should evaluate different strategies and partnerships that look at redevelopment opportunities for some of these sites including new mixed use and residential units to serve the residents of the community.

The City should reach out to motel owners and discuss available tools that can be used in order to minimize the unpleasant activities occurring. The Medford Police Department has been successful at working with other motel owners and their staff in making changes that have helped curb certain types of behavior and reduced service calls.

## PARKS/OPEN SPACE ENHANCEMENT

The Medford Parks and Recreation Department has provided a preliminary concept for the Bear Creek Greenway between Jackson Street and McAndrews Road, as shown in Figure 11. This concept includes nature trails, a dog park, a playground, and a parking area with a pedestrian bridge to access these amenities from the Liberty Park neighborhood.

Figure 11 shows a concept for park amenities and trails within the Bear Creek Greenway, as well as a pedestrian crossing over Bear Creek. The location on this creek crossing should coincide with a prominent pedestrian crossing location across Riverside Ave. Future development in this area shall be consistent with the Bear Creek Master Plan.



FIGURE 11. BEAR CREEK GREENWAY CONCEPT FROM MEDFORD PARKS AND RECREATION



## REGULATORY CHANGES

The Liberty Park community worked with project staff to develop a set of regulatory changes that would help achieve the preferred vision for their neighborhood.

### COMPREHENSIVE PLAN POLICIES IN SUPPORT OF THE LIBERTY PARK NEIGHBORHOOD PLAN

Appendix A provides recommended amendments to the City of Medford Comprehensive Plan to support and implement this Neighborhood Plan. They include:

- » A new section under the Comprehensive Plan's Neighborhood Element for the Liberty Park Neighborhood.
- » Statements of broad conclusions from this planning effort which would be reflected in the comprehensive plan.
- » Goals, objectives, and action items that will guide future development and implementation of the Liberty Park Neighborhood Plan.

### CREATE AN OVERLAY ZONE FOR THE LIBERTY PARK NEIGHBORHOOD

An overlay zone is recommended for the Liberty Park area in order to apply special regulations that would:

- » Establish site development or architectural design guidelines or standards that add to or supersede those of the base zones to create a more pedestrian-friendly environment.
- » Restrict, limit, or create design standards for auto-oriented uses such as drive-throughs, businesses that emphasize outdoor storage such as automotive sales, and large-format "big box" stores.
- » Revise the list of other allowed or prohibited uses within the overlay zone.
- » Require additional landscaping and planting of trees compared to what exists in the neighborhood today. **Use available programs to help enhance the streetscape (such as the City's tree program).**
- » Allow multi-unit dwellings such as 2-5-plexes within the entire district by right, regardless of zone.
- » Allow live/work units and home based businesses, cottage cluster housing, and other flexible development types within the district by right, regardless of base zone.
- » Require development or redevelopment in certain areas to provide better pedestrian access to neighborhood amenities, such as the Bear Creek Greenway.
- » Establish new development standards for future commercial or mixed use development along Court, Central, and Riverside Streets.
- » Identify future green space/parks along Edwards Street and identify existing green spaces (such as the triangle park at Court/Central) where neighborhood signs and gateway features can be installed.

Additional detail regarding the Liberty Park Neighborhood Overlay Zone is provided in Appendix A.

### RE-ZONING

In addition to the creation of a Liberty Park Neighborhood overlay, changes to residential zoning designations within the neighborhood may be appropriate. The majority of the residential areas of Liberty Park are zoned as Single-Family Residential 10 units per gross acre (SFR-10), with a smaller portion zoned as Multi-Family Residential 20 units per gross acre (MFR-20). The areas with single-family zoning could be rezoned to allow more dense multi-family dwellings, which would allow for a more efficient use of land (shown in yellow in Figure 2). A zone change would also allow for a wider range of housing types and redevelopment opportunities. Among these changes, the community emphasized a need to promote live/work opportunities through home-based businesses and form-based code changes. To better incentivize desirable uses such as "mom-pop" businesses, consideration around business license fees support was also emphasized by the community.

### CODE AND LAW ENFORCEMENT ISSUES

Throughout the planning process, community members identified the need for improved law enforcement and land use code enforcement activities to address criminal activity, impacts of homelessness, the rehabilitation of dilapidated buildings, and other related issues. Community members note that addressing these issues is key to improving the quality of life for local residents and revitalizing the area.

### AUTO-ORIENTED USES

The City will explore strategies to limit auto-oriented uses and/or reduce their impacts on pedestrian safety and mobility, as well as the look and feel of the neighborhood. Approaches could include:

- » Prohibit auto oriented uses or only allow them under specific conditions.
- » Limit outdoor storage of merchandise, including cars or other vehicles.
- » Limit the size of parking lots.
- » Require parking areas to be on the side of or behind buildings and require them to be screened or buffered with vegetation or by other means.
- » Create an amortization program to purchase properties with such uses.



# TRANSPORTATION RECOMMENDATIONS

The following section provides an overview of transportation improvement recommendations. More detail on individual projects and locations can be found in the project list and cut-sheets following this section.

## TRAFFIC CALMING

The need for traffic calming treatments stems from the community’s concerns about speeding traffic, cut-through traffic, traffic volumes, and safety for people traveling to community destinations such as Kids Unlimited. Recommended projects focus on reducing speed limits, installing stop controls (such as stop signs), narrowing or removing lane markings, implementing diverters, and applying speed bumps to calm traffic. All recommended traffic calming measures are conceptual and will require further study to determine their operability and effectiveness.

## LANE RECONFIGURATION

Another key community priority that emerged in the process of developing the Neighborhood Plan is to reconfigure Oregon Route 99 (OR-99) through the Liberty Park study area. OR-99 is currently a couplet that runs southbound along Court Street and Central Avenue and northbound along Riverside Avenue. The current street configuration consists of three through lanes in each direction of the couplet, with posted speeds of 30 mph, however, anecdotal evidence suggests that many drivers speed on both roadways. High speeds and several lanes make these roadways challenging to cross for pedestrians and difficult to navigate for cyclists.

Out of a set of four improvement alternatives as described in detail in TM 2 and 3, feedback from the community, City staff, and the NAC determined that a safer and more inclusive roadway design is preferred. The three travel lanes in each direction would be reduced to two travel lanes in each direction and protected bike lanes with a buffer and sidewalks would be added.

## BICYCLE NETWORK

The Liberty Park community envisions their neighborhood to be a safe and comfortable place to ride a bicycle. Current conditions make that challenging because bicycle facilities are very limited, and main arterial streets are rated as high-stress for pedestrians and people riding bikes. The lane reconfiguration listed in the previous section will help improve the Neighborhood's bicycle network. The lane reconfiguration for Court/Central and Riverside includes a traffic calming element that inherently improves the safety of the bicycle network.

## ENHANCED PEDESTRIAN CROSSINGS

Improving pedestrian crossing facilities is critical to a safe and walkable environment that the community envisions. There are currently very limited marked facilities on OR-99, Jackson Street, Manzanita Street, and Edwards Street, making them challenging to cross.

The project team identified desired crossing locations based on input from the NAC. All crossings are recommended to have a painted continental crossing striping pattern because drivers comply more consistently with this pattern



than with others. A rectangular rapid flashing beacon (RRFB) is included with some crossings to alert approaching drivers that pedestrians are present. Bus stop locations or the relocation of stops should also be considered for this improvement. Final designs and improvements will need further analysis and design work performed for implementation.

## BEAR CREEK GREENWAY CONNECTIONS

The Liberty Park neighborhood currently does not have easy access to the Bear Creek Greenway, an important local and regional trail for transportation and recreation. The nearest access points are at McAndrews Street on the north edge of the neighborhood and at Jackson Street on the south edge. Four alignments are being considered, but the chosen project should coordinate with an enhanced crossing project to improve pedestrian access across Riverside.

## SIDEWALK INFILL

A connected and complete sidewalk network is critical to the Neighborhood's vision of a safe and accessible Liberty Park. The City of Medford has indicated a priority to infill sidewalk gaps on both sides of all roads within Liberty Park neighborhood.

## BUS STOP RELOCATION

Crossing improvements along OR-99 will provide better access to bus stops along the corridor. Bus stops should be considered for relocation, where possible, to better connect to improved crossing projects. Relocation of bus stops shall be a coordinated effort with the Rogue Valley Transit District (RVTD) prior to implementation.

## PROJECT LIST

The following is a list of all recommended transportation projects.

The Medford Urban Renewal Agency (MURA) will play an important role in funding and executing some of these projects, including those that closely align with the redevelopment mission of the Agency and are appropriate uses of MURA's tax increment resources under Oregon law. The Liberty Park Plan will help inform the selection of projects for adoption into MURA's Center City Revitalization Plan which is the official reference document for MURA projects. MURA anticipates implementation of additional redevelopment initiatives that advance the vision for the neighborhood, but which are not described in the project list of this Plan.

Each project includes a project number that corresponds to the project cut sheets on the following pages, the project location, priority, and cost estimate. Priorities are identified in terms of the estimated timeframe for completion, including near-term (1-5 years), medium-term (6-10 years), and long-term (11+ years) projects.

## Project List

#	Project	Location	Priority	Cost Estimate
<b>TC1</b>	Reduce speed limit to 25 mph on OR-99	Riverside Ave and Central St/Court Ave from McAndrews to Jackson	Near-term	N/A
<b>TC2</b>	Re-stripe OR-99 to facilitate two 11' lanes and a bike lane	Court St/Central Ave between McAndrews Rd and Jackson St, and Riverside between McAndrews and Jackson	Near-term	\$227,000
<b>TC3-a</b>	Reduce speed limit to 20 mph on neighborhood streets	Residential streets in Liberty Park	Near-term	\$41,000
<b>TC3-b</b>	Implement a "20 is Plenty" campaign to raise awareness of reduced speeds	Neighborhood-wide	Near-term	N/A
<b>TC4-a</b>	Implement a temporary diverter at intersection of Edwards and Beatty Streets and temporary speed bumps (Pilot project)	Edwards and Beatty Streets	Near-term	\$50,000
<b>TC4-b</b>	Implement Traffic Calming at Key intersection locations.	Austin and Pine; Maple and Bartlett; Edwards and Niantic; Manzanita and Niantic; Beatty and Edwards	Near-term	\$125,000
<b>TC5</b>	Remove center line striping on Edwards and Manzanita Streets	Edwards St and Manzanita St between Court St and Riverside Ave	Near-term	\$16,000
<b>TC6</b>	Traffic Calming with Bulb-outs and Chicanes	Pine and Maple	Medium-term	\$1.18 Million
<b>LR1</b>	Reconfigure lanes on Riverside Avenue and Court/Central Street to include a protected bike lane	Riverside/Court/Central between McAndrews Rd and Jackson St	Long-term	\$671,000 to \$1,187,000, depending on features
<b>C1</b>	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Beatty and Central	Near-term	\$117,000
<b>C2</b>	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	In coordination with access to Bear Creek Greenway (Austin, Edwards, or at another cross street)	Medium-term	\$124,000
<b>C3</b>	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Manzanita and Court	Long-term	\$124,000
<b>C4</b>	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Bartlett and Jackson	Near-term	\$256,000

#	Project	Location	Priority	Cost Estimate
<b>C5</b>	Enhance pedestrian crossing with a Leading Pedestrian Interval and continental crosswalk	Edwards and Court/Central	Near-term	\$145,000
<b>B1</b>	Create a neighborhood bikeway within Liberty Park	Through Liberty Park on residential streets (Bartlett, Maple, Niantic, Manzanita, Beatty)	Medium-term	\$122,000
<b>B2</b>	Edwards Street Improvements	Edwards from Riverside to Court/Central	Medium-term	\$93,000
<b>B3</b>	Resurfacing of alleys for improved bicycle and pedestrian safety	Four locations between Manzanita, Boardman, Alice, and Niantic; and between Maple and Bartlett	Medium-term	\$301,000 (Asphalt) \$551,000 (Permeable Pavement)
<b>B4</b>	Clark to Beatty Bicycle and Pedestrian Network Improvements	Clark Street from Cedar Street to Central Avenue, Central Avenue from Clark to Beatty.	Long-term	Phase 1: \$585,000 (sidewalk infill and bike sharrows). Phase 2: \$61,000 (bike lane striping on N Central)
<b>BC1</b>	Connect Liberty Park to Bear Creek Greenway	Bear Creek Greenway	Long-term	\$788,000
<b>BS-1</b>	Relocate bus stops on OR-99 closer to the enhanced crossings described above	Neighborhood-wide	Medium-term	N/A
<b>S1</b>	Sidewalk infill through residential streets in Liberty Park	Residential Areas of Liberty Park	Near-term	\$1,194,000
<b>S2</b>	Sidewalk infill through remaining areas of Liberty Park	Non-residential Areas of Liberty Park	Medium-term	\$1,076,000

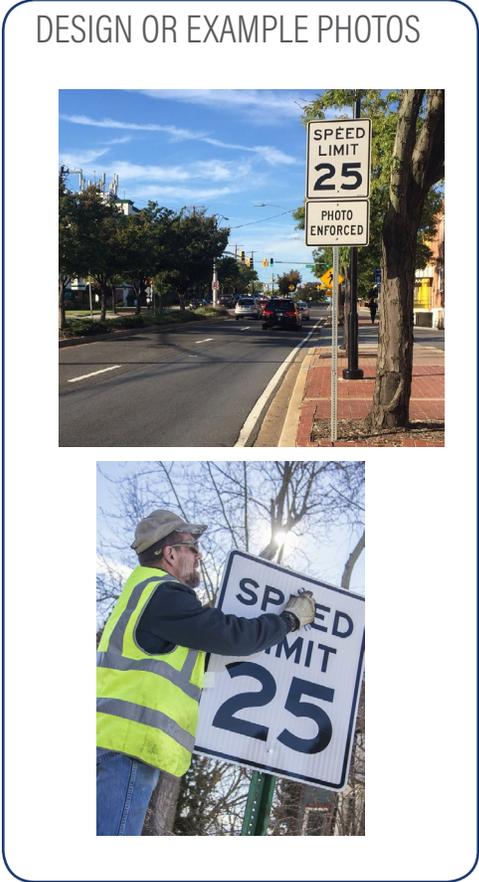
# PROJECT TC1 - SPEED LIMIT REDUCTION FROM 30 MPH TO 25 MPH ON OR-99

## DESCRIPTION

Traffic calming treatments are desired in the Liberty Park Neighborhood to create a safe, inviting environment for people in the neighborhood. Oregon Route 99, which runs northbound through the Liberty Park study area on Riverside Avenue and southbound on Court Street and Central Avenue, currently has posted speed limits of 30 mph. The roadway configuration through the OR-99 corridor on Court/Central and Riverside is three lanes in either direction, with minimum 13-foot wide lanes. Anecdotal evidence suggests that motor vehicles often travel at speeds in excess 30 miles per hour. There are also limited crossing facilities on OR-99 for people taking transit, walking, and using mobility devices.

Reducing the speed limit from 30 mph to 25 mph on OR-99 between E McAndrews Rd and E Jackson St will require drivers to slow down as they travel through the neighborhood, encouraging drivers to be more alert and aware of their surroundings.

This project is intended to be implemented with lane reconfiguration projects LR1 or TC2, that will create a street environment to support low speed travel. Current road design is conducive to speeds in excess of 30 mph, which weakens the efficacy of a speed limit reduction. Note that recommended traffic calming projects are conceptual and still require further study.

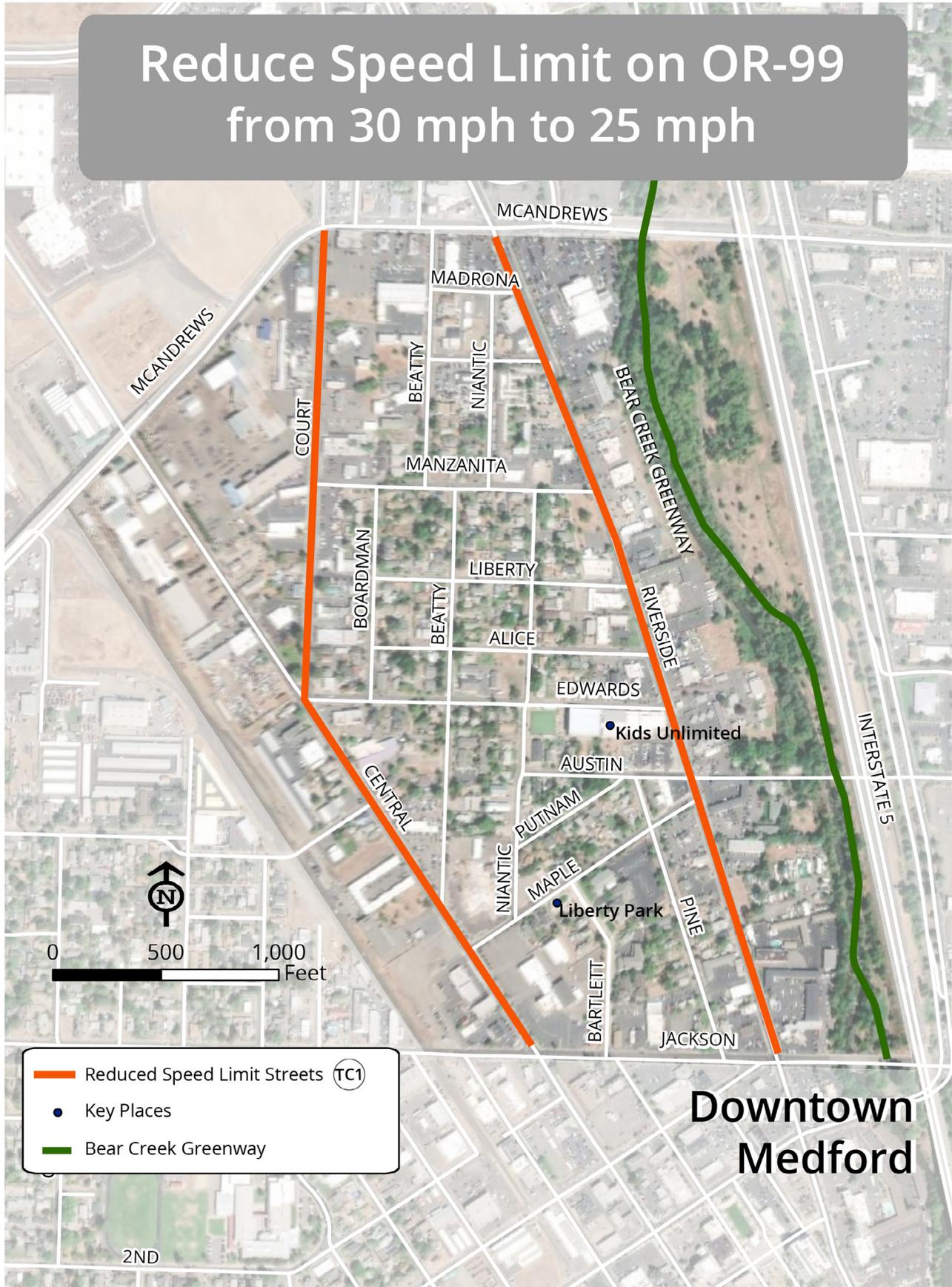


## ROADWAY CHARACTERISTICS

- » OR-99 becomes a one-way 3 lane couplet as it enters Liberty Park and the core of Medford.
- » Curb to curb right of way widths range from 30 to 40 feet.
- » Sidewalks and bicycle 'sharrows' exist along the north and south bound portions of OR-99.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
Minimum	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> </ul>

PROJECT AREA MAP



# PROJECT TC2 - RESTRIPE LANES ON OR-99 (RIVERSIDE AND COURT/CENTRAL)

## DESCRIPTION

This project reconfigures travel lanes on Oregon Route 99 (Riverside Avenue northbound and Court Street/Central Avenue southbound) from Jackson Street to East McAndrews Road. A new striping pattern is painted to create three 11-foot motor vehicle lanes and one 7' bicycle lane. Existing striping is removed. Note that recommended traffic calming projects are conceptual and still require further study

Roadway characteristics	
<i>Northbound (Riverside Ave)</i>	<i>Southbound (Court St to Central Ave)</i>
Three existing travel lanes	Three existing travel lanes
40 feet curb-to-curb ROW	40-50 feet curb-to-curb ROW
13-foot travel lanes	13 - 19 ft travel lanes
Three RVTD bus stops along corridor	Four RVTD bus stops along corridor

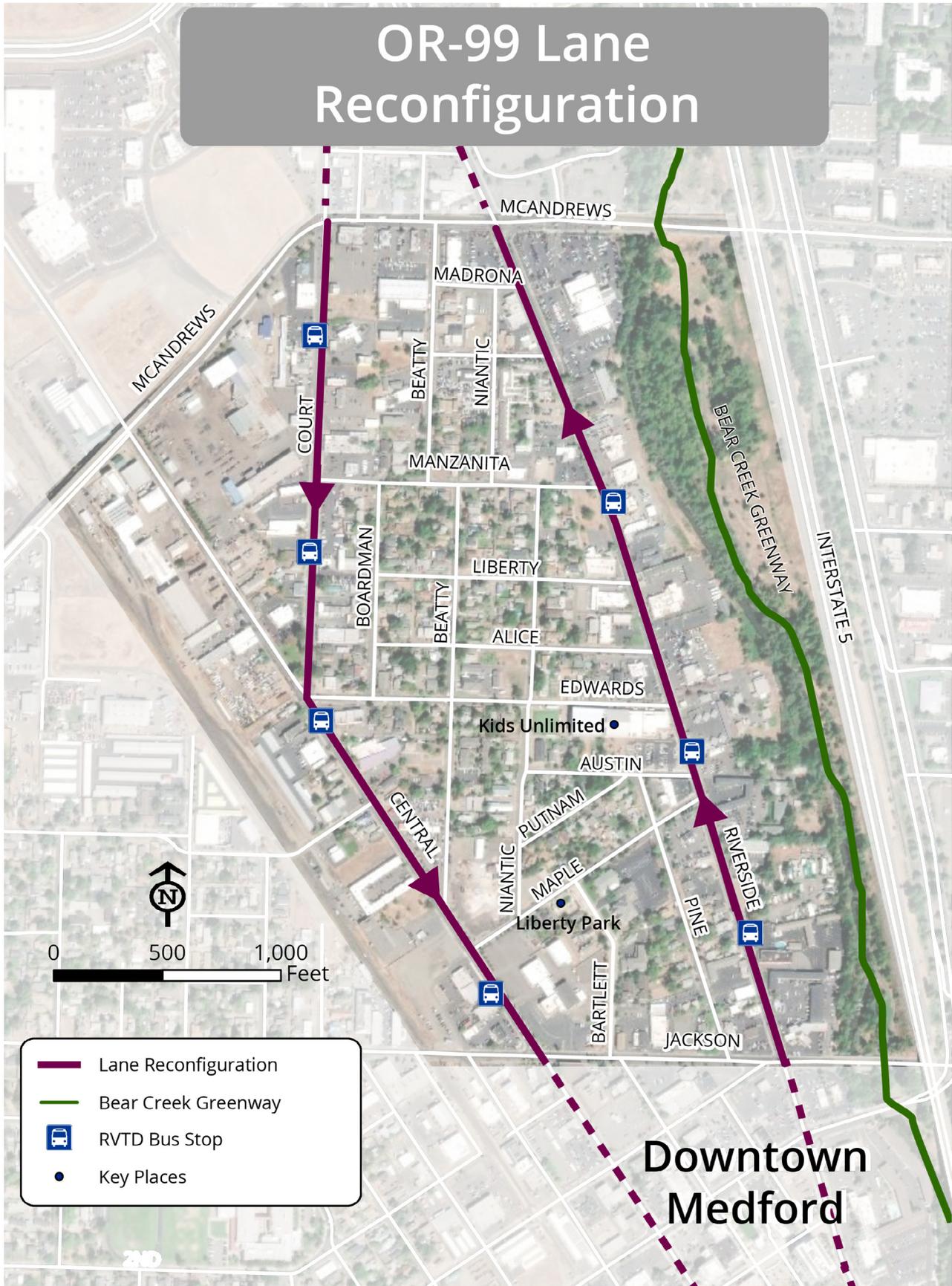
## CONSIDERATIONS

- » Many driveways are in both corridors. Driveway consolidation would improve the function/safety of the bike lane.
- » Lane width reductions may impact freight mobility.



APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$227,000	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> </ul>

PROJECT AREA MAP



# PROJECT TC3-A - REDUCE SPEED LIMIT TO 20 MPH ON NEIGHBORHOOD STREETS

## DESCRIPTION

Feedback from the NAC and public has indicated fast moving vehicles along residential streets of Liberty Park. This project reduces speed limits in these residential areas from 25 mph to 20 mph. In addition to calming neighborhood traffic, this speed limit reduction also significantly lessens the risk of harming pedestrians in a crash.

This project is intended to be implemented with project TC3-b, which launches a “20 is Plenty” awareness campaign.

Note that reducing the speed limit below statutory speeds complies with OR Senate Bill 558 which authorizes a city to designate speed five miles per hour slower than statutory speed for a highway under city's jurisdiction that is not an arterial highway and is located in a residence district, including territory that is not business district that is contiguous to highway and has access to dwellings provided by alleys. Recommended traffic calming projects are conceptual and still requires further study.

## ROADWAY CHARACTERISTICS

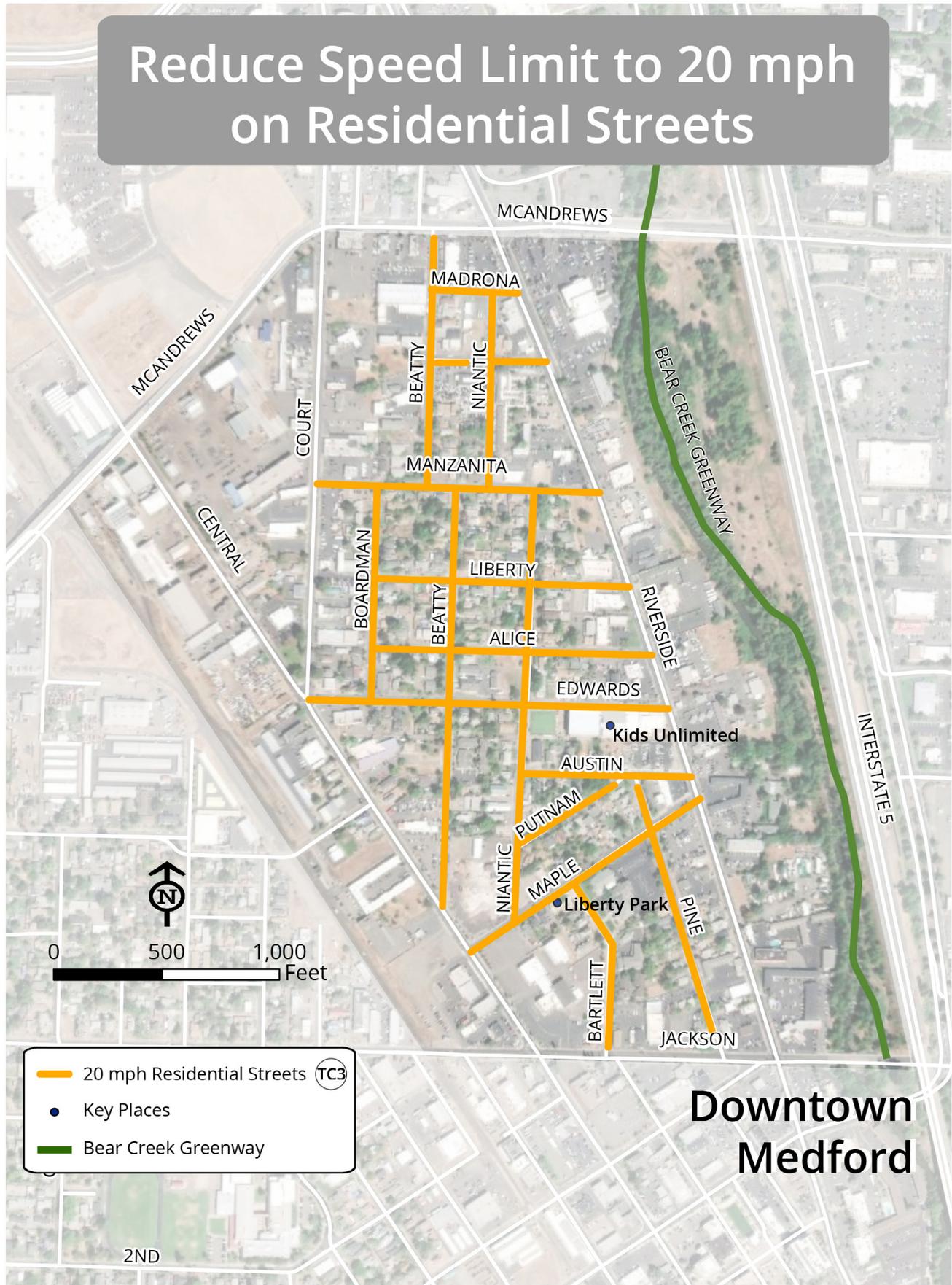
- » Curb to curb right of way widths range from 20 to 40 feet.
- » Sidewalks do not exist on all neighborhood streets, requiring people to walk in right-of-way, on or to the side of the roadway.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$41,000	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Supports public safety</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> </ul>

## DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



# PROJECT TC3-B - LAUNCH A '20 IS PLENTY' CAMPAIGN ON NEIGHBORHOOD STREETS

## DESCRIPTION

This project is to be implemented with project TC3-a, which reduces neighborhood speed limits to 20 mph to calm traffic and create a safer transportation environment for everyone, especially children and other vulnerable road users. This project launches a campaign to raise awareness of the new speed limit and highlight its safety benefits. The campaign, with the tagline “20 is Plenty,” can include mailers, posters, yard signs, billboards, and videos. Coordinating with neighborhood groups, such as Kids Unlimited, can increase awareness.

## ROADWAY CHARACTERISTICS

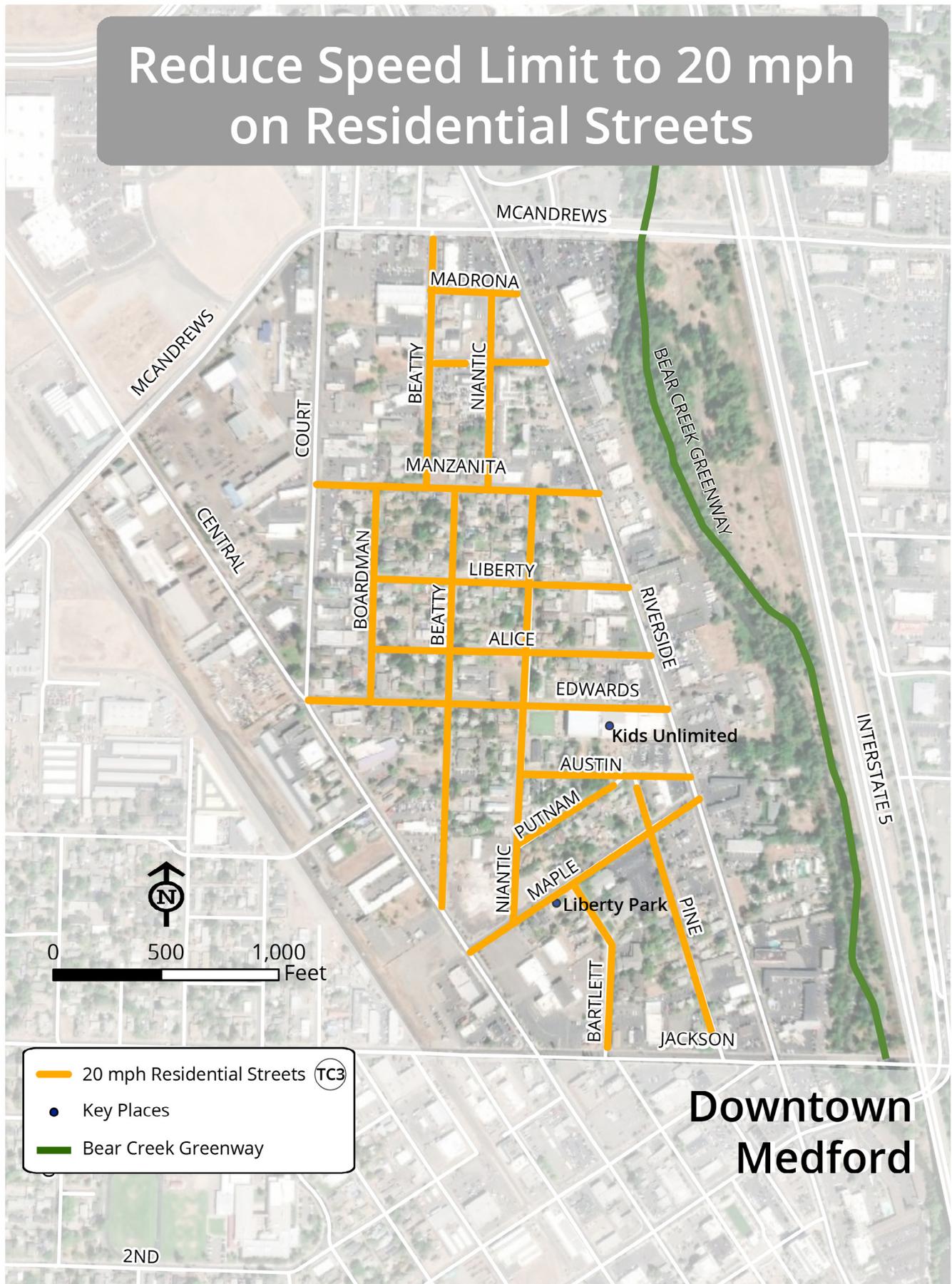
- » Curb to curb right of way widths range from 20 to 40 feet.
- » Sidewalks do not exist on all neighborhood streets, requiring people to walk in right-of-way, on or to the side of the roadway.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
Minimal	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Supports public safety</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> </ul>

## DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



# PROJECT TC4-A - PILOT PROJECT: TRAFFIC DIVERTER

## DESCRIPTION

Traffic calming treatments will help create a safe, comfortable environment for people in the Liberty Park Neighborhood. A “traffic diverter” can be designed to reduce fast-moving cut-through automobile traffic by redirecting traffic through the neighborhood. The diverter gives priority to pedestrians and bicycles by allowing them to continue through the intersection, while motor vehicles must turn.

This project is envisioned as a temporary installation that could be made permanent, depending on results. A demonstration installation with removeable speed bumps and diverter will be cost effective to implement. This also allows the neighborhood to see the effects of the project and make changes before committing to a permanent installation.

The appropriate design and location are contingent upon a traffic study and should be vetted through the Traffic Coordinating Committee and the Transportation Commission. The appropriate intersection for installing the diverter is also subject to further traffic study.

## CONSIDERATIONS

- » Diverter installation to be contingent on further traffic study to understand neighborhood vehicle traffic.
- » Diverter installation should consider needs of emergency vehicles to access properties.



APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
Minimal	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Supports public safety</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> </ul>

# PROJECT TC4-B - PILOT PROJECT: TRAFFIC CALMING IN RESIDENTIAL AREAS

## DESCRIPTION

Traffic calming treatments will help create a safe, comfortable environment for people in the Liberty Park Neighborhood. It should be noted that the MUTCD does not recommend stop signs for traffic calming; stop sign placement would ultimately be determined by warrants.

The following locations are desired based on neighborhood input. Placement requires further evaluation and warrants as determined by the City of Medford prior to implementation.

- » Austin and Pine
- » Maple and Barlett
- » Edwards and Niantic
- » Manzanita and Niantic

Any changes should be vetted through the Traffic Coordinating Committee.

## ROADWAY CHARACTERISTICS

- » Curb to curb right of way widths range from 20 to 40 feet in certain locations.
- » Sidewalks exist around most of the proposed intersections, but at Edwards and Niantic, only curb cuts are constructed.

### DESIGN OR EXAMPLE PHOTOS



APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$125,000	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Supports public safety</li> <li>» Creates a vibrant neighborhood</li> </ul>



## PROJECT TC5 - REMOVE CENTER LINES ON MANZANITA STREET

### DESCRIPTION

Traffic calming treatments will help create a safe, comfortable environment for people in the Liberty Park Neighborhood. Removing the dashed yellow lines on Manzanita Street promotes more careful driver behavior. Streets without road markings can slow cars down and help to create a safer neighborhood environment for all users.

Note that this project is conceptual. Traffic calming locations and designs still require further study.

### ROADWAY CHARACTERISTICS

- » Curb to curb right of way widths range from 20 to 40 feet in certain locations.
- » Sidewalks do not exist on Manzanita St.
- » Manzanita St is roughly four blocks long.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$16,000	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Supports public safety</li> <li>» Creates a vibrant neighborhood</li> </ul>

# Remove Center Lines on Manzanita Street



# PROJECT TC6 - PINE AND MAPLE STREETS TRAFFIC CALMING

## DESCRIPTION

This project implements traffic calming measures for roughly a quarter-mile along Pine St and Maple Street. On Pine St, the treatments will extend south from Jackson St north to Austin St. On Maple St, the treatments will extend west from Central St east to Riverside (OR-99). This will initially be a pilot project that considers the full range of traffic calming solutions available to be evaluated along the streets. The best solution could then be implemented permanently in the future.

Several treatments will make these neighborhood streets safer and more comfortable for all modes, but especially for people walking or riding bicycles. Treatments to be used to calm traffic may include traffic circles, speed humps/tables, curb bulb-outs or traffic chicanes. Bulb-outs are extensions to the corners of sidewalks that shorten pedestrian crossings distances at intersections, and slow down vehicle turning speeds. Chicanes add a type of barrier to the roadway that add extra turns or curves that slow traffic speed for safety. Pilot treatments could be made with movable barriers or removable curb extensions and made more permanent at a later date with concrete and landscaping.

## DESIGN OR EXAMPLE

### PHOTOS



## ROADWAY CHARACTERISTICS

- » Predominately residential with some commercial uses.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$1.18 Million	Medium-term	<ul style="list-style-type: none"> <li>» Supports public safety</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances neighborhood livability</li> </ul>

## PROJECT LR1 - LANE RECONFIGURATION ON OR-99 (RIVERSIDE AND COURT/CENTRAL)

### DESCRIPTION

This project reconfigures travel lanes on Oregon Route 99 (Riverside Avenue northbound and Court Street/Central Avenue southbound) from Jackson Street to East McAndrews Road by reducing from three lanes to two lanes in each direction and implementing a protected bike lane. In addition, the speed limit would be reduced to 25 mph. This project may be constructed at varying levels of investment. Two design options are presented below. Current transit stops become transit islands within the buffered area. A more cost-effective option would be two 11-foot travel lanes with pavement markings as the buffer and a combination of concrete planters or large potted plants and tubular markers/delineators in the marked buffer for physical bike lane protection. Existing curb-to-curb width would remain the same with both options.

Roadway characteristics	
<i>Northbound (Riverside Ave)</i>	<i>Southbound (Court St to Central Ave)</i>
Three existing travel lanes	Three existing travel lanes
40 feet curb-to-curb ROW 13-foot travel lanes	40-50 feet curb-to-curb ROW 13 - 19 ft travel lanes
Three RVTD bus stops along corridor	Four RVTD bus stops along corridor

### CONSIDERATIONS

- » Reduction in travel lanes to two in each direction may impact existing signal operations.
- » Protected bike lanes are more comfortable and safer for cyclists of all ages and abilities.
- » Protected bike lanes and landscape buffers improve the pedestrian environment with either option.
- » Cyclists from the Liberty Park neighborhood would be required to cross the street to access the facility.
- » There are many driveways in both corridors. Driveway consolidation would improve the function/safety of the protected bike lane. Additional studies and outreach may be required for driveway consolidation. The cost estimates for this project do not include any costs associated with driveway consolidation.
- » Physical separation of the bike and automobile lanes makes access difficult or impossible for Public Works' street sweeper.
- » Option 1 includes extensive roadway markings which would require regular maintenance.
- » The concrete buffer in Option 2 could be converted to a bus-only pullout at bus stop locations to allow the bus to exit traffic. The bus would not conflict with cyclists.
- » Option 2 may provide a more effective and comfortable barrier for cyclists and pedestrians. However, this option may have greater impacts to driveway access, freight mobility, storm water conveyance, and can be problematic for curbside delivery (mail, garbage, etc.) and street maintenance. Existing utility poles may need to be relocated. Landscaping may require consistent maintenance, especially if no irrigation is provided.
- » Option 1 could be implemented as part of a temporary demonstration or as a transitional installation until funding is secured for a full buildout.

APPROXIMATE COST

IMPLEMENTATION PRIORITY

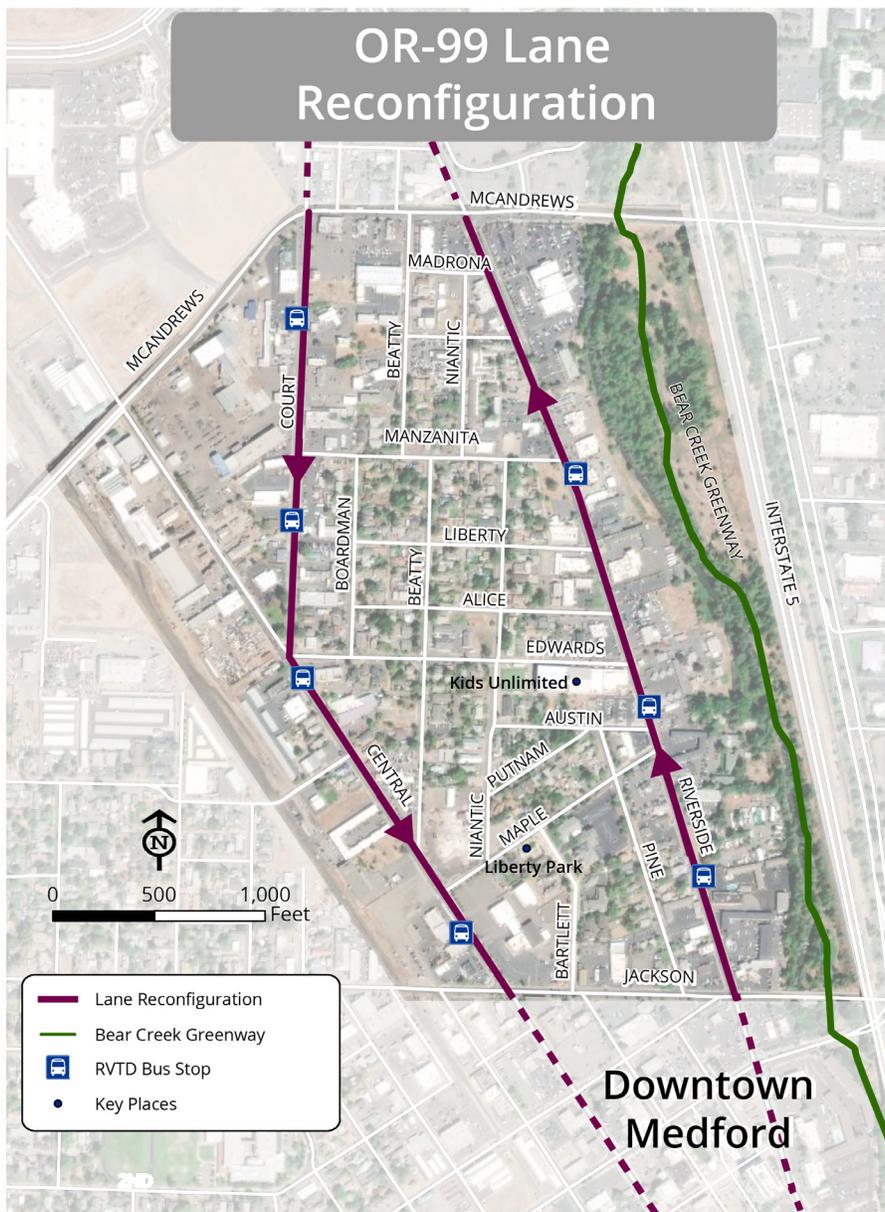
HOW IMPROVEMENT ADDRESSES GOALS

\$671,000 to \$1,187,000

Long-term

- » Supports transportation options
- » Creates a vibrant neighborhood
- » Enhances public spaces
- » Connects to downtown
- » supports local businesses
- » Provides safe bicycle facilities

PROJECT AREA MAP



## Project LR1

### DESIGN OR EXAMPLE PHOTOS

*Option 1: Striped buffer with planters to provide physical separations*

Estimated cost: \$671,000

Central Avenue:



Riverside Avenue:



Option 2: Concrete/hardscape buffer

Estimated cost: \$1,187,000

Central Avenue:



Riverside Avenue:



# PROJECT C1 - ENHANCED CROSSING AT CENTRAL AVENUE & BEATTY STREET

## DESCRIPTION

This project implements a rapid rectangular flashing beacon and continental striped crosswalk improvements at Beatty Street across Central Avenue on the north side of the intersection. ADA ramps are to be installed as part of the enhanced crossing. “Stop Here for Pedestrians” signs would be placed on both the southbound approach to the crossing on Central Avenue. This project must be coordinated with lane reconfigurations as part of project LR1.

Proposed crossing designs and locations are desired conditions based on resident input. Further study is necessary prior to implementation.

## ROADWAY CHARACTERISTICS

- » Three existing travel lanes on principal arterial Riverside Avenue.
- » Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes.
- » No existing crossing facility.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$117,000	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> <li>» Improves pedestrian access and safety</li> </ul>

## DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



# PROJECT C2 - ENHANCED CROSSING OF RIVERSIDE AVE TO CONNECT WITH BEAR CREEK

## DESCRIPTION

This implements a rectangular rapid flashing beacon and continental crosswalk improvements to cross Riverside Avenue and connect with the future Bear Creek Greenway access. The crossing is shown here at Austin for illustrative purposes. The crossing location will be coordinated with future access to the Bear Creek Greenway provided in BC1 (at Austin, Edwards, or another cross-street location).

Sidewalks will be updated to ADA standards as part of the enhanced crossing. This project must be coordinated with Riverside lane reconfigurations in project LR1. A “Stop Here for Pedestrians” sign will be placed in advance of the intersection.

Proposed crossing designs and locations are desired conditions based on resident input. Further study is necessary prior to implementation.

## ROADWAY CHARACTERISTICS

- » Three existing travel lanes on major arterial Riverside Avenue.
- » Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes.
- » No existing crossing facility.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$124,000	Medium-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> <li>» Connects to nature</li> <li>» Improves pedestrian access and safety</li> </ul>

## DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



Crossing location shown for illustrative purposes. Actual location will be coordinated with future Bear Creek Greenway access.

# PROJECT C3 - ENHANCED CROSSING AT COURT STREET & MANZANITA STREET

## DESCRIPTION

This project implements a rapid rectangular flashing beacon and continental striped crosswalk to cross Court Street on the north side of the intersection at Manzanita Street. Two ADA ramps will be installed as part of the enhanced crossing. “Stop Here for Pedestrians” signs will be placed in advance of the crossing. This project must be coordinated with Court Street lane reconfigurations in project LR1.

Proposed crossing designs and locations are desired conditions based on resident input. Further study is necessary prior to implementation.

## ROADWAY CHARACTERISTICS

- » Three existing travel lanes on major arterial Riverside Avenue.
- » Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes.
- » No existing crossing facility.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$124,000	Medium-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> <li>» Connects to nature</li> <li>» Improves pedestrian access and safety</li> </ul>

## DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



# PROJECT C4 - ENHANCED CROSSING AT N BARTLETT STREET & E JACKSON STREET

## DESCRIPTION

This project implements a rapid rectangular flashing beacon and continental striped crosswalk to cross E Jackson Street west of the intersection with N Bartlett Street. Corners will be improved with ADA ramps and tighter curb radii. Painted stop bars will be placed with “Stop Here for Pedestrians” signs at least 8 feet in advance of the intersection, on the outside of Bartlett. A refuge island will be constructed to provide a safe space for pedestrians to pause to be sure traffic from the left has stopped. The island may also be used to restrict left turning movements through the intersection. This intersection provides an important connection for the pedestrian and bicycle network. Due to the existing intersection geometry and north/south bikeway connection, alternative signal options such as a half signal or pedestrian hybrid beacon (HAWK), are worth considering before implementation to reinforce safety and comfort.

Proposed crossing designs and locations are desired conditions based on resident input. Further study is necessary prior to implementation.

## ROADWAY CHARACTERISTICS

- » Four existing travel lanes on collector Jackson St.
- » Curb-to-curb right-of-way of 45 feet on Jackson, with 11 to 11.5 ft travel lanes.
- » No existing crossing facility.
- » This intersection is irregular. Bartlett is offset by approximately 50’ at Jackson, with the north segment running perpendicular and the south segment running at an angle to Jackson.



APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$256,000	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> <li>» Connects to downtown</li> <li>» Improves pedestrian access and safety</li> </ul>

PROJECT AREA MAP



## PROJECT C5 - ENHANCED CROSSING AT EDWARDS STREET, N CENTRAL AVENUE, & COURT STREET

### DESCRIPTION

This project implements a leading pedestrian interval in the signal timing to accommodate pedestrians crossing. The leading interval gives pedestrians a chance to start crossing before automobiles are given a green light. Crosswalks will be repainted with more of a visible continental crossing pattern. Stop bars will be painted on the road at least eight feet in advance of crosswalks with “Stop Here” signs installed to reinforce them.

Proposed crossing designs and locations are desired conditions based on resident input. Further study is necessary prior to implementation.

### ROADWAY CHARACTERISTICS

- » Highway 99 (Court and Central) makes an unconventional 4-way intersection with Edwards, where through highway traffic makes a slight left from Court to Central.
- » Highway 99 is one-way southbound here. It has a 39-foot curb-to-curb right-of-way with two 13.5 ft outside travel lanes and a 12 ft inside travel lane.
- » Edwards St. is two-way, with a 32-foot right-of-way, two lanes, and curb-side parking.
- » Central Ave. north of the intersection is two-way, with a 37-foot right-of-way, two lanes, and curb-side parking.
- » Existing crossing facilities include standard striping (a pair of parallel 12” white line in the direction of crossing), ADA-compliant ramps at all corners, and pedestrian signals with call buttons.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$145,000	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> <li>» Improves pedestrian access and safety</li> </ul>

PROJECT AREA MAP



DESIGN OR EXAMPLE PHOTOS



# PROJECT B1 - NEIGHBORHOOD BIKEWAY

## DESCRIPTION

This project implements a mile-long neighborhood bikeway through the heart of Liberty Park. From south to north, the route originates on Bartlett Street from Downtown Medford, takes a left on Maple Street, and travels north on Niantic Street. The bikeway then proceeds left at Manzanita Street and turns right on Beatty Street, traveling north and ending at the intersection with McAndrews Road.

Several treatments will make the bikeway comfortable and safe for people in the neighborhood. Shared lane markers (sharrows) will mark the route every 200' in each direction and at turns or significant intersections. Eight wayfinding signs will line the route to make it easy for people to follow. Other treatments will help calm traffic in the neighborhood, including reduced speed limits, additional stop signs, speed bumps, and a traffic diverter.

## ROADWAY CHARACTERISTICS

- » Existing cross sections of 40 to 45 feet on streets
- » Sidewalk gaps on portions of the route

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$122,000	Medium-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> <li>» Connects to nature</li> </ul>

## DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



# PROJECT B2 - EDWARDS STREET IMPROVEMENTS

## DESCRIPTION

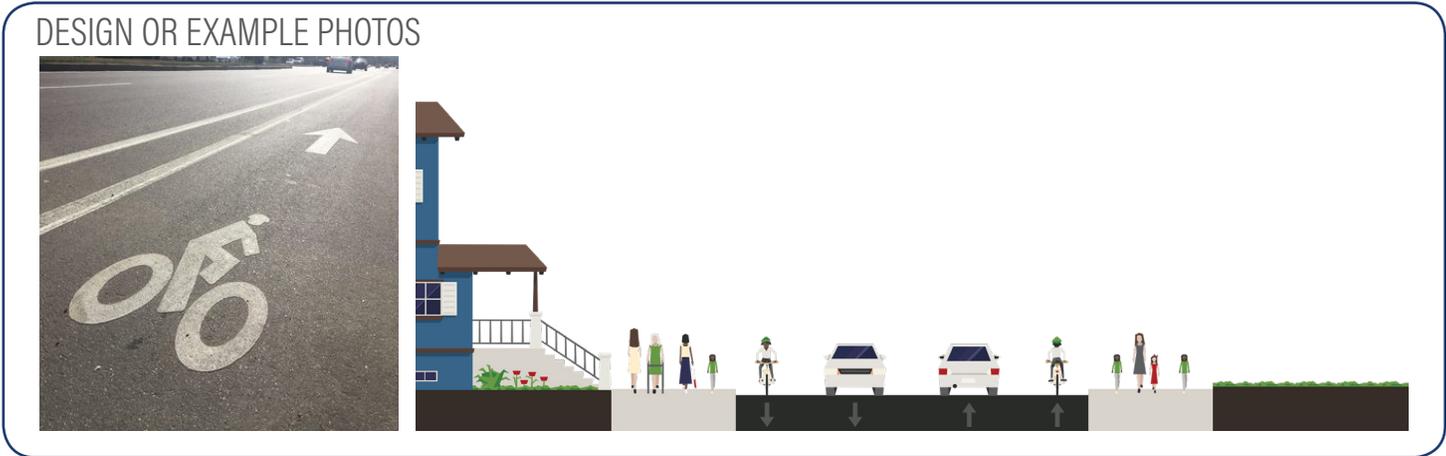
The 2018 Transportation System Plan (TSP) contemplates the installation of bicycle facilities on Edwards Street between Court Street/Central Avenue and Riverside Avenue with Project #462. Edwards Street is designated as a minor collector in the TSP. The minor collector cross section typically includes 6 foot bicycle lanes and parking on both sides. Due to existing right-of-way constraints on Edwards Street, parking would need to be removed in order to accommodate the installation of bicycle lanes.

Depending on the future land use considerations for Edwards Street, the removal of parking may not be desirable. As an alternative, the City may choose to review the street design for Edwards Street through the new legacy street provisions of the Code. This option provides the flexibility to modify the cross section of the street to better fit the future context of the roadway and determine how best way to accommodate needed street facilities in this neighborhood.

## ROADWAY CHARACTERISTICS

- » Existing curb-to-curb ROW of 34 feet, with 17 feet dedicated to two through lanes. Curbside parking is on both sides of the street.
- » Divided dashed yellow line separates east and west traffic.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$93,000 (for bicycle lanes only)	Medium-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> <li>» Connects to nature</li> </ul>



PROJECT AREA MAP



# PROJECT B3 - RESURFACING OF ALLEYS FOR IMPROVED BICYCLE AND PEDESTRIAN SAFETY

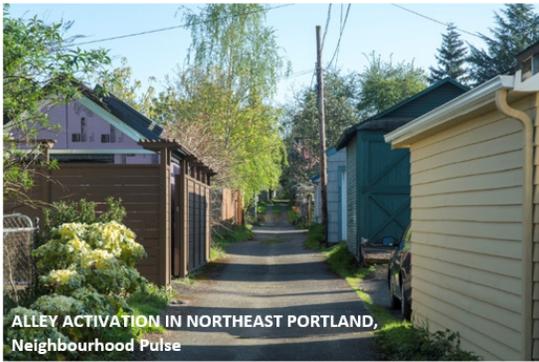
**DESCRIPTION**

This project will surface the alleyways of four blocks in Liberty: Manzanita/Beatty/Liberty/Boardman, Manzanita/Niantic/Liberty/Beatty, Liberty/Niantic/Alice/Beatty, and Liberty/Beatty/Alice/Boardman. An alley can be an auxiliary route to school and accessible green space or other activation areas. Surfacing these alleyways to become more usable spaces will improve the neighborhood by enhancing mobility, public safety, and livability as well as improving bike and pedestrian access. The alleys between Maple Street and Bartlett Street should also be considered for future paving. The estimate below is for alleys within Manzanita, Boardman, Alice, and Niantic only.

**ROADWAY CHARACTERISTICS** » Uneven pavement in need of asphalt or pervious pavement.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
<p>A: \$301,000 (asphalt)</p>	<p>Medium-term</p>	<ul style="list-style-type: none"> <li>» Supports public safety</li> <li>» Creates a vibrant neighborhood</li> </ul>
<p>B: \$551,000 (pervious pavement)</p>		<ul style="list-style-type: none"> <li>» Enhances neighborhood livability</li> </ul>

**DESIGN OR EXAMPLE PHOTOS**



# PROJECT B4 - CLARK TO BEATTY BICYCLE AND PEDESTRIAN NETWORK IMPROVEMENTS

## DESCRIPTION

This project consists of two phases: W. Clark St pedestrian specific treatments and sharrows and N. Central Ave bicycle-specific treatment. This project is intended to provide improved pedestrian and bicycle crossings at the railroad tracks along W. Clark St. and along N. Central Ave. This project would fill sidewalk gaps and improve the pedestrian crossing over the railroad. On N. Central, the project would implement a striped bicycle lane for a short distance, from Beatty to Clark, creating a much needed connection for cyclists. This project will foster connections to activity centers on the near-west side of town (pool, Santos Community Center, schools, etc).

Final design of pedestrian and bicycle crossings of N. Central Ave. shall be professionally engineered and will be largely dependent on other projects within the neighborhood and possible consideration of Project TC2 to restripe lanes on OR-99. Consider timing implementation of these treatments when other projects intersect this area of Beatty to Central.



## ROADWAY CHARACTERISTICS

- » Clark is a local street in need of sidewalk infill at the railroad crossing and better accommodations for cyclists.
- » OR-99/N Central Ave is a 3-lane roadway with a sidewalk but no bike facility. Addressing the key connection between Clark and Beatty for cyclists is a priority for implementation.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
A: \$585,000 (sidewalk infill, striping, signage, railroad crossing, and bike sharrows)	Long-term	<ul style="list-style-type: none"> <li>» Supports public safety</li> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances neighborhood livability</li> </ul>
B: \$61,000 (bike lane striping)		

## BC1 - BEAR CREEK GREENWAY

### DESCRIPTION

This project connects the Liberty Park neighborhood to the Bear Creek Greenway. Several potential alignments are being considered and the recommended location will be based on further study. A prefabricated pedestrian bridge will be installed over Bear Creek with a paved asphalt path connecting to the sidewalk network. This connection will be accessible for ADA, bicycles, pedestrians, and other users.

### ROADWAY CHARACTERISTICS

- » No existing facility over Bear Creek Greenway.
- » The Creek is roughly 50 feet wide.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$788,000	Long-Term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> <li>» Connects to nature</li> </ul>



PROJECT AREA MAP



## PROJECT BS-1 - RELOCATE BUS STOPS ON OR-99 (RIVERSIDE AND COURT/CENTRAL)

### DESCRIPTION

This project relocates bus stops in coordination with crossing enhancements C1, C2, and C3 along OR-99. This project must be coordinated with these as well as lane reconfigurations in LR1. The City will discuss and coordinate projects with RVTD.

**Project C1:** Central Avenue and Beatty Street. Relocate RVTD Route 40 bus stop on Central Avenue ~475 feet north to northwest corner of Central Avenue and Beatty Street intersection

**Project C2:** Riverside Avenue and Austin Street. Relocate RVTD Route 40 bus stop on Riverside Avenue ~650 feet south to northeast corner of Riverside Avenue and Austin Street.

**Project C5:** Court Street/Central Avenue and Edwards Street. Relocate RVTD Route 40 bus stop on Central Avenue ~250 feet north to southwest corner beyond intersection of Court Street and Edwards Street

ROADWAY CHARACTERISTICS	
<i>Northbound (Riverside Ave)</i>	<i>Southbound (Court St to Central Ave)</i>
Three existing travel lanes	Three existing travel lanes
40 feet curb-to-curb ROW	40-50 feet curb-to-curb ROW
13-foot travel lanes	13 - 19 ft travel lanes
Three RVTD bus stops along corridor	Four RVTD bus stops along corridor

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
N/A	Medium-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Supports local businesses</li> <li>» Connects to downtown</li> </ul>

PROJECT AREA MAP



# PROJECT S1 - SIDEWALK INFILL IN RESIDENTIAL AREAS

## DESCRIPTION

This project infills sidewalk gaps over approximately two miles of residential streets in Liberty Park. Sidewalks will be installed incrementally to complete the pedestrian network. Improvements will be ADA compliant with curb ramps and detectable warnings. Sidewalk gaps are on Manzanita Street, Liberty Street, Alice Street, Edwards Street, Austin Street, Putnam Street, Maple Street, Boardman Street, Beatty Street, Niantic Street, and Pine Street. Sidewalks will be constructed around existing significant trees so they remain part of the streetscape.

## ROADWAY CHARACTERISTICS

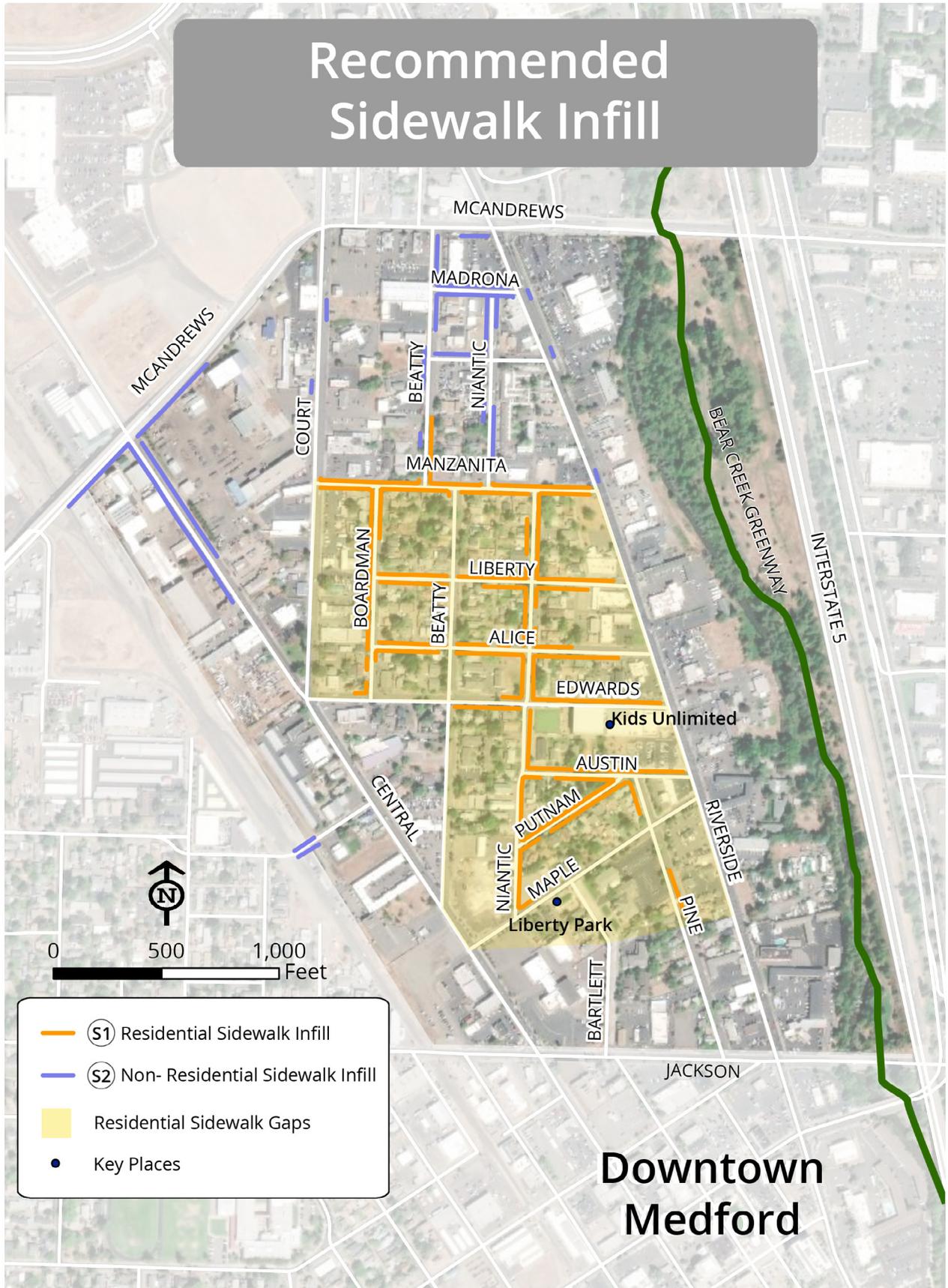
- » Residential roadway environment

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$1,194,000	Near-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> </ul>

## DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



## PROJECT S2 - SIDEWALK INFILL IN NON-RESIDENTIAL AREAS

### DESCRIPTION

This project infills approximately nearly one mile of sidewalk gaps in the areas of Liberty Park that are not residential. Sidewalks will be installed incrementally to complete the pedestrian network. Improvements will be ADA compliant with curb ramps and detectable warnings. Sidewalk gaps are on McAndrews Road, Madrona Street, Walnut Street, Clark Street, Central Avenue, Court Street, Beatty Street, and Niantic Street.

### ROADWAY CHARACTERISTICS

- » Non-Residential roadway environment

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$1,076,000	Medium-term	<ul style="list-style-type: none"> <li>» Supports transportation options</li> <li>» Creates a vibrant neighborhood</li> <li>» Enhances public spaces</li> </ul>

### DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP





# APPENDIX A

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## COMPREHENSIVE PLAN AND ZONING AMENDMENTS

CITY OF MEDFORD

# LIBERTY PARK NEIGHBORHOOD PLAN

Page 102



# APPENDIX B

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TECHNICAL MEMORANDA



# APPENDIX C

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## PUBLIC INVOLVEMENT AND TITLE IV / ENVIRONMENTAL JUSTICE SUMMARY

