

PLANNING COMMISSION STUDY SESSION AGENDA DECEMBER 9, 2019



MEDFORD
OREGON

Commission Members

David Culbertson

Joe Foley

Bill Mansfield

David McFadden

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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

December 9, 2019

Noon

Lausmann Annex, Room 151

200 South Ivy Street, Medford, Oregon

10. Introductions

20. Discussion Item

20.1 DCA-19-006 Annexation Updates

20.2 CP-19-002 & DCA-19-007 Southeast Plan Updates

30. Adjournment



MEMORANDUM

To: Planning Commission
From: Seth Adams, AICP, Planner III
Date: December 9, 2019
Subject: Annexations Code Amendment (DCA-19-006)

DIRECTION SOUGHT

Staff is asking the Planning Commission for direction on the following:

- Identify any changes to be made to the proposal.
- Should the process for zoning of annexed property be modified?

BACKGROUND

Under State law, land that is contiguous to city limits and within an Urban Growth Boundary may be annexed to a city. The act of annexation adjusts the city limit boundary line to include the subject property. Annexation is required before land can be developed at urban densities, or in order to connect to sewer, water, and other public facilities services provided by the City.

STATEMENT OF NEED

The City of Medford's process and approval criteria for annexation are spelled out in the Urbanization Element of the Medford Comprehensive Plan and Section 10.216 of the Medford Land Development Code (MLDC). In 2018, expansion of Medford's Urban Growth Boundary (UGB) was approved by the State, bringing approximately 4,000 new acres into the UGB. Pursuant to Section 2.1.7(4) of the Comprehensive Plan, properties within the new UGB expansion area are required to have an Urbanization Plan approved and adopted into the Neighborhood Element of the Comprehensive Plan prior to annexation. This requirement is not currently included in the Annexation Approval Criteria (MLDC Section 10.216(C)), and a code amendment is needed for consistency between the Comprehensive Plan and the MLDC.

To Planning Commission
RE: Annexations Code Amendment
File No. DCA-19-006
Date December 9, 2019

PROPOSED AMENDMENT

The following outline summarizes the proposed amendments.

- Inclusion of an approved Urbanization Plan under the Annexation Approval Criteria.
- Clarification of language specifying when a public hearing is required, along with public noticing requirements.
- Update of Annexation application requirements.
- Rearrangement of subsections within Section 10.216, and minor text edits for purposes of clarity.

QUESTIONS ON THE ZONING OF ANNEXED PROPERTY

The code currently specifies that a City zoning designation comparable to the previous County zoning designation shall be applied at time of annexation, and when no comparable City zoning designation exists, the SFR-00 (Single-Family Residential – one dwelling unit per existing lot) zone or the I-OO (Limited Industrial Overlay) shall be applied. While this practice has been in place for many years, staff feels the code language could be clearer in terms of which City zoning designation will be applied. In addition, a recent annexation application raised the question of how zoning should be handled for areas where the comparable City zone would not be in conformance with the GLUP designation. Staff would like to discuss possible alternatives to the current practice with the Commission.

NEXT STEPS

The tentative proposed hearing schedule includes the following:

1/23/20	Planning Commission
2/20/20	City Council

Exhibits

- A. Draft Land Development Code Amendment Text

* * *

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
Site Plan and Architectural Review	III	10.200	SPAC	Yes
Tentative Plat, Partition	II	10.170	Planning Director	Yes
Tentative Plat, Subdivision	III	10.202	Planning Commission	Yes
Transportation Facility Development	IV	10.226	City Council	No
Urban Growth Boundary Amendment, Major	IV	Urbanization, 10.220	City Council	No
Urban Growth Boundary Amendment, Minor	IV	Urbanization, 10.222	City Council	No
Urbanization Plan	IV	10. 200 220(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

* * *

10.216 Annexation.

(A) Annexation is the action taken to incorporate land into a city. ~~The state~~ Under State law, land may be annexed to a city only if it is within the Urban Growth Boundary, and is contiguous to the city limits. ~~requires annexation of property that is contiguous to city limits and within the city's Urban Growth Boundary.~~

(B) Application for Annexation. Except for the annexation of unincorporated territory surrounded by the city as provided in Subsection (E) below, applications for annexation shall, ~~in addition to requirements contained in the application form,~~ include all of the requirements listed in Subsection (F) below, and be subject to the provisions of ORS 222.111 to 222.180 (Authority and Procedures for Annexation) or 222.840 to 222.915 (Health Hazard Abatement Law).

(C) Public Hearing for Annexation. A public hearing shall be held prior to the Council's adoption of an ordinance for annexation. The City shall publish notice of the public hearing once each week for two successive weeks prior to the day of hearing, in a newspaper of general circulation in the city, and shall post notices of the hearing in at least four public places in the city for a like period.

(1) Exception: A public hearing is not required when all of the owners of land in the unincorporated territory consent in writing to the annexation, and file a statement of their consent with the Council per ORS 222.125.

(D) Annexation Approval Criteria. The City Council must find that the following State and ~~local~~ City requirements are met in order to approve an annexation:

- (1) The land is within the City's Urban Growth Boundary,
- (2) The land is contiguous ~~to~~ with the current city limits, and
- (3) An Urbanization Plan has been approved (when applicable); and
- (4) Unless the land being considered for annexation is ~~enclaved~~ unincorporated territory surrounded by the incorporated boundary, ~~by the City~~ or the City chooses to hold an election, a majority of the land-owners and/or electors have consented in writing to the annexation per ORS 222.125 or ORS 222.170.

~~(E)~~ Zoning of Annexed Property.

At the time of annexation, the City shall apply a City zoning designation comparable to the previous County zoning designation. Where no comparable City zoning designation exists, the SFR-00 (Single-Family Residential – one dwelling unit per existing lot) zone or the I-OO (Limited Industrial Overlay) shall be applied.

~~(E) Annexation of Territory Surrounded by the City.~~

~~(1) As authorized in ORS 222.750, the City Council may, by ordinance, annex territory surrounded by the corporate boundaries of Medford with or without the consent of any owner of property within the territory or resident of the territory.~~

~~(2) Such annexation may be initiated at the request of the Planning Department or City Council and shall not be subject to the requirements of Sections 10.106, 10.110(D), 10.112, 10.124, 10.214, and 10.216.~~

~~(3) A public hearing shall be held prior to the Council's adoption of an ordinance for annexation.~~

~~(4) Prior to the public hearing, notification shall be mailed to all owners of property within the area proposed for annexation.~~

~~(5) For property that is zoned for, and in, residential use when annexation is initiated by the City, the City shall specify an effective date for the annexation that is at least three~~

~~years and not more than 10 years after the date the City proclaims the annexation approved.~~
~~(6) The City shall notify the Jackson County Clerk of the territory subject to delayed annexation not sooner than 120 days and not later than 90 days before the annexation takes effect.~~

(F) Annexation Application Form

An application for annexation shall contain the following information:

- (1) Vicinity Map drawn at a scale of 1" = 1,000' identifying the proposed area of annexation and existing city limits.
- (2) Assessor's Maps of the proposed annexation area. The assessor's maps shall have identified those parcels for which consents to annex have been acquired and adjacent right-of-way to be annexed.
- (3) Consent to annex forms completed and signed by all consenting property owners within the proposed annexation area.
- ~~(54)~~ Restrictive Covenant forms waiving Measure 37 claims for combined annexation and zone change, completed and signed by all consenting property owners within the proposed annexation area.
- ~~(45)~~ Legal metes and bounds or lot and block description of the annexation area, including to the centerline of the adjacent right-of-way in electronic form per the instructions of the City of Medford Planning Department. Legal descriptions shall be reviewed and approved by the Public Works Department prior to submittal of the Annexation application.
- ~~(56)~~ Specific information on each parcel within the proposed annexation area:
 - (a) Current assessed valuation shown on County Assessor's tax rolls.
 - (b) Acreages of both public and private property, and public right-of-way to be annexed.
 - (c) Map and tax lot number.
- ~~(67)~~ Addresses of all dwelling units and businesses located within the annexation area, and names of all residents and whether they are registered voters.
- ~~(78)~~ The following additional information shall also be supplied by the applicant:
 - (a) Existing land uses within annexation area.
 - (b) Existing zoning within the annexation area.
 - (c) Existing improvements (such as):
 - water system
 - streets
 - sanitary sewer
 - storm drainage
 - (d) Special Districts within the area (such as):
 - water district
 - irrigation district
 - fire district
 - school district
 - Rogue Valley Sewer Services
 - other
 - (e) A completed Confidential Census Information Sheet for all parcels each housing unit within the proposed ~~being considered for~~ annexation area.
 - (f) Written findings indicating compliance with all of the ~~annexation~~ criteria 1 through 3 contained in Section 10.216(C D) ~~Annexation Approval Criteria~~.

(89) Property owners' (~~and agents'~~) names, addresses, and map and tax lot numbers within 200 feet of the subject site, typed on mailing labels.

(910) Payment of the application fee(s).

(G) Annexation of Territory Surrounded by the City.

(1) As authorized in ORS 222.750, the City Council may, by ordinance, annex territory surrounded by the corporate boundaries of Medford with or without the consent of any owner of property within the territory or resident of the territory.

(2) Such annexation may be initiated at the request of the Planning Department or City Council and shall not be subject to the requirements of Sections 10.106, 10.110(D), 10.112, 10.124, 10.214, and 10.216.

(3) A public hearing shall be held prior to the Council's adoption of an ordinance for annexation.

(4) ~~Prior~~ No later than 21 days prior to the public hearing, notification shall be mailed to all owners of property within the area proposed for annexation.

(5) For property that is zoned for, and in, residential use when annexation is initiated by the City, the City shall specify an effective date for the annexation that is at least three years and not more than 10 years after the date the City proclaims the annexation approved.

(6) The City shall notify the Jackson County Clerk of the territory subject to delayed annexation not sooner than 120 days and not later than 90 days before the annexation takes effect.



MEMORANDUM

To: Planning Commission
File No. CP-19-002 / DCA-19-007
From: Seth Adams, AICP, Planner III
Date: December 4, 2019
Subject: Southeast Plan Amendments (CP-19-002 / DCA-19-007)

DIRECTION SOUGHT

Staff is asking the Planning Commission for direction on the following:

- Identify any changes to be made to the proposal

BACKGROUND

The Southeast Plan covers an approximately 1,000 acre area that extends from the ridge above Cherry Lane south to Coal Mine Road. The Plan specifies a neo-traditional circulation and development pattern that includes low, medium, and high-density residential areas, as well as sites designated for commercial, public parks, and schools. The Plan also places importance on the preservation of the natural features and resources spread throughout the area.

The City Council originally adopted the Southeast Plan on April 2, 1998 in the form of amendments to the Comprehensive Plan and Municipal Code. Following additional planning efforts, the Council subsequently adopted changes to the Southeast Plan and created the Southeast Overlay District in 2004. Further amendments have been made to the Southeast Plan in the intervening years since then, with the most recent occurring in 2013. Amendments have been made to the Southeast Overlay District regulations several times, with the most recent being in 2018.

STATEMENT OF NEED

In the time since the last amendment of the Southeast Plan in 2013 there have been numerous subdivisions and streets constructed in accordance with the Plan, as well as a

To Planning Commission
File No. CP-19-002 / DCA-19-007
RE: Southeast Plan Amendments
Date December 4, 2019

recently completed City Park. In addition, one of the sites designated for single-family residential was reclassified this summer for commercial uses, and the Transportation System Plan adopted in 2018 recommended that the alignment of East Barnett Road specified in the Southeast Plan be straightened out. At this time, the maps and text of the Southeast Plan need to be amended to reflect these changes. This also provides an opportunity to make general “housekeeping” updates, as well as some minor amendments to the Southeast Overlay District regulations.

PROPOSED AMENDMENTS

The following outline summarizes the substantive amendments that are proposed to be made to the Southeast Plan sections of the Neighborhood Element, Chapter 10, of the Medford Comprehensive Plan; and, the Southeast Overlay District regulations of Sections 10.370 – 10.384 of the Medford Land Development Code (MLDC).

Neighborhood Element, Chapter 10, Medford Comprehensive Plan

- Removal of the requirement for new development to be approved through a PUD if the proposal is in conformance with the standards of the Southeast Overlay District.
- Updating of maps and tables to reflect approved land use changes (e.g. residential to commercial, new City Park, etc.).
- Updating of text and figures for consistency with the *2018-2038 Medford Transportation System Plan (TSP)*.
- Straightening of East Barnett Road alignment as recommended in the TSP.
- Transference of street and greenway cross-sections into the Southeast Overlay District section of the MLDC.

Southeast Overlay District, MLDC Sections 10.370 – 10.384

- Removal of the requirement for new development to be approved through a PUD if the proposal is in conformance with the standards of the Southeast Overlay District.
- New development consistent with the standards of the Southeast Overlay District to be approved by SPAC, with development proposals that deviate from the standards requiring PUD approval by the PC.
- Updating of tables to reflect approved land use changes (e.g. residential to commercial, new City Park, etc.).
- Inclusion of Southeast Plan maps from the Comprehensive Plan in order to eliminate the need for cross-referencing between two documents.

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- Removal of unnecessary, repetitive, inaccurate, and/or out of date text language (e.g. special development standards such as setbacks and lot coverage percentages that were once unique to the SE Overlay, but are now implemented city-wide).
- Establishment of maximum block lengths as called for in the Southeast Plan section of the Comprehensive Plan.
- Inclusion of street and greenway cross-sections from the Comprehensive Plan.
- Update of Greenway design and development standards for consistency with Article IV – Public Improvement Standards and Criteria, of the MLDC.

NEXT STEPS

The tentative proposed hearing schedule includes the following:

1/23/20 Planning Commission
2/20/20 City Council

Exhibits

- A. Draft Comprehensive Plan Amendment Text
- B. Draft Land Development Code Amendment Text

Medford Comprehensive Plan
Chapter 10

Neighborhood Element

Introduction

The divisions of this chapter are special area plans that have been adopted by the Council. One plan is incorporated by reference; two others are incorporated into this document.

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10.1 Southeast Plan

Adopted by Medford City Council on March 7, 2013
Ordinance no. 2013-41

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1. PREFACE

When looking east from the intersection of Barnett and North Phoenix Roads at the tranquil setting of oak-studded rolling hills and grazing cattle, imagining a future community of more than 10,000 people may be hard. The southeast area of Medford, 1,000 acres extending from the ridge above Cherry Lane south to Coal Mine Road, is poised for urban development, but not just ordinary urban development. In 1990, the site was identified as Medford’s primary future growth area and included within the Urban Growth Boundary (UGB). Since then, extensive planning studies have created a plan for an out-of-the-ordinary community.

The primary purpose of the planning studies, partially funded by state transportation grants, was to find ways to reduce future auto traffic within the area. The resulting Southeast Plan has many features intended to help achieve that goal and create a more livable community. It represents the collaborative efforts of many, including property owners, city staff, consultants, interest groups, and appointed and elected officials. Recognizing that land uses directly affect traffic, the plan situates different land uses so that many auto trips will be unnecessary and necessary ones will be shorter.

The Southeast Plan provides for a centrally located commercial area near the intersection of Barnett and North Phoenix Roads surrounded by an area of denser housing and institutional uses, such as a park, church, community center, and fire station. This TOD (Transit-Oriented District), the Southeast Village Center, will allow many residents—children, adults, seniors—to live within a five-minute walk of services for their daily needs. The Southeast Village Center places at least 40 percent of the Southeast Area’s future housing units within one-quarter mile of the commercial area. Elsewhere in the Southeast Area, a variety of housing is planned, including large, standard, and small single-family lots, rowhouses, multiple-family dwellings, and retirement housing.

Other features that will help ease traffic congestion include having a gridded street and alley pattern so that walkers, bicyclists, and drivers have many options for reaching destinations. The plan proposes to preserve the area's abundant natural features and vegetation, and adds amenities, such as street trees, to promote a desirable walking and bicycling environment. Creek side greenways, while supplying natural storm drainage and protecting native habitat, will furnish locations for pedestrian and bicycle paths along the forks of Larson Creek and other waterways.

The Southeast Plan was originally approved by the Medford City Council on April 2, 1998 in the form of amendments to the City's Comprehensive Plan and Municipal Code. Changes to the Southeast Plan, including the Comprehensive Plan and Municipal Code, which were the result of even more detailed planning efforts, have been subsequently adopted.

2. INTRODUCTION

This section of the Neighborhood Element of the Medford Comprehensive Plan, entitled Southeast Plan, is a special land use plan for the southeast area of the community (SE Area). Extensive planning studies for the SE Area, described below, led to the adoption of this section and its implementing provisions in the Medford Municipal Code. The Southeast Plan Map included within this plan element is the implementing map governing land use in the SE Area.

This mostly undeveloped area of approximately 1,000 acres lies within the Urban Growth Boundary (UGB) east of North Phoenix Road, north of Coal Mine Road, and generally south of Hillcrest Road. The location and boundaries of the area are depicted on the Medford General Land Use Plan (GLUP) Map. The area has slopes that range from moderate to nearly level, with some steep slopes, although rolling terrain predominates. It is characterized by south and west facing slopes which produce magnificent vistas and a near-perfect orientation for solar energy utilization. The SE Area also contains Medford's primary undisturbed natural areas, including stream corridors, wetlands, hilltops, and oak woodlands.

Much of the SE Area was historically devoted to fruit and cattle production, and some portions are still used for those purposes, although previous agricultural uses have diminished. The irrigated soils in the area are not classified as excessively productive for agriculture.¹ Besides dwellings on large home sites, the area previously contained a

¹ The USDA Soil Conservation Service classifies soils within the area as falling generally within the Class 4 category. Agricultural soils are ranked for agricultural productivity between Class 1 and Class 8, with 1 being the best, and 8 being the worst. Statewide Planning Goals 3 and 14 require the preservation of farm lands having a 1 through 4 agricultural capability.

tennis club and two fraternal lodges on North Phoenix Road, riding stables, and a radio tower.

In 1988, the City undertook studies to determine whether additional land was required in the Medford UGB to satisfy future urbanization needs for a 20-year planning period. The City's work resulted in a documented need for additional land, and the SE Area was among several areas proposed for inclusion in the UGB. The amended UGB was adopted in October 1990 by the Medford City Council and Jackson County Board of Commissioners, and was later acknowledged by the Oregon Land Conservation and Development Commission (LCDC). The acknowledgment was not appealed. The entire SE Area was then designated for Urban Residential (UR) use on the GLUP Map, permitting single-family residential uses at a density of two to ten dwelling units per acre.

3. SPECIAL CIRCULATION AND LAND USE PLANNING STUDIES

3.1 Studies: Phase I

Following inclusion of the SE Area in the UGB, there were serious concerns that development of the SE Area might overwhelm Medford's already stressed transportation system. In 1992, the City undertook the first special planning study (See the Southeast Medford Land Use and Transportation Study, 1993) to compare the future traffic impacts produced by two different land use schemes in the SE Area. This study was funded through the State of Oregon's Transportation Growth Management (TGM) grant program.

The first scheme considered in the study was a "contemporary plan" that used single-use zoning and a circulation system that fed all traffic onto collector and arterial streets. This type of development pattern with segregated land uses usually results in almost complete dependence upon auto travel for daily activities, such as shopping, education, recreation, etc. The second scheme was a "neo-traditional" development pattern facilitated by mixed-use zoning and an interconnected street system—a street system that distributed peak period (7–9 a.m. and 4–6 p.m.) traffic to all streets, not just collectors and arterials.

The analysis indicated that, during peak periods, both land use schemes would generate similar traffic levels due to employment locations outside the area. However, the neo-traditional development pattern would reduce off-peak traffic within the area, and produce trips of shorter length. Additionally, it could increase pedestrian and bicycle trips within the area by as much as 60 percent.

3.2 Studies: Phase II

Based upon the findings of this first phase of the special land use planning for the area, the City began the second phase in 1994, again funded through a state

TGM grant. The phase 2 study used the conceptual assumptions developed in the neo-traditional development scheme to prepare a generalized circulation and land use plan for the area (See the Southeast Medford Circulation & Development Plan Project Report, August 1995). Neo-traditional development design includes features such as narrow streets with short blocks in a grid pattern, alleys, housing of different types in the same blocks, accessory dwelling units, narrow building setbacks from streets, prominent public buildings and places, and mixed land uses. It places higher density housing near compact commercial centers and transit, and gives neighborhoods well-defined centers and edges.

The phase 2 plan was used to guide the preparation of amendments to the Medford Comprehensive Plan and Municipal Code for the SE Area. The City worked closely with all interested parties in the preparation of the plan, including public facility and utility providers, Medford and Jackson County Planning Department staff, property owners, school districts, developers, and members of the Medford Planning Commission. The study included a market analysis that verified the marketability and potential absorption rate of the recommended type of development.

3.3 Implementation: Land Use Actions

To facilitate future implementation of the phase 2 plan, the City then undertook several land use actions. One was the adoption of a new GLUP designation of Urban Medium Density Residential (UMDR) and corresponding zoning district of MFR-15 (Multiple-Family Residential - 15 units per acre) which permit a density range of 10 to 15 dwelling units per acre. The UMDR designation was needed to allow more specific placement of a rowhouse land use type in the SE Area. The Commercial GLUP designation and commercial zoning districts were then amended to limit the size of businesses in the Community Commercial (C-C) zoning district to 50,000 square feet, and to create a new Regional Commercial (C-R) zoning district. This action was needed to allow the use of C-C zoning in the SE Area without permitting large regional retail uses. Finally, changes to the Medford Street Classification Map were adopted which set a circulation pattern for the arterial, collector, and standard residential streets in the SE Area.

This section of the “Neighborhood Element,” of the Southeast Plan, represents the latest phases of the special planning efforts in the SE Area. The intent of these extensive planning efforts is to create an area that is much less reliant on automobile travel, and that preserves the natural environment, incorporating it into a desirable, livable community. The principal function of the Southeast Plan is to apply detailed land use planning and implementation techniques to a geographical area of the community that has important and unique physical qualities, including having a large tract of undeveloped land, rolling terrain, the

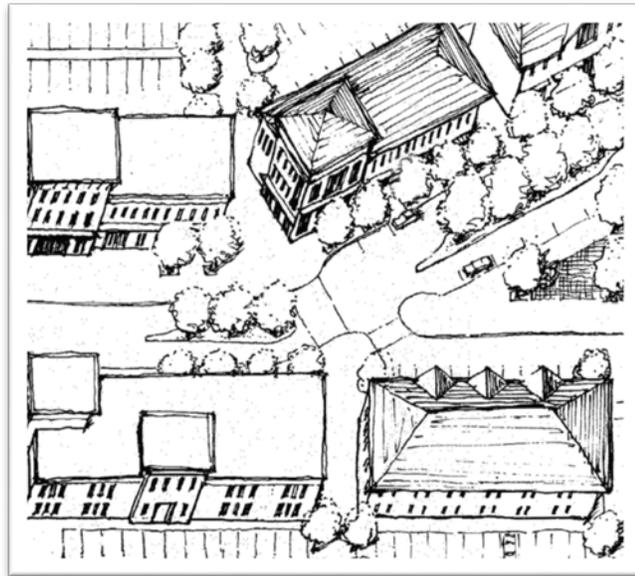
general availability of public facilities and services, and few ownerships to divide the tract.

3.4 Commercial Center Planning

The Commercial Center area, including the abutting Greenway, encompasses approximately 53 acres located east of North Phoenix Road and north of Barnett Road. A detailed planning effort for this site was undertaken in 2000 through an Oregon Transportation and Growth Management (TGM) Program “Quick Response Grant” (See the SE Medford Village Center Plan – Medford, Oregon, November 2000). The plan, prepared by Lennertz Coyle and Associates,

recommended realigning Barnett Road, a Minor Arterial street, east of its intersection with North Phoenix Road to create a pedestrian-friendly retail “main street” with commercial buildings on both sides. For the retail uses to be viable, a high level of slow moving traffic with on-street parking, similar to a traditional main street, was deemed necessary.

Subsequently, through the planning process to adopt the Commercial Center Core Area (7A) Master Plan, the point of realignment was shifted to initiate East Barnett Road’s intersection with Stanford Avenue.



The plan included a market study by Robert Gibbs to determine the amount and types of commercial businesses that would serve the area and which would be economically feasible. The preferred alternative recommended approximately 100,000 square feet of retail commercial uses and up to 50,000 square feet for a grocery store, with the remainder of the commercial area utilized for civic, office, service, and high-density residential uses, including mixed uses. Based on the recommendations of this study, the retail core area, approximately 18 acres in size, located between North Phoenix Road and Stanford Avenue along Barnett Road has been designated as the “Commercial Center Core Area (7A).”

The Southeast Plan and its implementing Municipal Code provisions also aid the City in meeting the requirements of Oregon’s Transportation Planning Rule (TPR). The TPR requires cities to implement measures that reduce reliance on automobile travel. It requires the planned land use patterns and transportation

system to promote an increase in the number of trips accomplished through walking, bicycling, and transit use. This can be achieved if safe and convenient opportunities are provided, and if land use types and density are appropriate. The Southeast Plan translates neo-traditional land uses developed in the phase 2 study into special categories to guide zone change and development approvals in the SE Area. As explained below, the special categories have been established to address the uses, needs, and issues specific to the SE Area.

4. PRIMARY PURPOSE OF THE SOUTHEAST PLAN

The primary purposes of the Southeast Plan include:

- 4.1 To establish land use patterns and development design that emphasizes transportation connectivity and promotes viability for many modes of transportation;
- 4.2 To require coordinated planning and encourage the development of neighborhoods with a cohesive design character;
- 4.3 To provide a mix of compatible housing types at planned densities;
- 4.4 To establish a special central core—the Southeast Village Center as a Transit Oriented District (TOD) with compact, pedestrian-oriented commercial, institutional, and residential uses;
- 4.5 To preserve natural waterways while providing routes for pedestrian and bicycle travel;

~~4.6 To require the approval of much of the development through the Planned Unit Development (PUD) ordinance in order to coordinate planning of designated areas. The Southeast Village Center (Area 7A) may be approved through a Master Plan rather than a PUD process; and~~

- 4.74.6 To establish special design and development standards for streetscapes, building orientation, setbacks, building height, access, lot coverage and density, and the use of pedestrian street lighting, greenways, alleys, and street trees.

5. SOUTHEAST PLAN OVERLAY ZONING DISTRICT AND MAP

The Southeast (S-E) Overlay Zoning District is a primary tool to carry out the Southeast Plan, and establishes special standards and criteria for planning and development approvals. The Southeast Overlay Zoning District ~~requires much of the development in the SE Area to be approved through the PUD process, and~~ lays out regulations for design features such as pedestrian-friendly site design, streetscapes, greenways, alleys and street trees.

An Oregon Transportation and Growth Management (TGM) Program Code Assistance Grant was utilized to update the S-E Overlay Zoning District. In addition, the Medford City Council appointed the Southeast Plan Implementation Advisory Committee to oversee the update of the S-E Overlay District as well as the development of the Neighborhood Circulation Plan. The Committee consisted of two City Council members, two Planning Commissioners, a community member, and five stakeholders. Over a period of two years, the Committee developed recommendations, through unanimous consensus, regarding the detailed planning efforts. The Committee also facilitated implementation review efforts, including coordination of the Commercial Center Core Area (7A) Master Plan.

5.1 Southeast Plan Map

In 1990, when the SE Area was included in Medford’s UGB, all of the land was placed under the “Urban Residential” GLUP Map designation. The phase 2 study created other land use categories to produce an environment of mixed land uses, housing types, and densities. The different land uses, identified in the study as estate lot, standard lot, small lot, rowhouse, high density residential, commercial center, greenway, park and school, were applied to specific sub-areas.

The existing GLUP Map designations that are most similar to each land use category have been applied to the SE Area on the GLUP Map, while the *Southeast Plan Map* (Figure 1) applies the special land use categories to each of ~~21~~ 24 consecutively numbered sub-areas. Additionally, the boundaries of the phase 2 sub-areas have been adjusted to better accommodate existing parcel boundaries, existing and planned land uses, and planned street locations. Regulations specific to the *Southeast Plan Map* land use categories are set forth in the Southeast Overlay Zoning District of the Medford Municipal Code. The approximate acreage and target dwelling unit range in each sub-area is set forth in Table 5.2-1.

5.2 Southeast Plan Map subareas

The implementing provisions in the Southeast Overlay Zoning District ensure that the target housing densities anticipated for each residential land use category will be met at the time development approvals are granted by the City. A key difference between the SE Area and other parts of the community is that the sub-areas are restricted to specific zoning districts to meet the density targets, rather than having a wide range of zones.² The overlay zone establishes

² For example, the City’s Urban Residential GLUP Map designation permits the application of four different zoning districts: SFR-2, SFR-4, SFR-6 and SFR-10. Under the regulatory scheme for the SE Area, each sub-area is permitted to develop under only one or two zones that best approximate the development types and densities recommended in the Phase 2 study.

permissible density ranges and one or two zoning districts for each of the special land use categories. Additional restrictions, discussed below, regulate the permitted uses within the SE Area's central Transit Oriented District (TOD), the Southeast Village Center, which encompasses several sub-areas. The amendment procedures for the *Southeast Plan Map* are the same as for a minor or major GLUP Map amendment. [Red and green sites below need sub-area 22 and 23 labels](#)

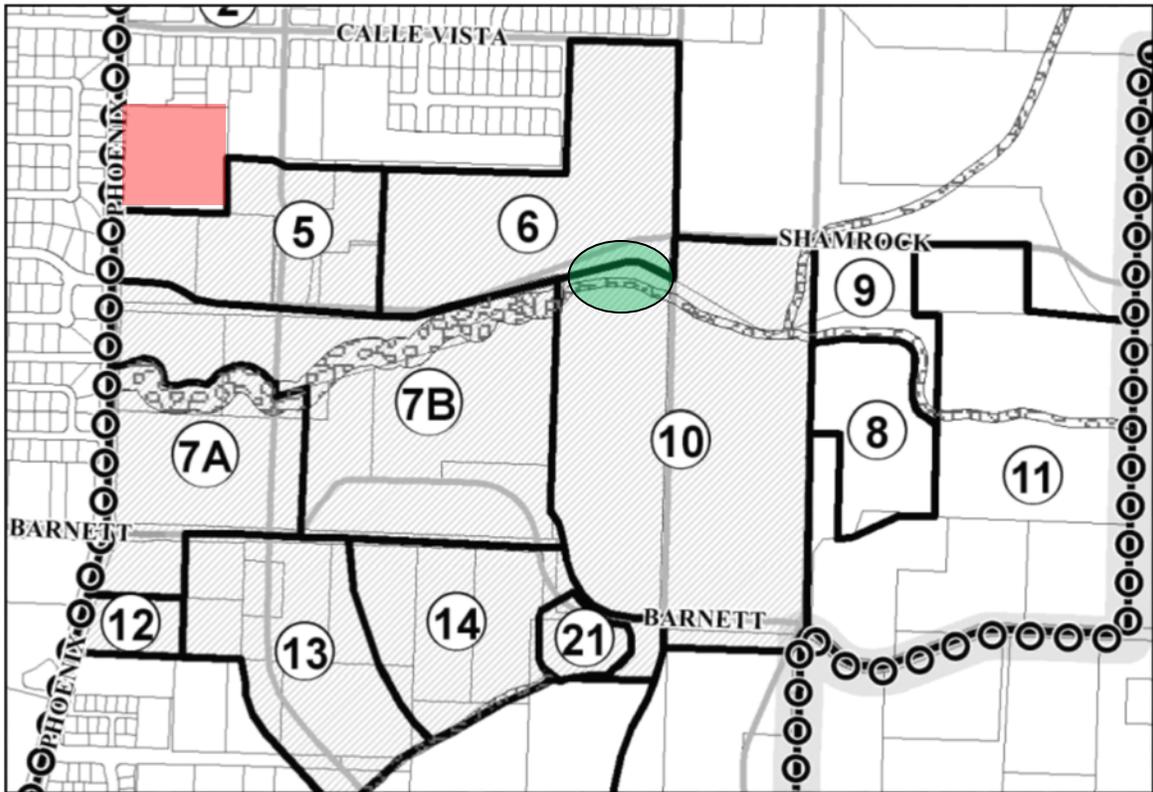


Table 5.2-1 Southeast Plan Map Subareas
Targeted land use, zoning, density, and estimated dwelling unit range

Sub Area	Land Use Category	GLUP Map	Corresponding Zoning	Density Range D.U./gross acre (PUD)**	Gross Acres	Dwelling Unit Range (PUD)**
1	Estate Lot	UR	SFR-2	0.8 to 2 (2.4)	237	190-474 (569)
2	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6 (7.2)	219 <u>211</u>	548-1,314 (1,577) <u>538-</u> <u>1,266</u> <u>(1,519)</u>
3	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	20	300-720 (864)
4	Rowhouse	UM	MFR-15	10 to 15 (18.0)	28	280-420 (504)
5	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	15*	225-540 (648)
6	Small Lot	UR	SFR-10	6 to 10 (12.0)	23 <u>22</u> *	138-230 (276) <u>132-220</u> <u>(264)</u>
7A	Commercial Center – Core	<u>CM</u>	C-C	Mixed-use buildings only	18*	n/a
7B	Commercial Center – Service/Office	SC	C-S/P	20 to 36 (43.2)	35*	n/a
8	School	PS-(UR)	SFR-4 to SFR-6	NA	9	n/a
9	Park	PS-(UR)	SFR-4 to SFR-6	NA	6	n/a
10	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	46 <u>44</u> *	690-1,656 (1,987) <u>660-</u> <u>1,584</u> <u>(1,901)</u>
11	Small Lot	UR	SFR-10	6 to 10 (12.0)	43	258-430 (516)
12	Commercial Center – Service/Office <u>High Density</u>	SC <u>UH</u>	C-S/P <u>MFR-20 or MFR-30</u>	20 <u>15</u> to 36 (43.2)	3*	n/a <u>45-108</u> <u>(130)</u>
13	Rowhouse	UM	MFR-15	10 to 15 (18.0)	19*	190-285 (342)
14	High Density	UH	MFR-20 or MFR-30	15 to 36 (43.2)	16*	240-576 (691)
15	Small Lot	UR	SFR-10	6 to 10 (12.0)	102	612-1,020 (1,224)
16	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6 (7.2)	31	78-186 (223)
17	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6 (7.2)	124	310-744 (893)
18	School	PS-(UR)	SFR-4 or SFR-6	NA	17	n/a

Sub Area	Land Use Category	GLUP Map	Corresponding Zoning	Density Range D.U./gross acre (PUD)**	Gross Acres	Dwelling Unit Range (PUD)**
19	Park	PS {UR}	SFR-4 or SFR-6	NA	10	n/a
20	Standard Lot	UR	SFR-4 to SFR-6	2.5 to 6 (7.2)	17	43–102 (122)
21	Park	PS {UH}	MFR-20 or MFR-30	NA	3*	n/a
<u>22</u>	<u>Commercial</u>	<u>CM</u>	<u>C-C</u>	<u>20-36 (43.2)</u>	<u>6</u>	<u>n/a</u>
<u>23</u>	<u>Park</u>	<u>PS</u>	<u>P-1</u>	<u>NA</u>	<u>3*</u>	<u>n/a</u>
<u>24</u>	<u>Park</u>	<u>PS</u>	<u>P-1</u>	<u>NA</u>	<u>2</u>	<u>n/a</u>
Totals				4 to 8.5 <u>4.1-8.5</u> (10.2)	1,041	4,102- <u>8,697</u> <u>4,221-</u> <u>8,891</u>

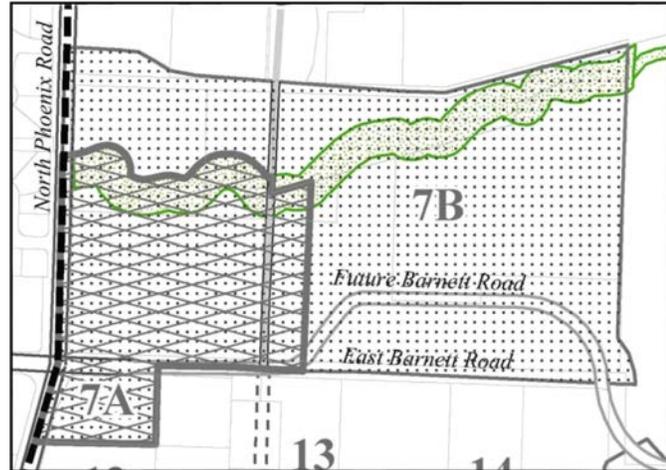
*Area is within the Southeast Village Center TOD (178 acres)

**Medford’s Planned Unit Development process allows up to a 20% density increase

5.3 Southeast Village Center

Several Southeast Plan Map sub-areas in the central part of the SE Area have been combined to form the Southeast Village Center, which is one of the City’s four adopted Transit-Oriented Districts (TODs) (See the Transportation System Plan for more detailed information about Medford’s TODs). The land uses proposed for the Village Center include commercial, institutional, medium and high density residential, and a greenway/park. The Southeast Village Center TOD consists of three concentric areas nestled within one another. The Village Center of approximately 178 acres contains sub-areas 5, 6, 7A, 7B, 10, 12, 13, and 14. Sub-areas 7A and 7B make up the 53-acre Commercial Center. The Commercial Center Core Area (7A) of approximately 18 acres is the primary retail center located along Barnett Road extending from North Phoenix Road to a point east of Stanford Avenue. The Commercial Center Core Area (7A) will contain retail and commercial businesses with residential uses allowable above ground floor level in mixed use buildings. A portion of the Greenway is also located within the Core Area (7A) boundary. These areas are depicted in the Southeast Village Center Map ~~(Appendix B)~~.

The Village Center's Commercial Center area is surrounded by medium and high density residential uses to assure that many residents are within a five-minute walking distance. The Village Center is intended to be the main neighborhood activity center for the SE Area, and may also include a church, park, community center, and fire station (already



constructed), besides locally-oriented shopping and services. Providing higher residential densities within one-quarter mile of shopping and employment areas, along with safe and convenient pedestrian and bicycle circulation, will also foster future transit viability. Specific Village Center regulations have been developed in the Southeast Overlay Zoning District.

5.3.1 Purpose. The purpose of having a Village Center with special regulations is to:

- a. Foster a clear sense of place by establishing a geographical focal point, central area, and gathering place for the social, cultural, political, and recreational interaction of people living and working in the SE Area;
- b. Provide convenient opportunities for shopping accessible by all modes of transportation to reduce traffic congestion, and facilitate greater convenience and community livability;
- c. Provide a development design that produces a pedestrian-oriented central core (Transit Oriented District) that endeavors to reduce reliance on the automobile;
- d. Provide a design that incorporates and promotes the existing waterway and wetland areas into the Commercial Center; and
- e. Fulfill the *Rogue Valley Regional Transportation Plan's* Land Use Element and the City of Medford Transportation System Plan as one of the designated areas of mixed land use and denser residential development that increases future transit opportunities (Transit Oriented Districts).

6. CONCLUSIONS

- 6.1 Special planning studies for the SE Area have determined that a neo-traditional circulation and development pattern could reduce the number and length of motor vehicle trips within the area.
- 6.2 The SE Area is the only area of the community where streams and waterways remain in a mostly natural state.
- 6.3 During the preparation of the special planning studies for the SE Area, the property owners indicated a very strong desire to preserve the natural resources, especially the streams, wetlands, and woodlands.
- 6.4 The creation of a Village Center Transit Oriented District in the SE Area with denser mixed land uses will be a primary means of reducing traffic within the SE area by serving the daily needs of residents through walking, bicycling, transit, and shortened motor vehicle trips.
- 6.5 Assuring that the minimum densities and housing types are achieved and located as proposed, particularly in the Village Center, is essential in carrying out the purposes of the *Southeast Plan*.
- 6.6 Steeper slopes in the SE Area will require expertise in hillside development techniques, particularly regarding storm drainage retention/detention and street design.
- 6.7 Residential design features such as placing garages on alleys, providing front porches, park strips with street trees, sidewalks, and pedestrian-scale lighting, etc., promotes alternative forms of transportation such as walking.

7. GOALS, POLICIES, AND IMPLEMENTATION STRATEGIES

- 7.1 Goal 1. To assure that development in the SE Area occurs in a manner that reduces reliance on automobile travel within the area and promotes multi-modal travel, including pedestrian, bicycle and transit.
 - 7.1.1 Policy. The City of Medford shall assure that circulation and development design in the SE Area emphasizes connectivity and promotes multi-modal transportation viability.
 - a. *Strategy*. Do not allow private streets to prevent vehicular or pedestrian connectivity or public access to greenways, parks, schools, or other activity centers.
 - b. *Strategy*. Discourage gated or dead-end developments because they prevent connectivity and neighborhood formation. Require adjacent developments to integrate with one another.

- c. *Strategy.* Assure that development design and street improvements on North Phoenix Road promote non-vehicular access across this major arterial at intersections.
- d. *Strategy.* Discourage development site design along collector and arterial streets from creating a walled effect near the sidewalk.
- e. *Strategy.* Encourage the Rogue Valley Transportation District (RVTD) to serve the SE Area with transit service as soon as feasible.

7.1.2 *Policy.* The City of Medford shall assure that the Village Center is developed as a pedestrian-oriented, mixed use, higher density central core (Transit Oriented District) for the SE Area.

- a. *Strategy.* Require special design for development within the Village Center, affecting such elements as building location and orientation, lighting, signage, parking, outdoor storage and display, greenway/wetlands treatment, etc.
- b. *Strategy.* Limit the commercial zoning districts and permitted uses within the commercial portion of the Village Center to assure pedestrian-oriented development.
- c. *Strategy.* Require master planning of the entire Commercial Center Core Area of the Village Center prior to development approval.
- d. *Strategy.* Promote the location of public and quasi-public uses within the Village Center, such as a fire station, day care center, community center, church, park, public plaza, etc.

7.1.3 *Policy.* The City of Medford shall support the location of small neighborhood commercial sites in the SE Area outside the Village Center.

7.2 Goal 2. To assure that development in the SE Area occurs in a manner that preserves its abundant natural features and resources.

7.2.1 *Policy.* The City of Medford shall strive to provide a system of interconnected open spaces in the SE Area utilizing drainageways and stream corridors open to public view and access.

- a. *Strategy.* Accentuate drainageways and stream corridors by locating street rights-of-way collinear and adjacent to them in order to open them for public view and access. Such placement should be outside the Greenway, should not disturb the riparian area, and should be in conjunction with enhancement and/or restoration. Creekview Drive in particular should be so located in relation to the North Fork of Larson Creek.

7.2.2 *Policy.* The City of Medford shall strive to protect natural features and resources in the SE Area, including restoration when necessary.

- a. *Strategy.* Encourage clustered development to avoid alteration of important natural features.
- b. *Strategy.* Apply best management practices for private and public development activities that affect streams, drainageways, and wetlands, including reducing impervious surfaces so that runoff is slowed and filtered.
- c. *Strategy.* Require hillside development to meet stringent standards limiting grading and vegetation disturbance, and minimizing visual intrusion.
- d. *Strategy.* Require tree preservation plans indicating existing trees of more than six inches in diameter, in conjunction with development applications.

7.2.3 *Policy.* The City of Medford shall pursue the continuing evaluation of the SE Area's natural resources to determine which should be protected by permanent use restrictions or public ownership, and which can be included in environmentally sensitive development.

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

7.3.1 *Policy.* The City of Medford shall use zone change procedures as the timing mechanism to control development within the SE Area, based upon the availability and adequacy of public facilities and services, as required by the Medford Comprehensive Plan and Medford Municipal Code. However, future zone changes in the City will be exempt from meeting the minimum transportation LOS standard for Stanford Avenue and the ~~alternatively designed~~ section of Barnett Road east of Stanford Avenue located within the Southeast Commercial Center because Stanford Avenue within the Commercial Center is desired to have a high level of slow moving traffic.

7.3.2 *Policy.* Where a street functions as the boundary separating two land use designations or categories in the SE Area, changes to the street location resulting from planning actions shall shift the designations or categories accordingly. Encourage similar land use types to be located facing one another across streets with changes in land use types occurring at the backs of lots where possible.

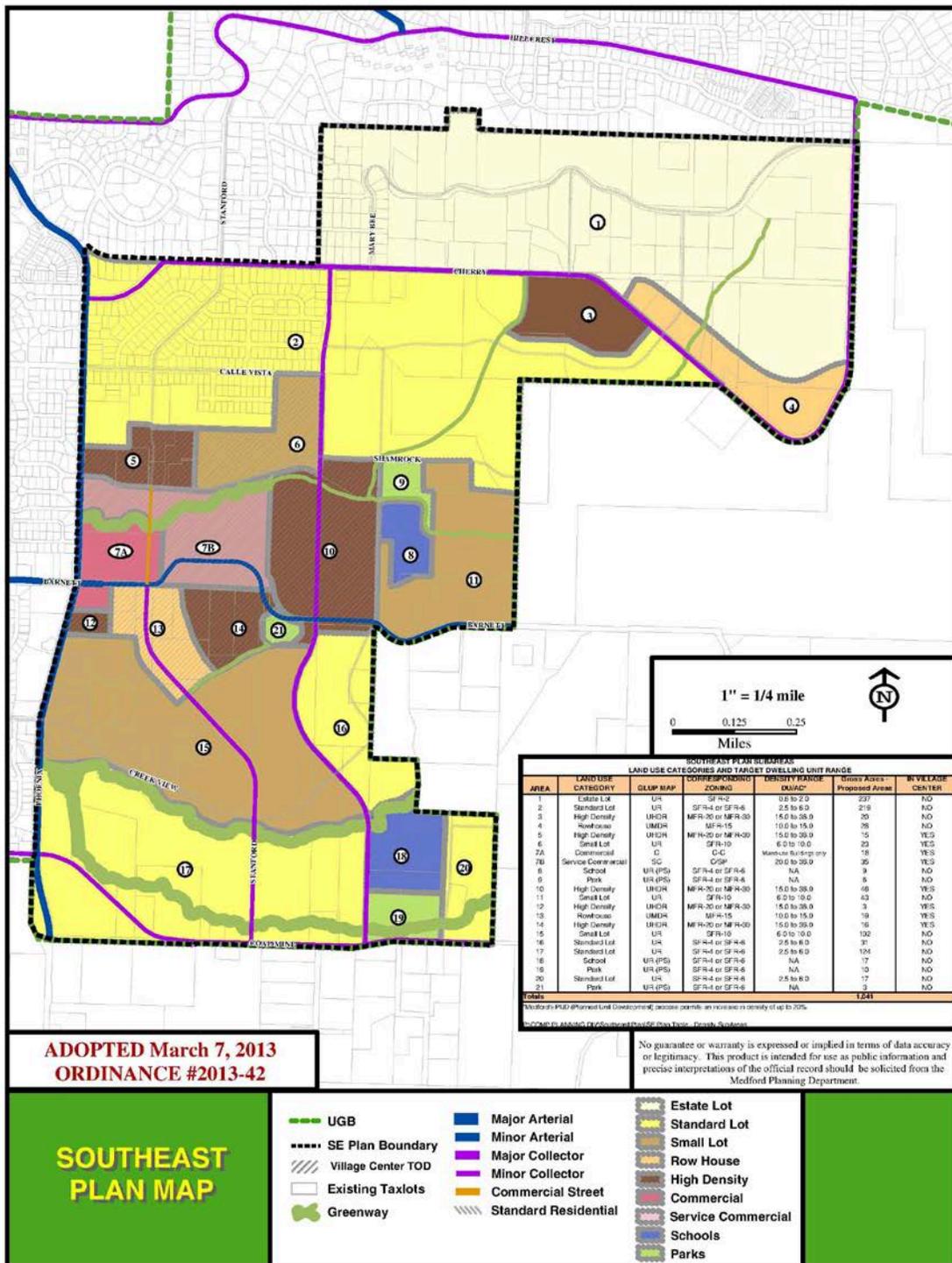
7.3.3 *Policy.* The City of Medford shall pursue the future adoption of regulations and design criteria that promote transportation oriented design in the SE Area pursuant to the recommendations of the *Rogue Valley Regional Transportation Plan, the Medford Transportation System Plan*, and other plans as adopted.

7.3.4 *Policy.* The City of Medford shall assure that notice is provided to the Medford and Phoenix-Talent School Districts that land designated for future schools and/or parks in the SE Area may be acquired by the City or

school district for such purposes. The City shall notify the applicable school district of pending development permit applications on such land. The City shall not withhold the approval of zoning or development permit applications solely on the basis that a school district or the City has not acquired title to the property. Nothing in this policy prohibits the location of a school or park from changing.

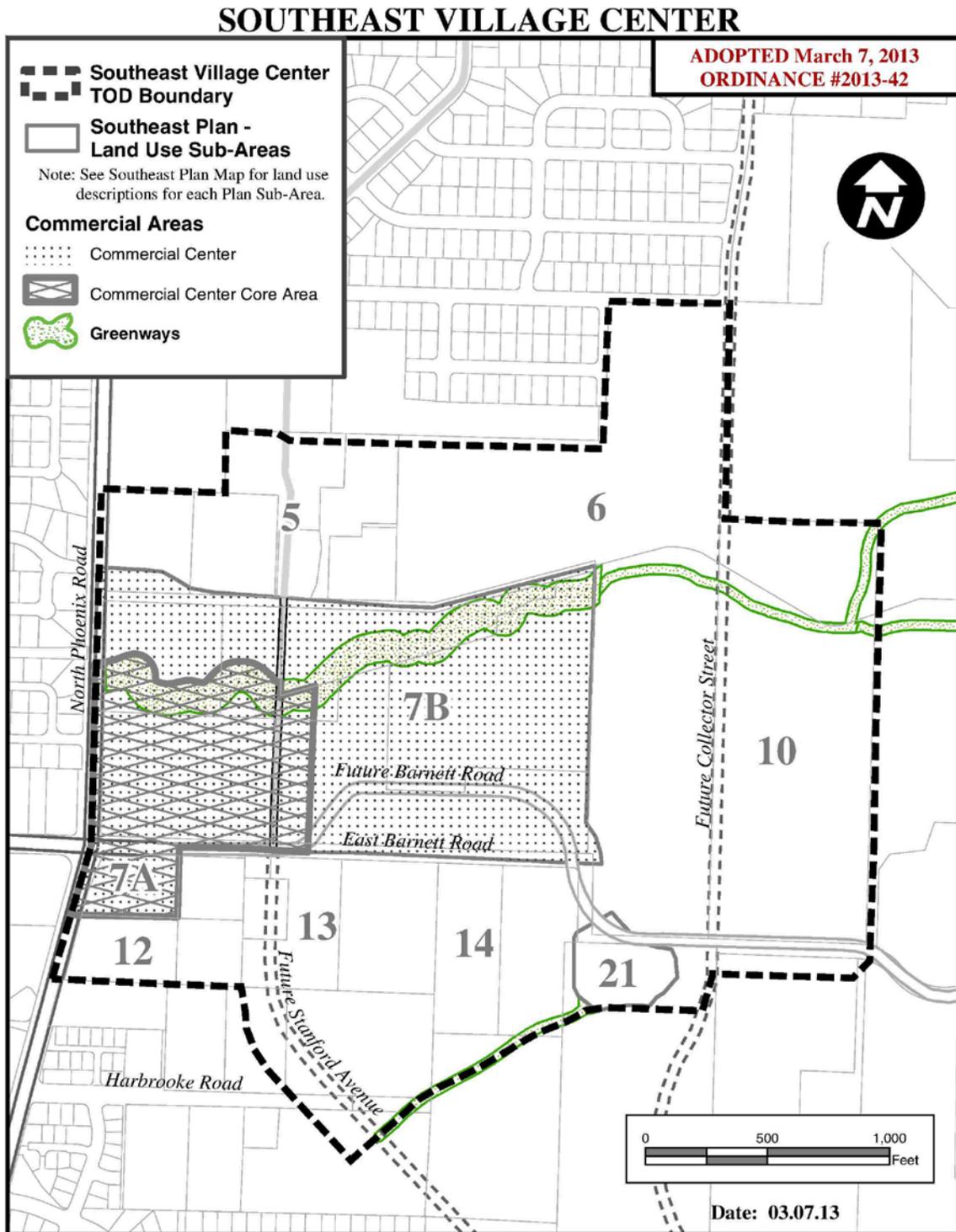
- 7.3.5 *Policy.* The City of Medford shall seek to expend parks systems development charges (SDCs) collected within the SE Area on park-related improvements within the same SE Area.

8. SOUTHEAST PLAN MAP (TO BE UPDATED)



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9. SOUTHEAST VILLAGE CENTER MAP (TO BE UPDATED)



10.2 Southeast Circulation Plan

1. PLAN OBJECTIVE

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

2. HISTORY

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

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

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

This Neighborhood Circulation Plan is intended to fulfill this policy. The purpose of this plan is to implement the Southeast Plan through adoption of guidelines and regulations relating to the detailed design of a multi-modal transportation system. Subsequent to adoption of the *Rogue Valley Regional Transportation Plan*, the City of Medford adopted the *Medford Transportation System Plan* (TSP) in November 2003, [and the TSP has been updated twice since then, with the most recent update occurring in 2018](#). The Medford TSP and the *Medford Land Development Code* provide for the development of Neighborhood Circulation Plans. The [2003 TSP](#) also adopted the Southeast Village Center as a Transit Oriented District (TOD) explained more fully in Part I of this document. ~~TSP Implementation Strategy 8-B(2) directs the City to:~~

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

3. SOUTHEAST AREA NEIGHBORHOOD CIRCULATION PLAN MAP

The adopted Southeast Area Neighborhood Circulation Plan Map provides the location of streets and other transportation facilities classified and arranged in such a manner as to meet the objectives and policies of this plan and the TSP. ~~Implementation Strategy 2-C(1) of the TSP provides that "...neighborhood plans should determine the specific look and character of each neighborhood and its street system."~~ Street arrangement and

design is reviewed and approved by the Planning Commission in the land division and development review process. The Planning Commission must find that proposed transportation improvements conform to any adopted Neighborhood Circulation Plan as well as the TSP. Transportation system features, such as street arrangement and location, may depart from the adopted plan if it can be found that the principles and objectives of the adopted plan will be carried out.

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

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

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

4.1 Designated Transit-Oriented District

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

4.2 Southeast Village Center

The Southeast Village Center TOD is to contain a Commercial Center Core Area (7A) with community commercial uses, including up to 50,000 square feet for a grocery store, residential uses of up to sixty units per acre, and a Greenway with shared-use paths. The TOD will also contain an additional 35 acres of service and professional office commercial and high-density residential uses, and a surrounding 150 acres of other residential uses, ranging from small lot single-family and medium density (rowhouses), to high-density residential, including retirement facilities. The streetscape and street/alley designs in this area will

have special character to assure pedestrian friendliness and a “town center” atmosphere. Rogue Valley Transportation District (RVTD) transit service is being extended to the area from the west via Barnett Road. Initially, a transit stop will be provided in the Commercial Center Core Area (7A).

4.3 Lennertz–Coyle Commercial Center Plan

The Commercial Center area, including the Core Area and Greenway, encompasses approximately 53 acres located east of north Phoenix Road and north of Barnett Road. A detailed planning effort for this site was undertaken in 2000 through an Oregon Transportation and Growth Management (TGM) Program *Quick Response Grant*. The results of that plan, prepared by *Lennertz–Coyle and Associates*, have been incorporated into this document. The plan recommended realigning Barnett Road, a minor arterial street, east of the intersection with North Phoenix Road to create a pedestrian-friendly retail *main street* with commercial buildings on both sides. According to the study, for the retail uses to be viable, a high level of slow moving traffic with on-street parking, similar to a traditional main street, is necessary. The planned realignment ~~has~~ been originally shifted approximately 400 feet further east as a result of a more detailed Commercial Center Core Area (7A) master planning process. ~~That is~~ location coincided with the intersection at East Barnett Road and Stanford Avenue; however, the 2018-2038 City of Medford Transportation System Plan recommended that the planned realignment be straightened out through an amendment to the Southeast Plan.

The new realignment will occur approximately 1,500 feet east of North Phoenix Road, at which point it will gently curve to the southeast and reconnect to the existing and more southerly and eastern stretch of Barnett Road, thereby eliminating the two 90 degree turns in the current alignment. As a result of the realignment, a standard residential street to the northeast that had connected into the old East Barnett alignment was extended to the south in order to maintain that connectivity. These changes are reflected on the Southeast Plan Map, Southeast Village Center Map, and the Southeast Circulation Plan Map.

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

4.4 Larson Creek Shopping Center

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

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

4.5 Parks and Schools

Parks and schools are neighborhood activity centers. [Two City parks have already been constructed within the Southeast Plan Area, and the Plan identifies three additional future park sites and two future school sites.](#)

The Southeast Plan Area is planned to contain a future City park and Medford School District school abutting the Southeast Village Center TOD on the east. The site is located on two standard residential streets, and will be linked to the Commercial Center Core Area (7A) via a shared-use Greenway path, as well as by at least one direct lower-order street connection. It will be linked to neighborhoods to the north, including a higher density residential area, by a shared-use Greenway path extending to Cherry Lane. The current Barnett Road is the Medford School District boundary.

Another future City park and Phoenix-Talent School District school is planned in the far southeasterly portion of the Southeast Plan Area near Coal Mine Road. This site is to be served by shared-use paths in the east-west Greenways along its north and south edges. Other access will be via two major collector streets having bicycle lanes, Stanford Avenue and ~~Major Collector Street ‘A,’~~ [Lone Oak Drive](#), upon which the school ~~and~~ park will front.

A third future City park is planned near the southwest corner of the intersection of Barnett Road and Lone Oak Drive. This site abuts high-density residential to the west and small lot residential to the south.

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

4.6 Other Existing Facilities

Other existing facilities in the Southeast Plan Area include the ~~Swim and Tennis Club~~ Court House Family Fitness facility on North Phoenix Road, the Medford Fire Station on Barnett Road, and ~~two~~ a fraternal lodges. A regional fiber optic network hub facility is also sited adjacent and to the east of the fire station. Adequate access for the fire station located on the south side of Barnett Road in the Commercial Center Core Area (7A) will be critical.

4.7 Existing and Planned Streets

Table 1: Southeast Plan Area Existing and Planned Major Streets

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

5. PART II: GENERAL CIRCULATION SYSTEM POLICIES AND GUIDELINES

5.1 Interconnected Street Network

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

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

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

5.2 Street Alignment

Street alignment should ensure that direct routes to neighborhood activity centers (schools, parks, Greenways, Commercial Center, etc.) are provided. The alignment should also consider natural features, such as topography and natural resources, including established trees and groves of trees. ~~Medford Land Development Code Section 10.452 requires street arrangement to save and preserve natural and ornamental trees where practicable.~~ Streets should abut public facilities and features such as Greenways, parks, schools, and open space. The provision of pedestrian/bicycle connections that provide direct convenient routes to neighborhood activity centers should also be ensured.

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

[Pursuant to Policy 7.3.2, land use type changes should occur at the backs of properties and not at street frontages. Doing so will avoid instances of dissimilar development types facing one another, and help to ensure that streetscapes are consistent and integrated.](#)

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

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

5.3 Block Length

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

5.4 Street Design Standards

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

5.5 Step Slopes

Streets in steeply sloped areas, such as those north of Cherry Lane, will necessitate narrower rights-of-way generally located to follow elevation contour lines in order to reduce cut and fill and gradient. Standard street design should be altered if necessary. Standard residential streets should maintain two full lanes for passing vehicles; however, modification of other components should be permitted in order to reduce width as long as designs encourage pedestrian use. Placing sidewalks next to the curb and eliminating planter strips is one means of reducing street width, which reduces the amount of cut and fill needed. Where there are long blocks, pedestrian accessways between streets should be utilized where topography allows. [Aerial Heights Drive, a currently unpaved](#) ~~The current (unpaved) east-west~~ street located north of Cherry Lane (not yet dedicated right-of-way), is the ~~general location of the~~ primary east-west standard residential street serving this area.

5.6 Access Management

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

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

condition is created when through-lot development is located adjacent to or interspersed with front-facing development along the same street.

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

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

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

5.7 Alleys

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

in width) are required by the S-E Overlay District to have rear access to avoid having driveways and garages dominate the streetscape.

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

5.8 Streetscape Design

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

5.8.1 Traffic Calming

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

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

5.8.2 Right-of-Way Design

Right-of-way design in the Southeast Area is intended to be "context sensitive." This means that modifications to designs have been considered based upon the abutting planned land use. The needs of the abutting planned land use should be

balanced with area-wide and citywide transportation needs. The context of the Southeast Village Center as a TOD will dictate the design of the rights-of-way in this area, and most particularly in the Commercial Center portion of the TOD. The proposed street design in the Commercial Center is described in more detail under the Streetscape Design section for Barnett Road.

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

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

5.8.3 Right-of-Way Landscaping

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

- A consistent and unique character that relates to the context and conditions;

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

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

5.8.4 Street Lighting

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

Such lighting is required in the S-E Overlay District on both sides of the street ~~at least~~ approximately every ~~80~~ 100 feet. They are placed within the planter strips where there are planter strips. Where there are no planter strips, they are placed on abutting private property or within extra wide sidewalks. They will be essential on certain collector and arterial streets as well, to provide the continuity and where there will be high pedestrian activity, especially in the Southeast Village Center TOD, including a portion of Barnett Road. The Code should be clarified to allow pedestrian-scale streetlights to be required where needed in the S-E Overlay District, including on collectors and arterial streets.

5.9 PEDESTRIAN/BICYCLE CIRCULATION

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

Sidewalks

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

5.9.1 Accessways

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

5.9.2 Shared Use Paths

Off-street shared-use paths are used in situations where there will be very infrequent crossing of the path by driveways or street intersections. The City design is a ten foot wide paved surface within a 20 foot wide easement or right-of-way. Exact design at driveways or street intersections is essential due to high danger for path users. Motor vehicle drivers are not accustomed to looking for bicyclists in particular if the path appears similar to a sidewalk. Shared-use paths are planned in the Southeast Area along or within Greenways. Shared-use paths should not terminate or cross streets at mid-block except on very low use streets. They should be considered for use in lieu of a required sidewalk on the side of a street abutting a Greenway. They should not be used in lieu of required bicycle lanes, as they do not accommodate fast moving bicyclists. ~~Appendixes B through E contain the planned design of the various Greenways within the Southeast Area. The reach numbers in the lower left of each figure (i.e., G-1)~~

~~correspond to the reach number displayed on the Southeast Area Neighborhood Circulation Plan Map (Appendix A).~~

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

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

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

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

5.10 TRANSIT

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

Commercial Center Core Area (7A) should include provisions for the major transit stop.

6. PART III: STREET SPECIFIC CIRCULATION SYSTEM POLICIES AND GUIDELINES

6.1 NORTH PHOENIX ROAD

North Phoenix Road is designated a Major Arterial Street. ~~Those p~~Planned intersections with North Phoenix Road in the Southeast Plan include: ~~Cherry Lane~~; Calle Vista Drive; Barnett Road; Creek View Drive; Shamrock Drive; and Coal Mine Road. [The intersection of Cherry Lane \(a major collector\) with North Phoenix Road has already been completed, including signalization and the provision of pedestrian access to the park on the northeast corner.](#)

6.1.1 Planned Intersections

~~a. **Cherry Lane with North Phoenix Road**~~
~~*Major Collector with Major Arterial*~~

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

~~b.~~[a.](#) **Calle Vista Drive with North Phoenix Road**
Standard Residential with Major Arterial

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

~~c.~~[b.](#) **Barnett Road with North Phoenix Road**

Major Arterial with Major Arterial

The primary pedestrian, bicycle, and motor vehicle access to and from the Southeast Area will be via this intersection. It will function as the “gateway” to this neighborhood. The multi-modal design and improvement of the intersection will be essential in connecting the Larson Creek Shopping Center with the future Commercial Center Core Area (7A) located diagonally across the intersection. Retail commercial development will be located at three corners of the intersection with office development at the northwest corner. Widening of the intersection is planned as a *medium long range project* (2009-2028-2013-2038) in the TSP. Due to the potential expansive width of the intersection, designing specifically for pedestrian and bicycle friendliness will be crucial.

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

e.c. Creek View Drive with North Phoenix Road

Standard Residential with Major Arterial

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

e.d. Shamrock Drive with North Phoenix Road

Standard Residential with Major Arterial

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

corner, with existing single-family development to the west. This intersection will be located at the top of a rise resulting in possible visibility issues.

f.e. Coal Mine Road with North Phoenix Road

Major Collector with Major Arterial

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

6.1.2 Streetscape Design

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

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

~~Separation Feature “B”~~). Any fencing is to be located on private property beyond the 20-foot area. ~~Such features are to be located entirely on private property.~~

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

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

6.2 ~~Barnett Road~~ BARNETT ROAD

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

6.2.1 Planned Intersections

g.f. **Stanford Avenue**

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

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

h.g. ~~Collector Street A~~ Lone Oak Drive

Major Collector with Minor Arterial

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

i.h. Standard Residential Street B

Major Collector with Minor Arterial

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

j.i. Future Collector Street ~~Outside the East UGB~~

Minor Collector with Minor Arterial

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

6.2.2 Streetscape Design

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

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

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

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

Where Barnett Road abuts the UGB, most of the future widening of the right-of-way to 78 feet in width will take place on the side of the street opposite the UGB. The ultimate cross section, until such time the UGB may be relocated, will include sidewalks and planter strips on the City side only, with bicycle lanes on both sides. Where planter strips are planned, a consistent landscape design should be developed. It is not expected that land uses along Barnett Road (mostly commercial and higher density residential) will require the use of fencing or walls along the right-of-way. The higher density residential designations to the north of the street have been carried to approximately 100 feet south of the right-of-way to assure that similar land use types are facing one another, and to avoid the need for through-lots. It is expected that intersections along Barnett Road in the Southeast Plan Area will be more frequent and controlled with medians.

6.3 CHERRY LANE

Cherry Lane is designated a Major Collector Street. Those planned intersections with Cherry Lane in the Southeast Plan include: Stanford Avenue; ~~Collector Street A~~ [Lone Oak Drive](#); Standard Residential Street B; and Future ~~Collector Standard Residential Streets~~ [Outside East UGB](#).

6.3.1 Planned Intersections

a. **Stanford Avenue**

Standard Residential with Major Collector

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

b. ~~Collector Street A~~ **Lone Oak Drive**

Major Collector with Major Collector

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

c. **Collector Street C**

Minor Collector with ~~Minor Arterial~~ Major Collector

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

d. **New Standard Residential Street B**

Standard Residential with ~~Minor~~ Major Collector

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

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

Standard Residential with Major Collector

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

f. **Shared Use Paths**

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

6.3.2 Streetscape Design

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

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

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

6.4 COAL MINE ROAD

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

6.4.1 Planned Intersections

~~k.i.~~ **Stanford Avenue**

Major Collector with Major Collector

This will be a T-intersection with the possibility of Stanford Avenue being extended to the south if the Future Growth Area is added to the UGB. There will be a shared-use Greenway path crossing Stanford Avenue at

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

l.k. Collector A Street Lone Oak Drive

Major Collector with Major Collector

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

m.l. Standard Residential B Street

Standard Residential with Major Collector

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

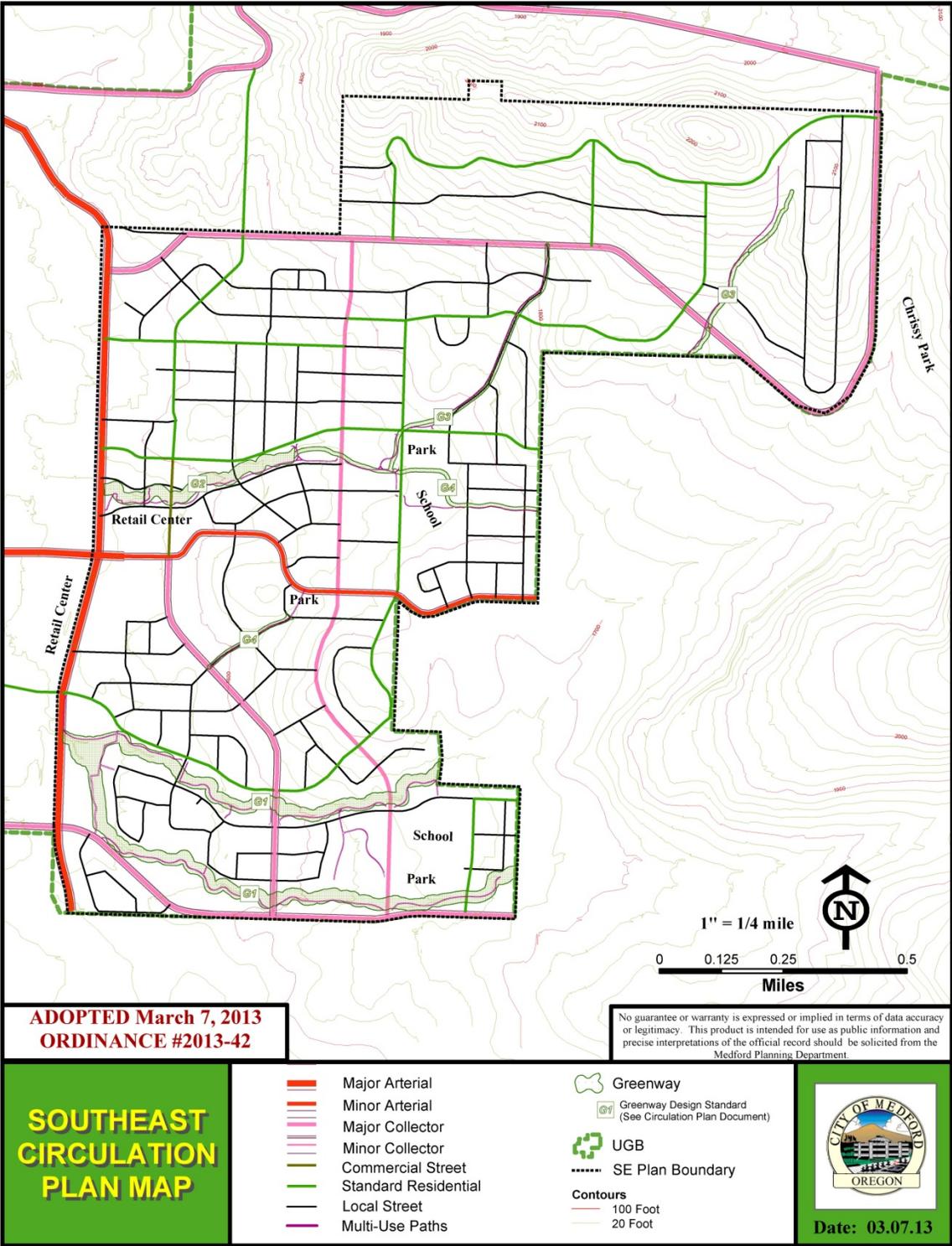
6.4.2 Streetscape Design

Except where the Greenway or other public facilities abut the street, site design along Coal Mine Road will have residential lots and dwellings fronting on the street. This will be accomplished through use of alleys or shared driveways. The use of side yards is also acceptable. Coal Mine Road will not contain on-street parking. The City will strive to complete the street improvements in front of existing homes inside the UGB expeditiously, including sidewalks, planter strips, pedestrian-scale street lighting, street trees, and bicycle lanes. Because the edge of the southerly right-of-way serves as the UGB, most of the future widening of

the right-of-way to 74 feet in width will take place on the north side of the street opposite the UGB. The ultimate cross section, until such time the UGB may be relocated, will include sidewalks and planter strips on the City side only, with bicycle lanes on both sides. Abutting property owners will be responsible for the landscaping and maintenance of planter strips.

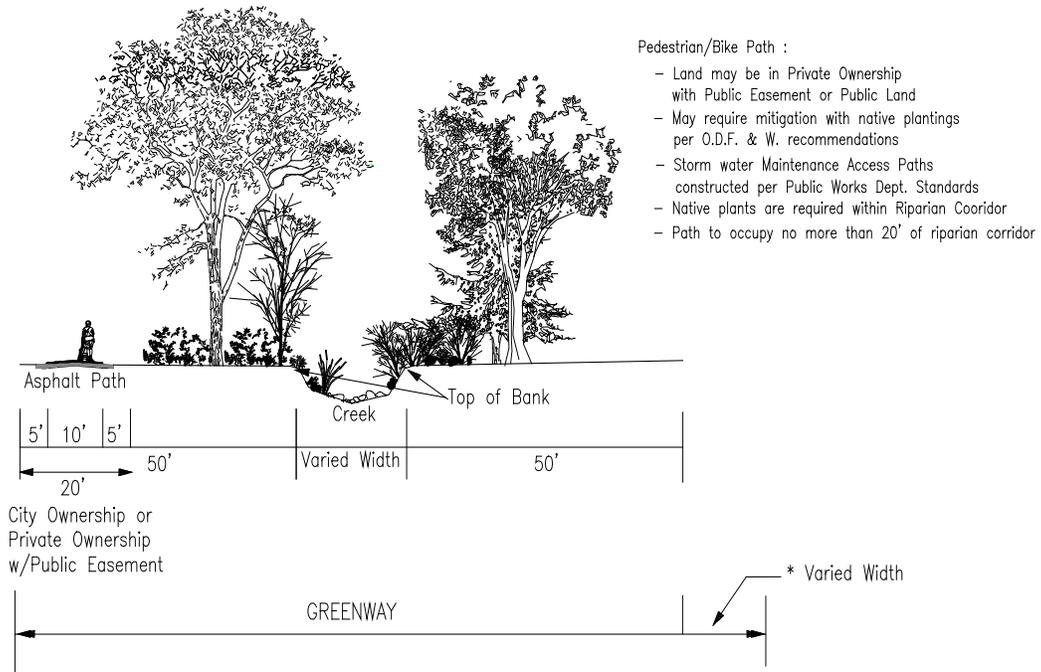
A pedestrian crossing at a street intersection should be provided from the proposed development south of the relocated Coal Mine Road to the future Greenway shared use path. Any shared use paths in the Larson Creek Greenway should connect to the future intersection of Coal Mine Road/Juanipero Way and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

APPENDIX A
Southeast Area Neighborhood Circulation Plan Map



APPENDIX B

Major Greenway, Riparian Corridor (G-1)



Pedestrian/Bike Path :

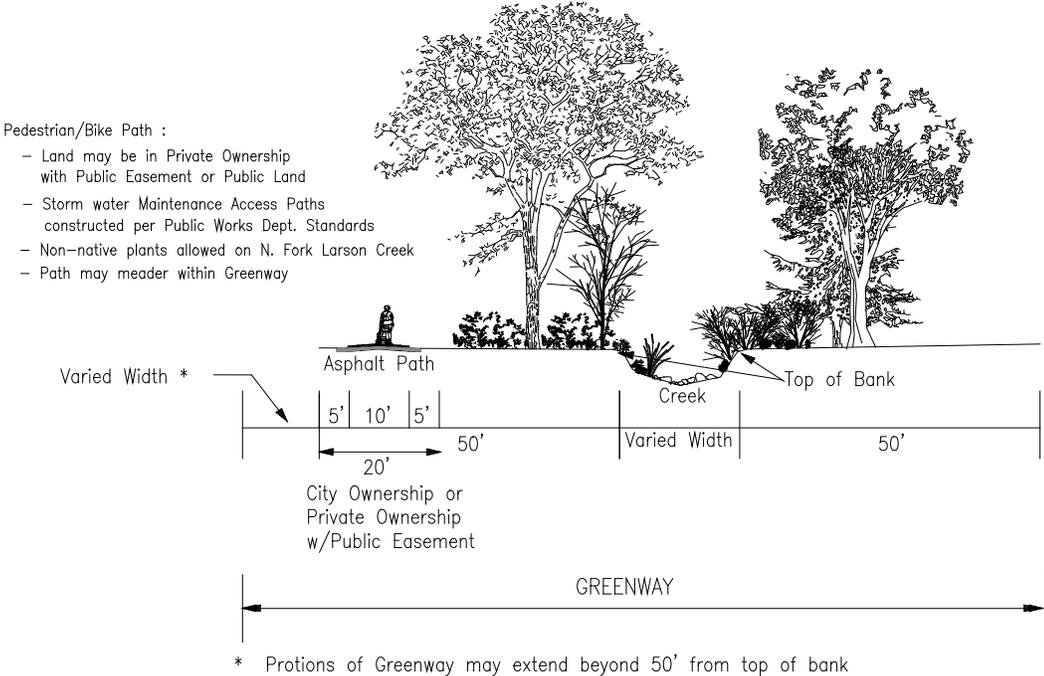
- Land may be in Private Ownership with Public Easement or Public Land
- May require mitigation with native plantings per O.D.F. & W. recommendations
- Storm water Maintenance Access Paths constructed per Public Works Dept. Standards
- Native plants are required within Riparian Corridor
- Path to occupy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

* Portions of Greenway may exist outside of the Riparian Corridor

 Major Greenway– Riparian Corridor
 City of Medford Greenway Detail

APPENDIX C

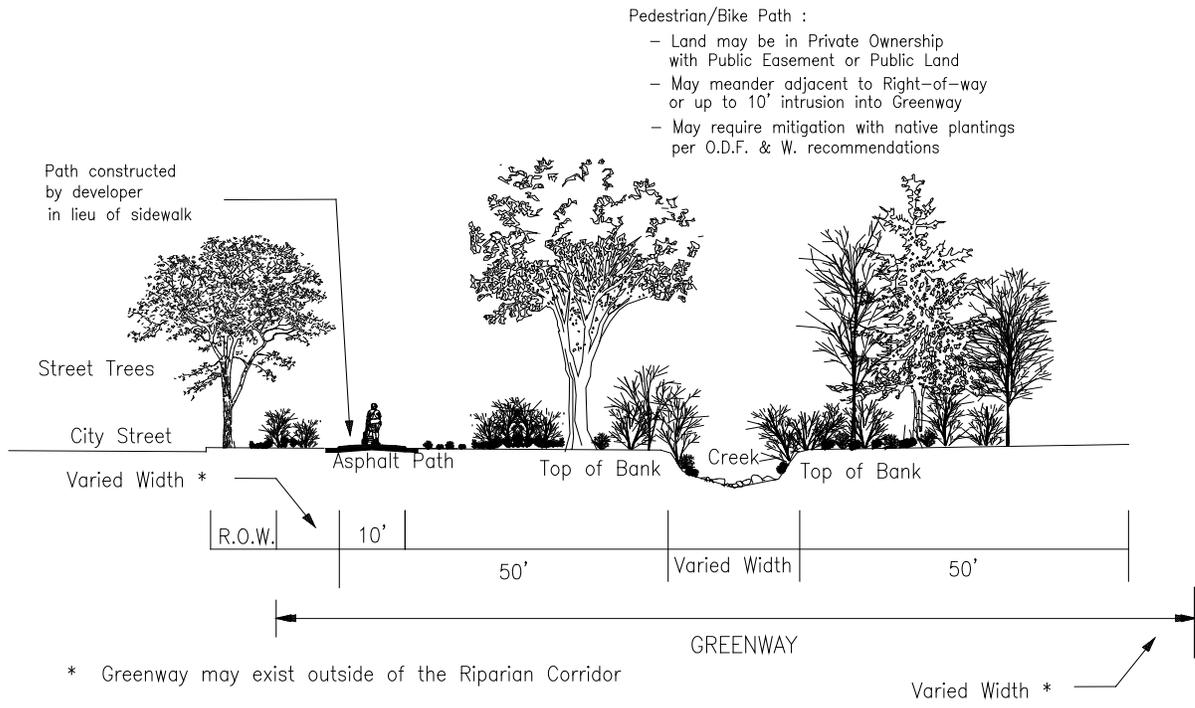
Major Greenway, Not Riparian Corridor (G-2)



Major Greenway— Not riparian corridor
 City of Medford Greenway Detail

APPENDIX D

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



* Greenway may exist outside of the Riparian Corridor

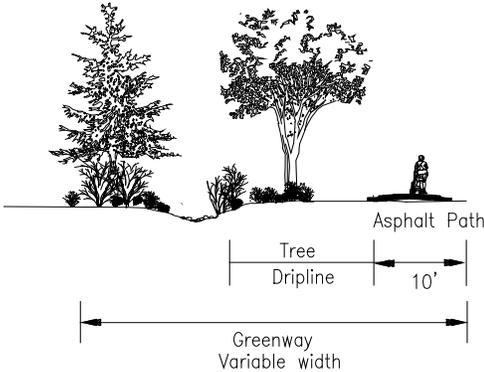
 Major Greenway, Path in Lieu of Sidewalk
 City of Medford Greenway Detail

APPENDIX E

Minor Greenway (G-3 and G-4)

Pedestrian/Bike Path :

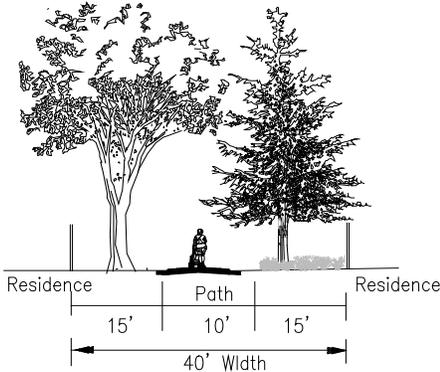
- Land may be in Private Ownership w/Public Easement or Public Land
- Native planting recommended
- Erosion control per City Engineering Dept.
- Construct path out from existing tree's drip line



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

Pedestrian/Bike Path :

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

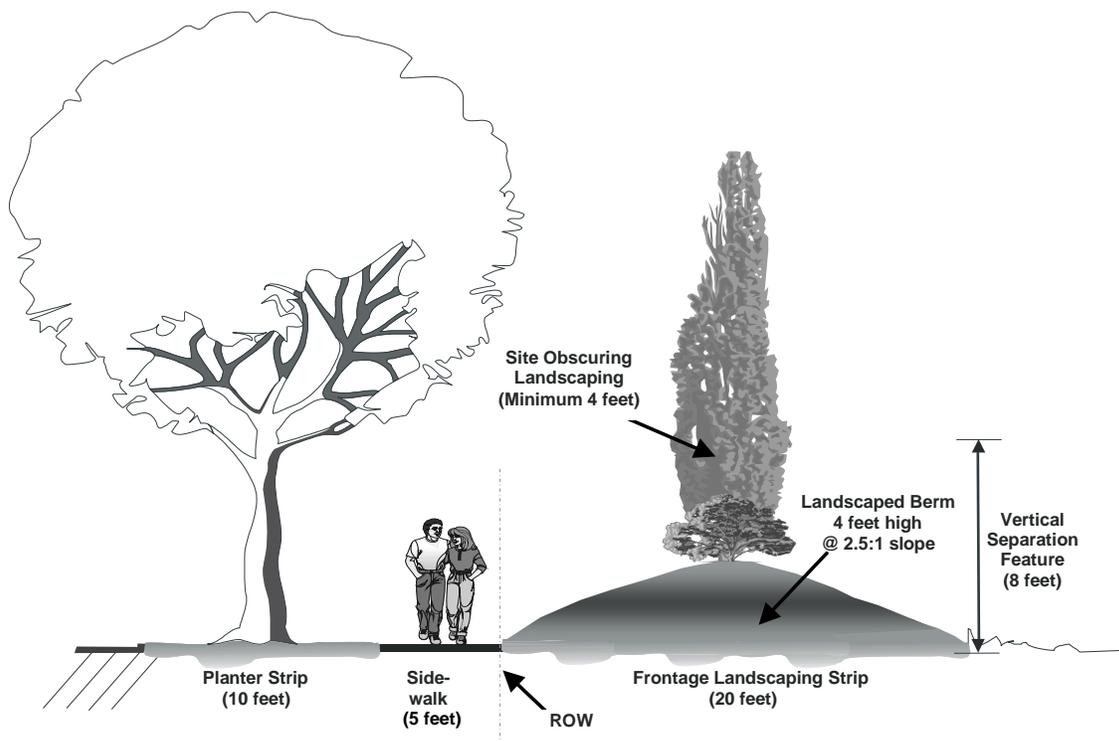


G
4
Minor Greenway w/out surface drainage
City of Medford Greenway Detail

APPENDIX F

North Phoenix Road

Arterial Street Frontage Landscaping and Vertical Separation Feature "A," For Residential Development

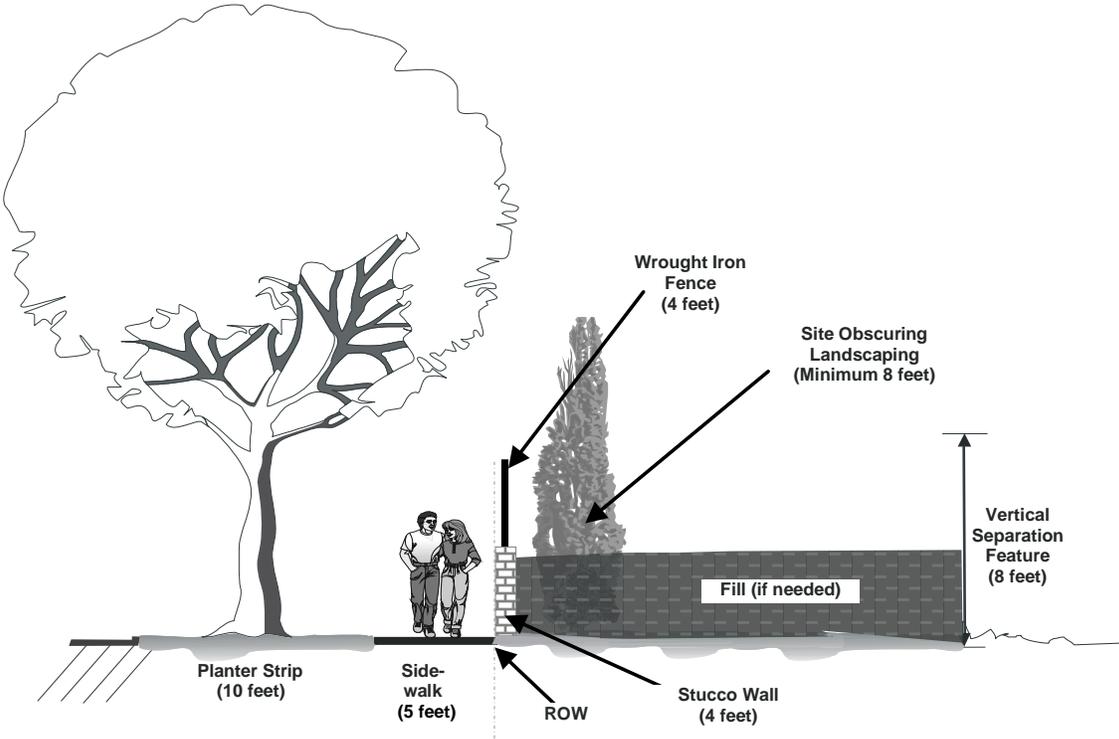


For the east side of North Phoenix Road,
between Barnett Road and Coal Mine Road
(to fulfill the requirements of MLDC Section 10.797(2))

APPENDIX G

North Phoenix Road

Arterial Street Frontage Landscaping and Vertical Separation Feature "B," For Residential Development

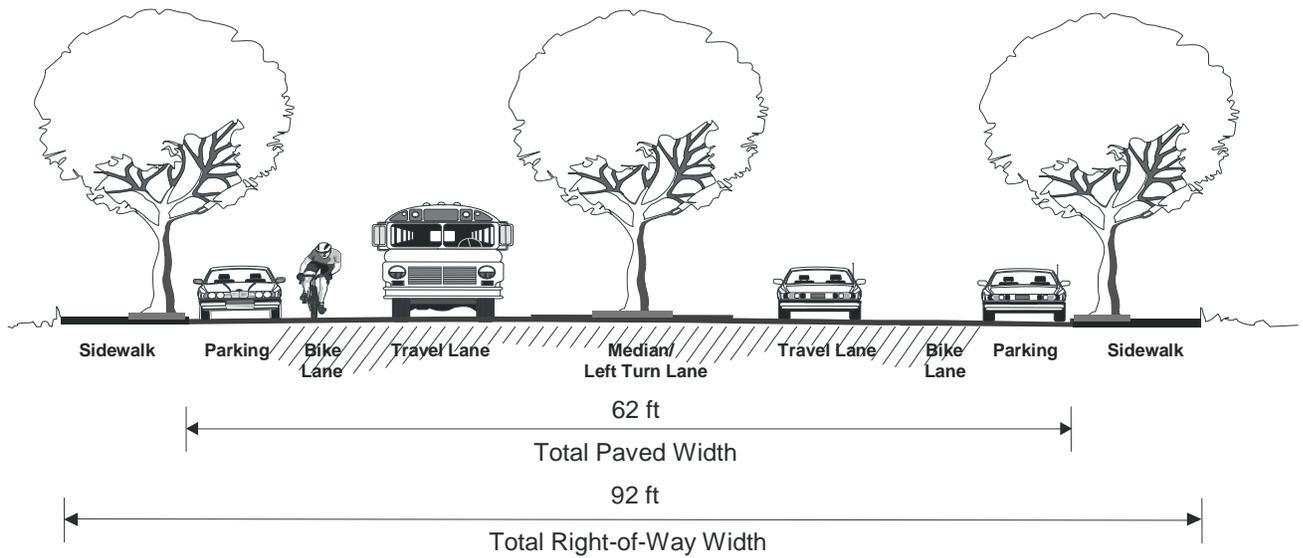


**For the east side of North Phoenix Road,
between Barnett Road and Old Cherry Road
(to fulfill the requirements of MLDC Section 10.797(2))**

APPENDIX H

East Barnett Road

Cross Section in Southeast Commercial Center,
Beginning at Intersection with Stanford Avenue





SOUTHEAST OVERLAY DISTRICT

10.370 Objectives of the Southeast (S-E) Overlay District.

The Southeast (S-E) Overlay District is intended to:

- A. Assure that land use and development occur in accordance with the *Medford Comprehensive Plan* – Southeast Plan section;
- B. Establish land use patterns and development design that emphasizes transportation connectivity and promotes viability for many modes of transportation;
- C. Establish a Southeast Village Center with commercial, institutional, and residential uses, and provide standards and incentives for compact, pedestrian-oriented, mixed-use development in the Southeast Village Center;
- D. Require coordinated planning of the Southeast Plan Area, and encourage the development of neighborhoods with a cohesive design character;
- E. Establish special design and development standards for streetscapes, building orientation, setbacks, building height, access, lot coverage and density, and the use of greenways, alleys, street trees, and pedestrian street lighting;
- F. Provide a mix of compatible housing types at planned densities, ~~including in Planned Unit Developments (PUDs);~~
- G. Preserve natural waterways and other natural resources while providing routes for pedestrian and bicycle travel;

~~H. Require approval of most development through the Planned Unit Development (PUD) regulations in order to coordinate planning of designated areas of the Southeast Plan Area, including the Southeast Village Center.~~

[Amd. Sec. 2, Ord. No. 2004-258, Dec. 16, 2004.]

10.371 Scope and Applicability of Southeast (S-E) Overlay District Regulations.

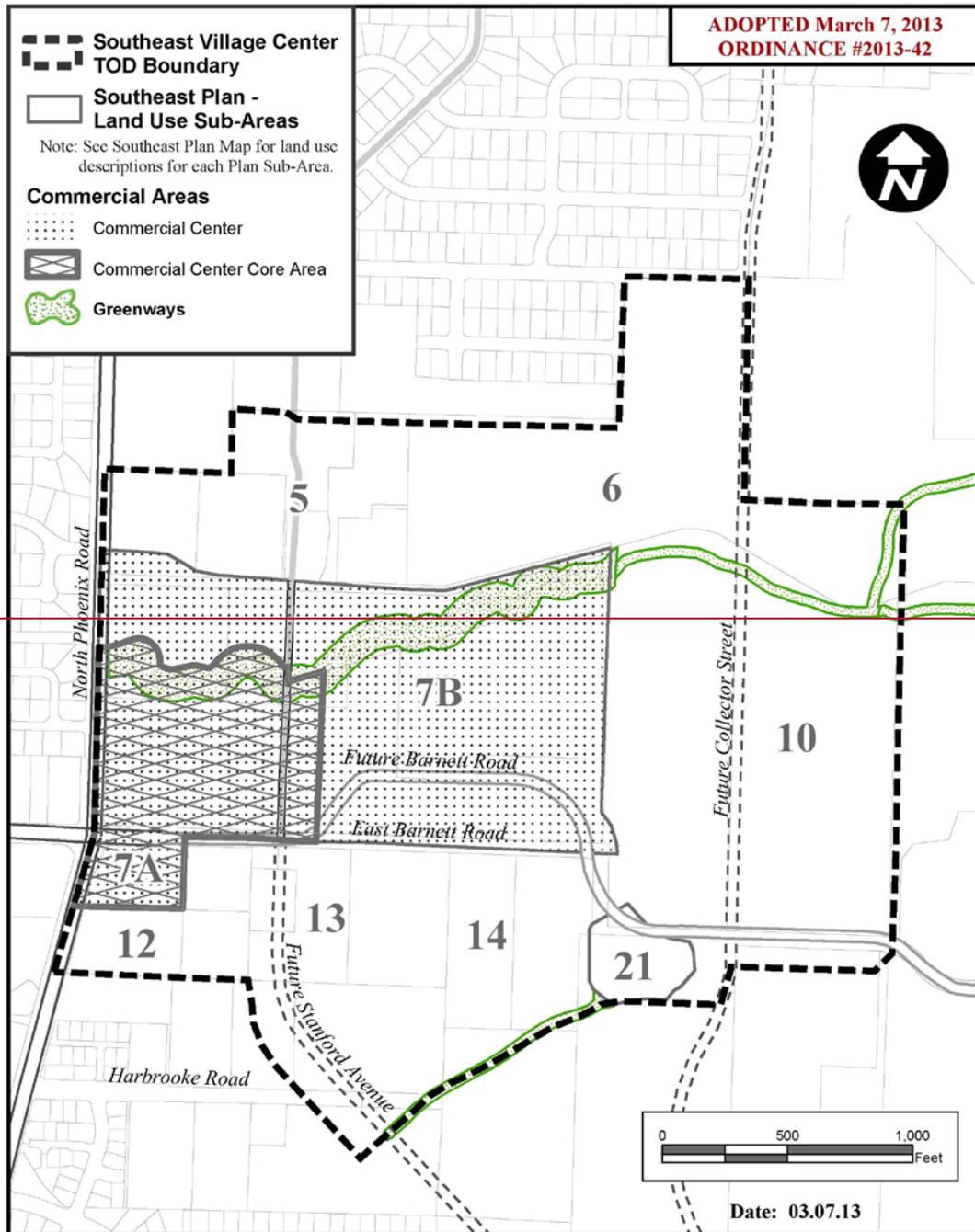
- A. Application: The S-E Overlay District applies automatically upon annexation to the City of Medford to parcel(s) located within the Southeast Plan Area designated on the City of Medford General Land Use Plan Map. Land use and development within the S-E Overlay District shall conform to the S-E Overlay District regulations, in addition to all other applicable City regulations.
- B. Adjustments: The boundaries of the S-E Overlay District may be adjusted by the City Council in conjunction with amendments of the Southeast Plan Map according to Comprehensive Plan amendment procedures found in Section 10.214 – 10.228.

[Amd, Sec. 2, Ord. No. 2004-258, Dec. 16, 2004; Amd. Sec. 12, Ord. No. 2011-196, Oct. 6, 2011; Amd. Sec. 148, Ord. No. 2018-64, June 21, 2018 (effective July 23, 2018).]

10.372 General Land Use Plan Map and Southeast Plan Map Consistency, S-E.

Within the S-E Overlay District, the Medford General Land Use Plan (GLUP) Map is further refined by the Southeast Plan Map adopted as part of the *Medford Comprehensive Plan*. Within the S-E Overlay District, the Southeast Plan Map shall determine GLUP Map consistency for purposes of zoning and zone changes. ~~See Figure 10.372 for the location of the Southeast Village Center, the Commercial Center (Areas 7A and 7B), and the Commercial Center Core Area (Area 7A).~~ The zoning district(s) with which each Southeast Plan land use category is consistent, and their permitted residential density ranges, are set forth in Section 10.373.

FIG. 10.372 - SOUTHEAST VILLAGE CENTER



10.373 General Land Use Plan Map, Southeast Plan Map, Zoning, and Residential Density, S-E.

A. The sub-areas, General Land Use Plan Map designations, Southeast Plan Map land use categories, zoning, and residential densities permitted in the S-E Overlay District are provided in Table 10.373. See Figure 10.373 for the location of Southeast Plan Map sub-areas.

B. Special Residential Density Provisions for the S-E Overlay District.

1. Minimum permitted residential density is 5.0 units per acre in SFR-10 for the portion(s) of a development where dwellings receive sole vehicular access from an alley.
2. Maximum permitted residential density is 36.0 units per acre in MFR-30, plus ~~at the~~ 20% density bonus ~~permitted in a PUD~~

. Within Area 7A, residential development shall conform to Section 10.378(3).

TABLE 10.373: Southeast Sub-Area, General Land Use Plan Map, Southeast Plan Map, Zoning, and Residential Density

Sub-Area	General Land Use Plan Map Designation	Southeast Plan Map Land Use Category ¹	Permitted Zoning	Permitted Residential Density Range Du/Ac ³ (PUD Du/Ac)⁴ Permitted Residential Density Range Du/Ac³
1	UR	Estate Lot	SFR-2	0.8 to 2.0
2, 16, 17, and 20	UR	Standard Lot	SFR-4 or SFR-6	2.5 to 6.0
6, 11, and 15	UR	Small Lot	SFR-10 with alleys ²	5.0 to 10.0 ²
			SFR-10 without alleys	6.0 to 10.0
4 and 13	UM	Rowhouse	MFR-15	10.0 to 15.0
3, 5, 10, 12, and 14	UH	High Density	MFR-20	15.0 to 20.0
			MFR-30	20.0 to 36.0
7A	Commercial	Commercial Center Core	C-C	20.0 to no limit See 10.708(c)
7B	Service Commercial	Commercial Center – Service/Office	C-S/P	20.0 to no limit See 10.708(c)
8 and 18	<u>UR</u> Parks and Schools (UR Underlying)	School	SFR-4 or SFR-6	Not Applicable

Sub-Area	General Land Use Plan Map Designation	Southeast Plan Map Land Use Category ¹	Permitted Zoning	Permitted Residential Density Range Du/Ac ³ (PUD Du/Ac) ⁴
9; and 19; and 21	<u>UR</u> Parks and Schools (UR Underlying)	Park	SFR-4 or SFR-6	Not Applicable
<u>21</u>	<u>UH</u>	<u>Park</u>	<u>MFR-20 or MFR-30</u>	<u>Not Applicable</u>
<u>22</u>	<u>Commercial</u>	<u>Commercial</u>	<u>C-C</u>	<u>20.0 to no limit</u> <u>See 10.708(c)</u>
<u>23</u>	<u>Parks and Schools</u>	<u>Park</u>	<u>P-1</u>	<u>Not Applicable</u>
<u>24</u>	<u>Parks and Schools</u>	<u>Park</u>	<u>P-1</u>	<u>Not Applicable</u>
See SE Plan Map	Greenway	Greenway	Any	Not Applicable

Table Footnotes:

¹ Southeast Plan Map land use categories are derived from the study entitled *Southeast Medford Circulation & Development Plan*, August 1995, as amended.

² Special density provisions for SFR- 10.

³ Du/Ac = Dwelling units per acre.

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FIG. 10.373 - SOUTHEAST PLAN MAP WITH SUBAREAS

10.374 ~~Planned Unit~~New Development and Commercial Center Core Area (Area 7A) Master Plan Requirements, S-E.

A. ~~Planned Unit~~New Development.

1. Requirements.

All new development within the S-E Overlay District shall be approved by the Site Plan and Architectural Commission if it can be found to be consistent with all of the applicable provisions in Sections 10.375 through 10.385. Development within Area 7A shall also be consistent with the adopted Southeast Village Commercial Center Core Area Master Plan. Proposals for new development that deviates from any of the applicable provisions in Sections 10.375 through 10.385, and/or the Southeast Village Commercial Center Core Area Master Plan, shall require approval of a Planned Unit Development (PUD) pursuant to Sections 10.190 through 10.198.

~~All new developments consisting of one or more acres shall require approval of a Planned Unit Development pursuant to Sections 10.190 through 10.198 and all applicable provisions of the S-E Overlay District. Regardless of the size of the property or number of dwellings, all zone change applications for projects in the Commercial Center (Area 7B) shall be accompanied by a Preliminary PUD Plan application.~~

2. Exemptions. ~~The following shall not require a PUD:~~

- ~~a. Projects less than one acre,~~
- ~~b. Mixed use residential projects of fewer than four dwellings, or~~
- ~~c. Projects that lie within the Southeast Plan land use areas 1, 2, 7A, 16, 17, 18, 19, or 20; or~~
- ~~d. Institutional uses that require a Conditional Use Permit; or~~
- ~~e. Projects that are otherwise exempted by the S-E Overlay District.~~

23. Approvals.

In approving ~~PUD~~ applications for projects within the S-E Overlay District, the Site Plan and Architectural Commission ~~Planning Commission~~ shall find that the application conforms to the S-E Overlay District standards. In approving PUD applications for projects within the S-E Overlay District, ~~T~~the Planning Commission may grant modifications of City standards, including provisions of the S-E Overlay District, under Section 10.192(B), except for height standards in Section 10.375(3) and the prohibited uses in Section 10.378(4).

B. Master Plan.

1. Commercial Center Core Area (Area 7A) Master Plan.

The adopted Southeast Village Commercial Center Core Area Master Plan governs design and development within the area designated 7A (Commercial Center Core Area) on the Southeast Plan Map (see Figure 10.372). All zone changes, Site Plan and Architectural Reviews, PUDs, other land use actions, and permits within Area 7A shall conform to the Master Plan. ~~The Master Plan, at a minimum, shall contain the following elements:~~

- ~~a. Provision for retail commercial uses on both sides of Stanford Avenue.~~
- ~~b. Pedestrian and bicycle circulation plan.~~
- ~~c. Barnett Road shall be developed to Major Arterial street standards from North Phoenix Road east 250 feet. From 250 feet east of the intersection of North Phoenix Road and Barnett Road, to the easterly boundary of the Commercial Center Core Area (7A), Barnett Road shall be developed to Minor Arterial street standards.~~
- ~~d. Special street design standards for the main street, Stanford Avenue, that include on-street parking, sidewalks of at least 12 feet in width on both sides of Stanford Avenue, street trees, and no planter strips.~~

- ~~e. Required architectural design standards and unique architectural themes for each sector of development. All applicants shall incorporate neo-traditional design elements into the development.~~
- ~~f. Required “pedestrian friendly” design through the use of:

 - ~~(1) Building facades set nearer the sidewalk.~~
 - ~~(2) De-emphasis of automobile access and storage; avoiding an uninterrupted expanse of asphalt; and provision of large shade trees on the interior and perimeter of parking lots.~~
 - ~~(3) Interesting and varied landscape designs including hardscapes.~~
 - ~~(4) Common streetlights that are architecturally appropriate.~~
 - ~~(5) Street furniture, such as benches, lights, raised flowerpots, drinking fountains, and public art.~~
 - ~~(6) Weather protection for pedestrians.~~
 - ~~(7) Design that discourages use of fencing.~~
 - ~~(8) At least three operating building entrances per block and at least one per building on streets where on-street parking is permitted.~~
 - ~~(9) All buildings along Stanford Avenue shall be two-story buildings, or have the appearance of a two-story building.~~~~
- ~~g. Lighting plan that avoids lighting adjacent properties and the night sky. The master plan shall require that applicants for development within Area 7A include a photometric data and illumination plan consistent with Section 10.764 at the time development permit applications are submitted to the City for review and approval.~~
- ~~h. Master signage plan that encourages monument signs, discourages retail signage that lists tenants, and discourages rooftop lights.~~
- ~~i. Covered bicycle parking areas.~~
- ~~j. Public restrooms.~~
- ~~k. Usable exterior spaces and outdoor gathering and eating areas open to the public.~~
- ~~l. Shopping cart storage incorporated into building design to screen stored carts.~~
- ~~m. Separated truck delivery and circulation from customer circulation.~~

2. The Area 7A Master Plan is incorporated by reference as part of this Chapter for the S-E Overlay District, and shall be as much a part of the Municipal Code as if all were fully described herein. Development within Area 7A shall be approved by the Site Plan and Architectural Commission only if it can be found to be consistent with the adopted Master Plan. Development within Area 7A that is not consistent with the adopted Master Plan, regardless of size, shall be approved only when a PUD has been approved by the Planning Commission.

A development shall be found to be consistent only if:

- a. The proposed development is consistent with all Code standards unless superseded by Master Plan Sector Design and Development standards, in which case the development shall comply with applicable Sector Design and Development Standards.
- b. Revisions are limited to the following:
 - i. The building envelope is not increased or decreased by more than 10% of the envelope shown on the Master Plan.
 - ii. Plazas are not smaller than 90% of proposed size on Master Plan;
 - iii. If the location of a building is altered, it does not impair the safety of on-site pedestrian and vehicular circulation.

10.375 Special Lot Coverage, Building Setbacks, Building Height Standards, S-E.

A. Lot Coverage.

The S-E Overlay District modifies the lot coverage standards of the underlying zones as follows.

~~(1) Maximum lot coverage by roofed structures is 40% for lots in the SFR 2 zone, 45% for lots in the SFR 4 and SFR 6 zones, and 50% for lots containing single family residences in the SFR 10 zone. These percentages may be exceeded if the footprints of the structures on a lot do not exceed 2,000 square feet.~~

~~(2) Maximum lot coverage by structures is increased by 10% for single family lots that contain an accessory dwelling unit (ADU).~~

~~(3)~~ (1) Front porches, canopies, awnings, porticos, arcades, and similar pedestrian weather protection features, when adjacent to a street or abutting a public plaza, as defined herein, and measuring not less than six feet in depth and six feet in width are exempt from maximum lot coverage calculations.

~~(4)~~ (2) For commercial zones there is no restriction on lot coverage.

B. Building Setbacks.

The S-E Overlay District modifies the building setback standards of the underlying zones as follows:

~~(1) The minimum front yard setbacks in all residential zones are 15 feet for building walls and 20 feet for garage entrances, except that side loaded garages (where the garage door is perpendicular to the street) may be set back 15 feet.~~ Front porches, canopies, awnings, porticos, arcades, patio walls (if the patio wall is constructed of stucco, brick, stone/faux stone, or a similar finish and does not exceed 5½ feet in height), and similar architectural projections may be placed within 9 feet of the front property line, provided that they do not encroach onto any public utility easement.

(2) The minimum rear yard setbacks for garage entrances having alley access are as follows:

- (a) Twenty-four feet from the garage door to the opposite side of the alley;
- (b) Four feet for a side-loaded garage (where the garage door is perpendicular to the ~~street~~ alley);
- (c) Eight feet for a garage having parallel parking only or no parking between the garage entrance and the alley.

(3) Setbacks of the underlying zones are also modified by the following sections of the S-E Overlay District:

- (a) Special design standards for attached housing (Section 10.376);
- (b) Special design standards for Southeast Village Center (Section 10.377);
- (c) Special fencing standards (Section 10.382);
- (d) Standards for development abutting Arterial or Collector streets (Section 10.383);
- (e) Standards for development in or adjacent to Greenways (Section 10.384);
- ~~(e) Standards for development abutting Arterial or Collector streets (Section 10.383).~~

C. Building Height.

Building height shall be measured pursuant to Section 10.705 and standards established in Article V shall apply except as follows:

(1) Within Area 7A, the maximum allowable building height is 45 feet, except that the maximum building height may be increased to 60 feet for residential development in

mixed-use buildings as described in Section 10.378(3).

(2) In Area 7B, the maximum allowable building height is 45 feet, except 35 feet if within 150 feet of a residential zoning district.

10.376 Special Design Standards for Attached Housing, S-E.

Except as provided in Section 10.377 for the Southeast Village Center, the following standards apply to attached housing types (townhouses, multiple-family, duplexes, and other attached dwellings) in the S-E Overlay District.

1. Primary Dwelling Entrances.

Primary dwelling entrances shall face a street, or face a court/courtyard, breezeway, or lobby that is visible from and connected to the street sidewalk. For group quarters or a residential facility, such as a congregate or retirement facility, one primary entrance must meet this requirement.

2. Garages.

Every attached dwelling unit shall be provided with at least one parking space in an enclosed garage. ~~There shall be recorded a restrictive covenant that runs with the land to assure that garages shall be maintained in such a way that they can and will be used for vehicular parking in numbers they were designed to serve.~~

- (a) For group quarters (per Section 10.314(5)) or residential facility, such as a congregate or retirement facility, at least half of the parking required pursuant to Section 10.743 for the residents shall be served by enclosed garages.
- (b) Garages shall meet one of the standards in (i) through (iii) below, and shall additionally meet both (iv) and (v) below:
 - i. The garage is accessed via an alley or internal drive (required for groups of two or more free-standing garages); or
 - ii. Garage door(s) shall be provided and shall be flush with the front or street side building elevation, shall not exceed 50% of the entire front or street side building elevation, and shall be constructed of materials that are compatible with the appearance of the primary building that the parking is intended to serve; or
 - iii. Garage door(s) shall be set back from the front or street side building elevation or from a covered porch by at least six feet. To meet this standard, the front or street side building elevation and/or porch must account for at least 30% of the length of the building facing the street.
 - iv. Carports and other surface parking covers are not permitted.
 - v. Groups of two or more freestanding garages on a single lot shall be set back from adjacent streets by at least 20 feet. Frontage landscaping shall be provided to create a visual buffer between group(s) of freestanding garages and adjacent streets.

10.377 Special Design Standards for Southeast Village Center.

The following design standards apply to the Southeast Village Center.

1. Building Orientation (Build-to Lines).

At least 50% of the length of the ground-level street-facing façade of a building must be located at the minimum street setback line or abut a public plaza, as defined herein, that adjoins a street. No structure, driveway, or motor vehicle parking area may be closer than the minimum street setback line, except where provided for direct vehicle access to the street, and except for fences

and patio walls under Section 10.375(2)(a) and Section 10.382.

2. Building Setbacks.

~~The S-E Overlay District modifies the building setback standards of the underlying zones in the Southeast Village Center.~~ Commercial Center Core Area (Area 7A) contains special setback standards provided by the Commercial Center Core Area Master Plan. Within the Southeast Village Center, the maximum street or public plaza setback shall be 20 feet within the SFR-10 zone, and 15 feet within the MFR and C-S/P zones.

**Table 10.337-1
Building Setbacks for Southeast Village Center**

Setback Standards	SFR-10	MFR	C-S/P
Minimum Front Yard Building Setback	15 feet	NA	NA
Minimum Street Side Yard Building Setback	10 feet	NA	NA
Maximum Street or Public Plaza Setback	20 feet	15 feet	15 feet

3. Primary Building Entrances.

Buildings in the Southeast Village Center shall provide entrances that conform to the following standards:

- a. Commercial, institutional, and the non-residential portion of mixed-use buildings shall have a primary building entrance that either faces an adjacent street or is placed at an angle of up to 45 degrees from an adjacent street, measured from the property line abutting the right-of-way. Buildings adjacent to, or within 200 feet of a transit stop or station shall orient a primary building entrance to face the stop or station.
- b. When located at the intersection of two streets, the commercial, institutional, and the non-residential portion of a mixed-use building shall do one of the following:
 - (1) Provide two primary building entrances, one facing each street; or
 - (2) Orient one primary building entrance to both streets by placing the entrance at the street corner; or
 - (3) Place one primary building entrance facing one street that it is not more than 20 feet from either street right-of-way.
- c. Residential buildings, except for detached single-family residences, shall conform to the standards in (a) and (b), or provide a pedestrian walkway for access to transit stops or stations meeting the provisions of Sections 10.775 and 10.776. Detached single-family residences shall provide a primary entrance facing one adjacent street. A primary building entrance for a residential building may face a porch or patio that is located between the building and street.

4. Ground-Floor Windows.

Commercial, institutional, and the non-residential portion of mixed-use buildings shall provide ground-floor windows on street-facing sides that conform to the following standards:

- a. Ground-floor windows shall cover at least 50% of the horizontal length and at least

25% of the ground floor wall area of all building facades that face a street or public plaza. This requirement does not apply to the walls of residential units, nor to the walls of parking structures when set back at least 10 feet and screened with landscape materials in conformance with Section 10.797.

b. Required window areas must be either transparent windows that allow views into working areas or lobbies; pedestrian entrances; or transparent display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than four feet above the adjacent exterior grade. Only clear or lightly tinted glass in windows, doors, and display windows shall be considered transparent. Transparent areas shall allow views into the structure or into display windows from the outside.

5. Windows on Street-Facing Facades on Residential Buildings.

At least 15% of the area of each façade on all floors or stories that face a street on all residential buildings or residential portion of a mixed use building must be windows, primary building entrance doors, porches, balconies, and/or a similar visual or physical access way for natural surveillance of the street. Windows used to meet this standard must allow views from the building to the street. Glass block and similar sight-obscuring surfaces do not meet this standard. Windows in garage doors and garage walls apply toward meeting this standard.

6. Landscaping and Pedestrian Amenities.

a. The following is the minimum amount of landscaped open space required within the Southeast Village Center:

- (1) SFR-10 zoning district: 20% of the project site area. This requirement does not apply to detached single-family residential uses.
- (2) MFR zoning district: 15% of the project site area.
- (3) C-C zoning district (Area 7A): 10% of the project site area.
- (4) C-S/P (Area 7B) and other zoning districts not listed above: 20% of the project site area.

b. Notwithstanding Section 10.797, all land between buildings and/or other structures and the right-of-way shall be treated with a combination of landscaping and hard surfacing for use by pedestrians. Subject to City review and approval, extra-wide public sidewalks may provide for pedestrian amenities such as benches, drinking fountains, and/or other design elements (e.g., public art, planters, and kiosks). Weather protection elements such as awnings, canopies, porticos, covered entrances, porches, covered seating (e.g., bus waiting areas), and/or similar elements may encroach into a required setback or the public right-of-way when approved through Site Plan and Architectural Review or as part of a PUD.

10.378 Special Standards for Commercial Center (Areas 7A and 7B), S-E.

The S-E Overlay District modifies the provisions of the underlying zoning districts in the Commercial Center (Areas 7A and 7B) as follows:

1. Outdoor Uses.

Except as provided in (a) through (c), all uses, activities, sales, merchandise, and the stockpiling and storage of equipment and materials shall be entirely within an enclosed building. The following uses may be outside an enclosed building:

- a. Outdoor eating areas pursuant to Section 10.833 and sidewalk cafes in the public right-of-way pursuant to Section 10.358(1)(c);

- b. Temporary outdoor sales of merchandise pursuant to Section 10.831;
- c. Temporary uses and structures pursuant to Section 10.840;
- d. Parks, playgrounds, greenways, outdoor performing arts facilities, outdoor sports facilities, plazas, pedestrian malls, and news racks in conformance with Chapter 6 of the Code.

2. Drive-Through Retail and Service Windows.

Drive-through retail and service windows are limited to three sites in Area 7A, one designated for a pharmacy, one for a bank, and one for a credit union. These three uses shall conform to the following standards and other appropriate conditions imposed by the approving authority.

- a. Drive-throughs and service windows shall be architecturally integrated with all buildings.
- b. Drive-throughs and service windows shall not be located on the street side of the building.

3. Residential Uses in Area 7A.

Residential uses and group quarters are subject to the provisions of the Commercial Center Core Area (7A) Master Plan, and not more than 20% of the gross floor area on a project site may consist of ground floor residential or group quarter uses. Residential and group quarter uses may be located above a ground-floor commercial or institutional use, subject to the building height standards provided in Section 10.375(3C).

4. Prohibited Uses. Notwithstanding Section 10.337, the following uses are not permitted in the Commercial Center (Areas 7A and 7B) and cannot be permitted through a PUD approval:

SIC No. *	Commercial Center Prohibited Uses
NA	Drive-through retail and service windows except as permitted per Section 10.378(2).
551, 552, 555, 556, 557, 559, 751, 753, 754	Motor vehicle sales and repair
271	Newspaper Printing Facilities
5541	Gasoline Service Stations, Fueling Stations, and Charging Stations
6553	Cemeteries and Mausoleums
7218	Industrial Laundries
7692	Welding Shops
7699	Agricultural Equipment Repair, Engine Repair, Industrial Truck Repair, and Septic Tank Services
7948	Outdoor Race Tracks
9223	Correctional Institutions

* The SIC numbers correspond to the Standard Industrial Classification (SIC) Code numbers found in Section 10.337.

5. Business Size Limitations in Area 7A.

The maximum gross floor area of any one business use shall be 50,000 square feet in accordance with Section 10.328.

6. Off-Street Motor Vehicle Parking.

- a. Except for residential and group quarters uses, there shall be no requirement to

supply a minimum number of off-street motor vehicle parking spaces in Areas 7A and 7B.

- b. Except for residential and group quarters uses, the number of off-street motor vehicle parking spaces provided for each use in Area 7A shall not exceed 100% of the minimum standard for the subject use.

7. Pedestrian Amenities.

At least ten percent of any developed site area with commercial, institutional, residential, and/or mixed-use development, shall be devoted to pedestrian amenities. These may include amenities provided by the developer on public property or right-of-way with City authorization. Pedestrian amenities may include, but are not limited to, public and/or private plazas, outdoor seating, pocket parks, transit waiting areas and facilities, extra-wide sidewalks (wider than minimum City standard) with street furnishings (e.g., seating, fountain, public art, information kiosk, sidewalk vending where permitted, and similar furnishings). This ratio may be reduced or waived for projects that provide parking structures for multiple users, subject to City approval and recorded shared parking agreement.

8. Bicycle Parking.

The amount of bicycle parking provided within Area 7A shall be twice the amount required by Section 10.748 "Bicycle Parking Standards".

10.379 Streetscape, Planter Strip, and Street Tree Standards, S-E.

Within the S-E Overlay District, streetscape features, planter strips, and street trees shall be improved and/or installed as provided below.

1. Streetscape and Planter Strip Plan Required.

A Streetscape and Planter Strip Plan shall be submitted as part of an application for a Land Division, Preliminary PUD Plan, Transportation Facility, Site Plan and Architectural Review, or Conditional Use Permit, except when the project site has no public or private street frontage, or a Streetscape and Planter Strip Plan has been previously approved for the site frontage. The approving authority shall approve, conditionally approve, or disapprove the Plan after review and recommendations from City staff.

- a. **Plan Content.** The form and number of copies of the Streetscape and Planter Strip Plan shall be as set forth in the application materials on file in the Medford Planning Department. The Plan shall include details regarding the proposed design of the entire area between the curb and the property line, including sidewalks, landscaping, street trees, street lights, utility poles, traffic signals, and transit stops. It shall acknowledge that an appropriately designed automatic underground irrigation system will be provided per Section 10.780. The street trees indicated in the Plan shall meet the requirements in (2) through (6) of this Section. Street lighting indicated in the Plan shall meet the requirements of Section 10.380. The Plan shall also include streetscape features required by any adopted Neighborhood Circulation Plan, Commercial Center Core Area Master Plan, special area plan, or other adopted plans.

- b. **Landscaping Installation and Continued Maintenance.** Except for planter strips and medians in Arterial streets, and for medians in Collector streets, installation and maintenance of the approved landscaping, including street trees, shall be a continuing responsibility of the owners of the abutting property ~~or another responsible entity and shall be assured through CC&Rs, property owner association agreements, or the conditions of approval for PUDs, Site Plan and Architectural Reviews, or Conditional Use Permits.~~

2. Street Trees and Right-of-Way Landscaping Required.

Street trees and right-of-way landscaping shall be planted and maintained along all public or private streets as a condition of any of the following actions.

- a. As a condition of approval for any subdivision, land partition, or PUD; or,
- b. As a condition of approval for any development requiring Site Plan and Architectural Review; or,
- c. As part of the project when Arterial and Collector streets dedicated, or intended to be dedicated, for public use are constructed or improved ; or,
- d. As a condition for a permit to remove a street tree when replacement is required.

3. Street Tree Spacing Standards.

Street trees, where they are within or abutting residential zoning districts on the same side of the street, shall be installed to provide not less than a 100% canopy cover over the sidewalk at the time of tree maturity. Street trees, when they are within or abutting commercial zoning districts on the same side of the street, shall be installed to provide not less than a 70% canopy cover over the sidewalk at tree maturity. Canopy cover shall be based on tree maturity and growth habit data provided in the *Official List of City of Medford Approved Street Trees*, a copy of which is on file in the City of Medford Parks Department. Street trees shall not be located within 20 feet of the corner of an intersection of two streets measured at the curb line. Where trees are required in on-site street frontage landscaping pursuant to Section 10.797, street trees located in the right-of-way may be counted towards this requirement on a one-to-one basis at the discretion of the approving authority.

4. Street Tree Types; Minimum Tree Size.

- a. Appropriate tree species, variety and cultivars shall be selected from the City of Medford's *Selected Street Tree List*, a copy of which is on file in the City of Medford Parks Department.

The approving authority shall consider tree type selections based on the following:

- (1) Maximizing tree canopy size at maturity to provide maximum shading.
 - (2) Avoiding conflicts with utilities, street lighting, and traffic visibility.
 - (3) Meeting unique site aesthetic considerations.
 - (4) Ensuring tree type diversity within a block.
- b. New street trees shall have a minimum trunk diameter of two inches measured 12 inches from the ground.

5. Location of Street Trees.

- a. Street trees shall be planted within the planter strips located between the curb and the sidewalk, no closer than three feet from the curb line. For those commercial areas where no planter strips are planned, tree wells with grates shall be used, the design of which shall be as approved in the Streetscape and Planter Strip Plan.
- b. If no planter strip or tree wells exist, required street trees may be planted within the street right-of-way, or on private property, subject to the following conditions:
 - (1) The street trees may be planted between the edge of the street improvements and street right-of way line provided that the tree is no closer than three feet from the planned curb line and not within a planned sidewalk.
 - (2) For any street tree planted within a public utility easement, a deed restriction shall note that tree replacement due to utility work is the responsibility of the property owner.
 - (3) Any street tree planted within six feet of or inside a public street right-of-way,

or in a public utility easement, shall be planted with a City-approved root controlling design.

(4) When necessary, the street trees may be planted on private property not more than 10 feet back from the street right-of-way line. When required street trees are planted on private property, deed restrictions shall be recorded indicating that such trees are subject to the same City of Medford regulations as street trees within a public right-of-way.

6. Timing for Installing Street Trees and Right-of-Way Landscaping; Security to Guarantee Installation.

a. **Single-Family Residential Development.** The installation of sidewalks, planting of street trees and landscaping of planter strips in the right-of-way may be deferred for new single-family development until dwellings are constructed. In such cases where sidewalks, street trees and landscaping are deferred, the developer shall enter into an agreement with the City to ensure compliance according to Sections 10.666 and 10.667. Sidewalks, street trees and landscaping of planter strips conforming with the approved Streetscape and Planter Strip Plan shall be installed prior to issuance of Certificate of Occupancy.

b. **Multiple-Family Residential, Commercial, and Institutional Development.** Street trees and planter strip landscaping conforming with the approved Streetscape and Planter Strip Plan, Landscape Plan and this Section shall be planted in conjunction with new multiple-family residential, commercial, and institutional development. As a condition of PUD, Site Plan and Architectural Review, or Conditional Use Permit approval, the developer shall enter into a written agreement pursuant to Sections 10.666 and 10.667 to ensure compliance with this Section.

10.380 Street Lighting Standards, S-E.

1. Public Streets.

For public streets within the S-E Overlay District, street lighting and pedestrian-scale street lighting meeting the design and improvement standards specified for the S-E Overlay District within the *City of Medford Street Lighting Standards and Specifications*, a copy of which is on file in the Medford Public Works Department, shall be installed as follows:

- a. At least one streetlight shall be installed at each street intersection and at any pedestrian street crossing other than at street intersections.
- b. Pedestrian-scale street lights shall be installed on both sides of lower-order streets approximately every 100 feet within the planter strips, or, where planter strips are not required, located within the street right-of-way at locations agreed upon by the Director of the Medford Public Works Department or designee. For Collector and Arterial streets, the use and location of pedestrian scale streetlights shall be as determined by the approving authority in the development review process.
- c. Streetlights and pedestrian-scale streetlights shall be designed or shielded so as to prevent light from being emitted above the fixture.
- d. The location of streetlights and pedestrian-scale streetlights shall be coordinated with streetscape and planter strip or street tree planting plans where required or utilized.
- e. The operation and maintenance costs for the pedestrian-scale street lighting shall be charged to the benefiting property owners through establishment of a utility

fee.

2. Private Streets.

For private streets within the S-E Overlay District, street lighting and pedestrian-scale street lighting shall be installed in accordance with (1), unless the PUD approval authorizes a modification. Legal documents shall be submitted in a form acceptable to the City Attorney prior to recording in the official records of Jackson County that assure that the street lighting and pedestrian-scale street lighting systems will be perpetually maintained and operated by individual property owners, an association of property owners, or other non-public entity.

10.381 Special Street Design and Vehicle Access Standards, S-E.

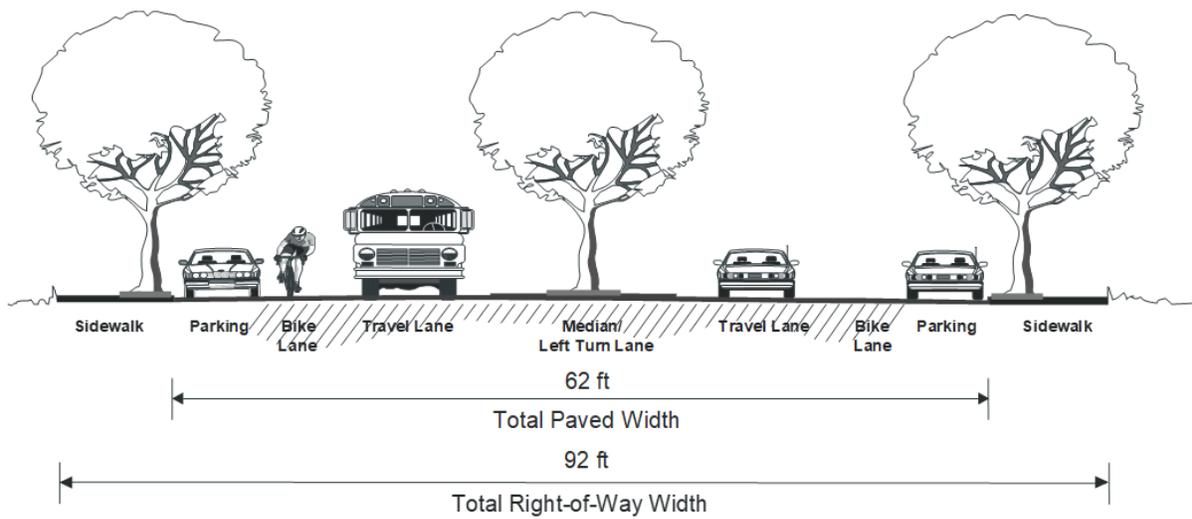
1. Design. Streets, streetscapes, and vehicle access to individual properties within the S-E Overlay District shall be located, designed, and constructed consistent with the Code and adopted *City of Medford Engineering Standards and Specifications*, except as modified by any adopted Neighborhood Circulation Plan and, as applicable, the Commercial Center Core Master Plan. ~~Maximum block length and perimeter length standards found in Section 10.426.C.1 are not applicable to the S-E Overlay District.~~

2. Block Length. Street intersections shall be located every 600 to 800 feet in single-family residential areas, and every 400 to 600 feet in the Commercial Center Core and higher-density areas. The approving authority may, at their discretion, allow for longer block lengths in order to preserve significant established trees or groves of trees, or to minimize street crossings of designated Greenways.

3. Vehicle Access to Narrow Lots. Residential lots with 50 feet or less width and 50 feet or less street frontage shall receive vehicular access from an alley or minimum access easement.

4. East Barnett Road within the Commercial Center (Areas 7A and 7B). Beginning at the intersection of Stanford Avenue with East Barnett Road, the right-of-way cross section shall be as depicted in Figure 10.381(A), and extending to the easterly edge of Area 7B.

Figure 10.381(A). East Barnett Road Cross Section in Southeast Commercial Center Beginning at Intersection with Stanford Avenue



10.382 Special Fencing Standards, S-E.

1. Fences Abutting Rights-of-Way, Front Yard.

Notwithstanding Section 10.732 and except as provided for patio walls in Section 10.375~~(2)(a)~~(B)(1), the maximum wall or fence height within a front yard abutting a street right-of-way is three feet, provided that the wall or fence shall be located on private property and no closer than two feet from the sidewalk. The fence setback area between any fencing and the sidewalk shall be landscaped, irrigated, and maintained with a combination of perennial ground cover plants and low growing (less than three [3] feet in height) shrub plantings.

2. Fences Abutting Rights-of-Way, Side or Rear Yard.

Notwithstanding Section 10.732, and except as provided for patio walls in Section 10.375~~(2)(a)~~(B)(1) and for Major Arterial street frontages, the maximum wall or fence height within a rear or side yard abutting a street right-of-way is six feet, provided that the wall or fence shall be located on private property, no closer than 10 feet from the sidewalk, and must be of a consistent design and color within a single block. Open fencing having a picket design within a rear or side yard abutting a street right-of-way can be located within three feet of the sidewalk, if not exceeding five and a half feet in height, provided that the wall or fence shall be located on private property and must be of a consistent design and color within a single block. The fence setback area between any fencing and the sidewalk shall be landscaped, irrigated, and maintained by the abutting property owner, a property owners’ association, or other responsible entity.

3. Chain-Link Fencing Limitations.

Chain-link fencing is prohibited within the S-E Overlay District, except black dip-coated chain link fencing with black posts and without interwoven strips is permitted adjacent to open space, schools, and parks. The approving authority at their discretion may allow chain-link fencing in other situations or designs.

10.383 Standards for Development Abutting Arterial or Collector Streets, S-E.

1. Purpose.

This section is intended to protect the functionality of Collector and Arterial streets, which must serve multiple modes of traffic while meeting the need for access to neighborhoods and individual uses. This section is also intended to promote an attractive and safe streetscape by orienting buildings toward the street for natural surveillance, rather than orienting backyard fences to the street.

2. Vehicular Access Standards.

Direct vehicular access to a parcel shall not be provided from an Arterial or Collector street unless none of the options in (a) through (d) are available; however, access shall be consistent with any adopted Neighborhood Circulation Plan, and the Commercial Center Core Area Master Plan where applicable.

- a. Access from a side street that is a lower-order street; or
- b. Access from an alley; or
- c. Access from a frontage street (commercial); or
- d. Access from a shared driveway (not permitted on Arterials).

3. Through-Lots.

Notwithstanding Subsection (2) of this Section and Section 10.704, the following applies to through-lots:

- a. Detached or attached single-family residential through-lots are permitted only where an applicant can demonstrate why the creation of through-lots is unavoidable due to

environmental, physical, topographical, or existing development constraints, subject to the review and approval of the approving authority.

b. Where through-lots are authorized in any zoning district, except for single-family residential through-lots on Major Arterial streets, an irrigated landscaped buffer shall be installed behind the back of the sidewalk abutting the rear yard. The landscaped buffer may be in common ownership or incorporated into extra deep lots, subject to the review and approval of the approving authority. The minimum depth of the buffer shall be at least 10 feet, except where Section 10.382(2) permits a fence within three feet of the sidewalk. Additional depth may be required by the approving authority when necessary to provide visual buffering. Design, installation, and maintenance of the landscaped buffer shall be assured in a form acceptable to the City Attorney. All required landscape improvements shall be installed or guaranteed, in conformance with City standards, prior to issuance of building permits.

c. Residential through-lots abutting the east side of the North Phoenix Road right-of-way shall install a vertical separation feature. The type of vertical separation feature shall be as follows, depending on the location in relation to Barnett Road.

(1) For through-lots north of Barnett Road, the typical street frontage treatment is five feet of wrought iron fencing atop a three-foot stucco wall, engineered to stand straight, with landscaping behind, to complete a total of eight feet in height to buffer the adjacent residential lots. For illustration, see Figure 10.383(A).

(2) For through-lots south of Barnett Road, the typical street frontage treatment is a landscaped strip 20 feet in width outside the right-of-way, consisting of a four-foot berm with landscaping on top totaling at least eight feet in height. Any fencing is to be located entirely on private property beyond the 20-foot area. For illustration, see Figure 10.383(B).

Figure 10.383(A)

**North Phoenix Road Street Frontage Landscaping and Vertical Separation Feature
(North of Barnett Road)**

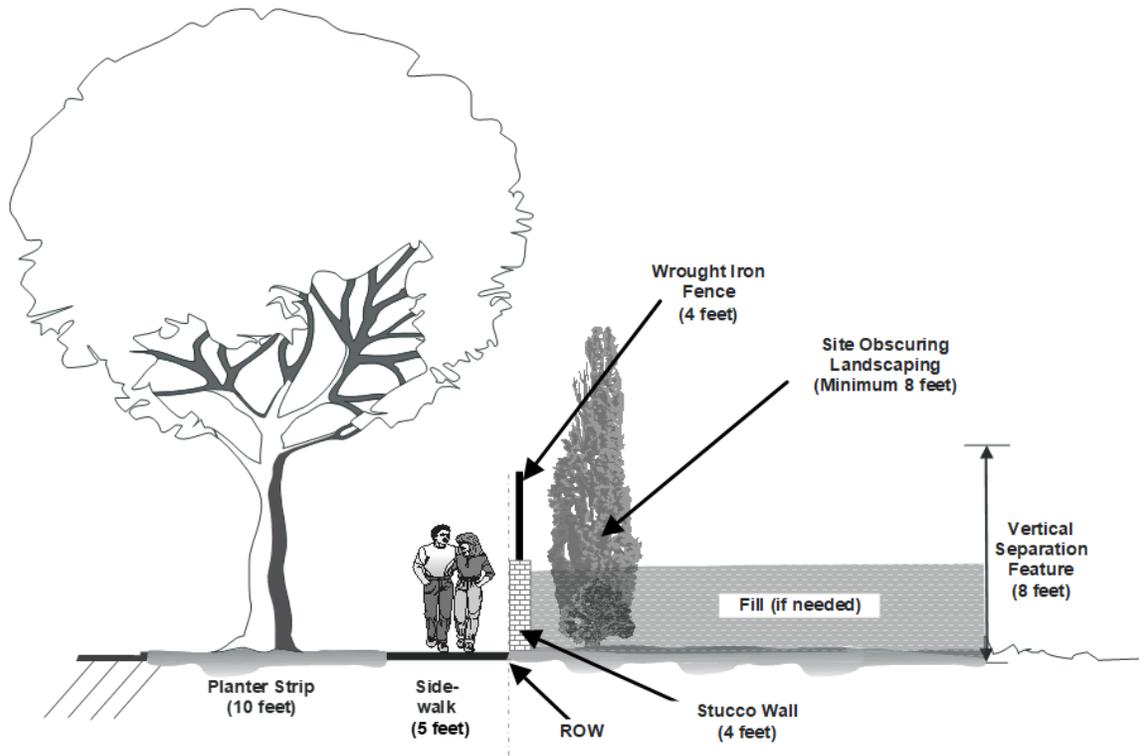
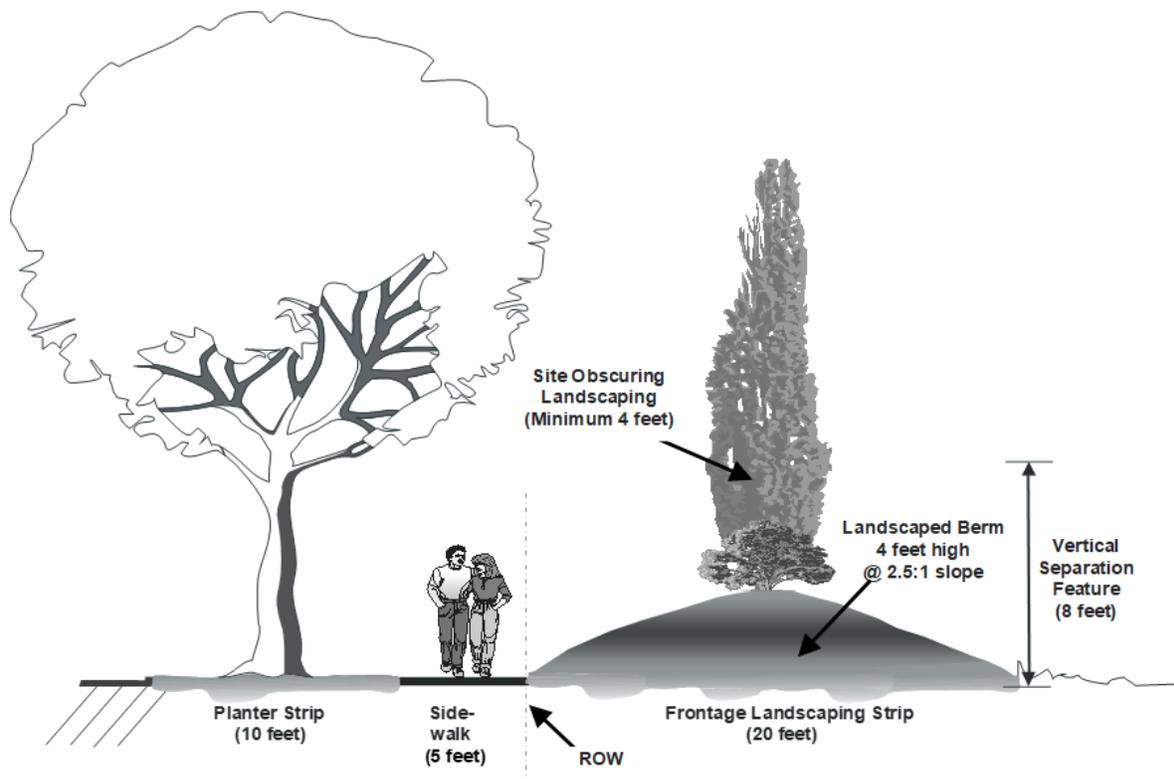


Figure 10.383(B)
North Phoenix Road Street Frontage Landscaping and Vertical Separation Feature
(South of Barnett Road)



10.384 Greenways - Special Design and Development Standards, S-E.

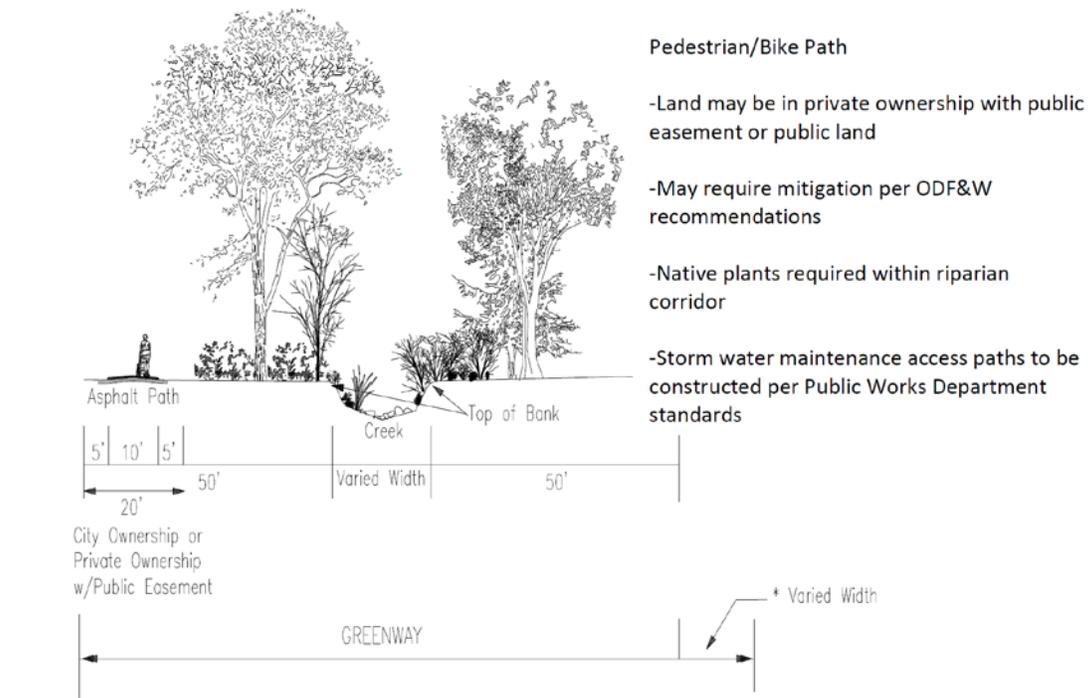
Within the S-E Overlay District, development within or adjacent to the areas designated as Greenways in this Chapter and the Comprehensive Plan shall be consistent with the following regulations, ~~and such regulations shall be required through the PUD and/or Site Plan and Architectural Review processes.~~ For those areas within an adopted riparian corridor, the regulations of Sections 10.920 through 10.928 shall take precedence.

A. Location and Extent of Greenway Designation.

Within the S-E Overlay District, the general location of Greenways shall be depicted on both the General Land Use Plan Map, ~~and the Southeast Circulation Plan Map (Figure 10.384), Appendix A, of the Comprehensive Plan Neighborhood Element~~ provided that a more precise location shall be established as follows:

1. Major Greenways. The Greenway designation shall extend not less than 50 feet from the top of the bank on each side of the channel along Larson Creek, North Fork Larson Creek, and in the Village Center. The top of the bank shall be as defined in Section 10.012. These greenways are identified as Major Greenways in the Southeast Circulation Plan of the Comprehensive Plan.

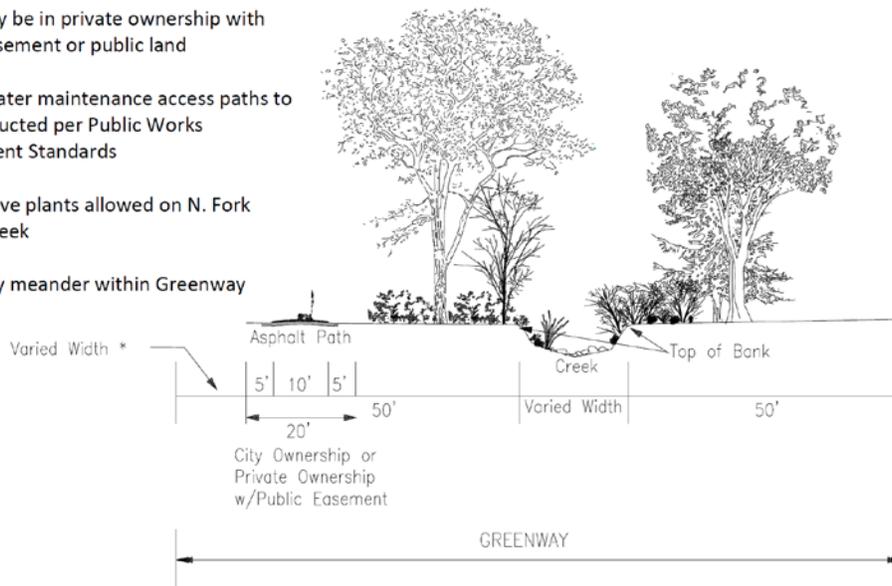
[Major Greenway, Riparian Corridor \(corresponds to G-1 on the SE Circulation Plan Map\)](#)



Major Greenway, Non-Riparian (corresponds to G-2 on the SE Circulation Plan Map)

Pedestrian/Bike Path

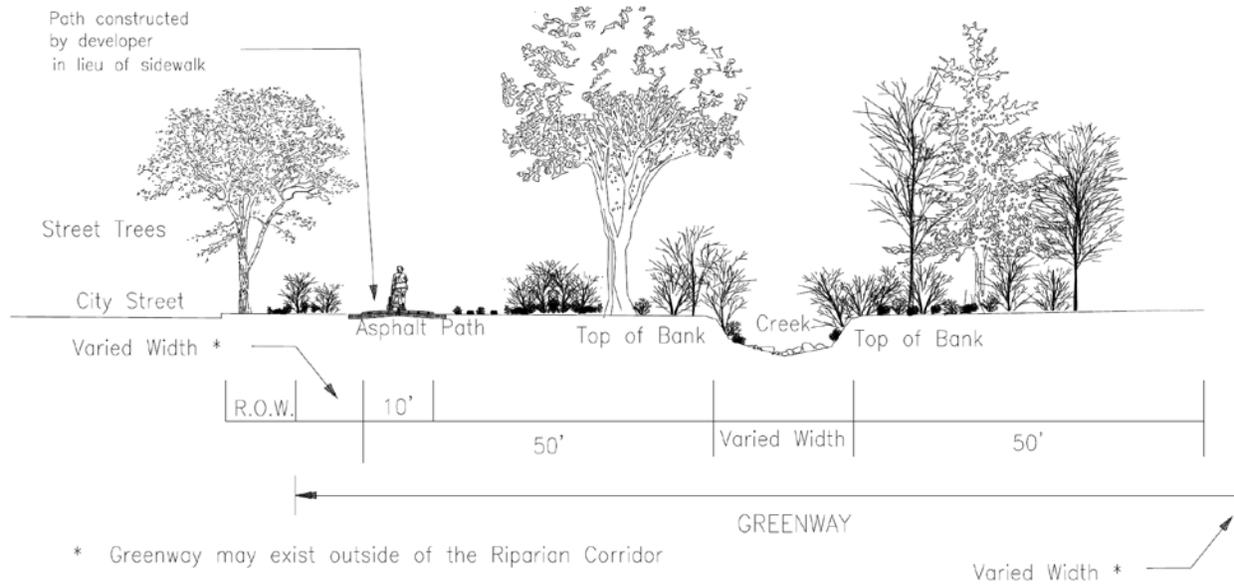
- Land may be in private ownership with public easement or public land
- Storm water maintenance access paths to be constructed per Public Works Department Standards
- Non-native plants allowed on N. Fork Larson Creek
- Path may meander within Greenway



Major Greenway, Path In-Lieu of Sidewalk (alternate option when approved by City)

Pedestrian/Bike Path

- Land may be in private ownership with public easement or public land
- May meander adjacent to right-of-way or up to 10' intrusion in Greenway
- May require mitigation with ODF&W recommendations
- Path to be constructed per the Public Works Standards

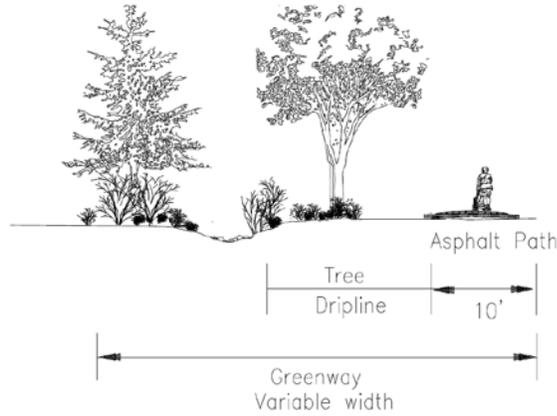


2. Minor Greenways. For Greenways that are not located along Larson Creek, North Fork Larson Creek, or in the Village Center, the Greenway designation shall extend as indicated in the Southeast Circulation Plan of the Comprehensive Plan. These greenways are identified as Minor Greenways in the Southeast Circulation Plan of the Comprehensive Plan. The Greenway designation shall extend not less than 20 feet from the centerline of the drainageways. For Minor Greenways not located along natural surface drainage features, the designation shall be 40 feet in width consistent with Figure 5 of the Southeast Medford Plan Area Neighborhood Circulation Plan.

[Minor Greenway with surface drainage \(G-3 on SE Circulation Plan Map\)](#)

Pedestrian/Bike Path

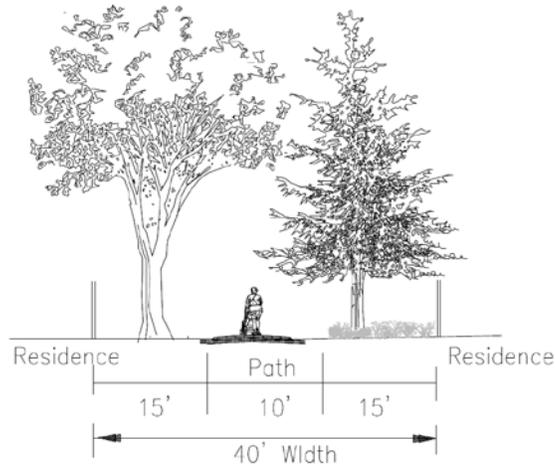
- Land may be in private ownership with public easement or public land
- Native planting recommended
- Erosion control per Public Works Department
- Construct path out from existing tree's drip line



Minor Greenway without surface drainage (G-4 on SE Circulation Plan Map)

Pedestrian/Bike Path

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



3. The size and location of Greenways may be altered by the City when needed to comply with other City, state and federal regulations.

B. Permitted Uses.

Notwithstanding the provisions of Sections 10.306 through 10.337, and subject to any other provisions of this Code and law, the only uses permitted within areas designated as Greenways shall be:

1. Streets, roads, bridges, and paths where necessary for access or crossings, provided these uses are designed and constructed to minimize intrusion into the riparian area.
2. Drainage facilities, utilities, and irrigation pumps.
3. Water-related and water-dependent uses.
4. Interpretive and educational displays, and overlooks, including benches and outdoor furniture.
5. Replacement of existing structures with structures in the same location that do not disturb additional riparian area.
6. Other uses and activities permitted in the underlying zoning district, unless prohibited by state or federal regulations, as may be approved as part of a PUD, provided that the City may install or permit the installation of any use or activity permitted in the underlying zoning district without PUD approval.

C. Greenway Improvements.

1. Improvement Standards.

Greenways shall be improved according to the following standards:

a. Except for the Greenway in the Village Center and as may otherwise be approved as part of a PUD, Greenways shall consist of native vegetation, and shall not be improved except as permitted or required in this Code and in the Southeast Circulation Plan of the Comprehensive Plan, and provided that:

- (1) Additional canopy trees of a size, species, and variety approved by the City may be installed to augment the natural landscape and stabilize the banks of waterways.
- (2) Enhancement of the native vegetation is encouraged. Noxious weeds or nonnative vegetation may be removed if replaced with native plant species as approved by the City and appropriate state and federal agencies.
- (3) Nothing in this Section shall be construed to prohibit the preservation or enhancement of wetlands as may be required by any public agency having jurisdiction over wetlands consistent with the laws of the City, state, and federal governments.

b. Improved access for the equipment needed for maintenance of storm drainage facilities and for bicycle and pedestrian circulation shall be provided within or abutting each Greenway in a location determined by the City to have the least impact on the vegetation in the riparian area. Said access shall be constructed to the standards of the City. Where acceptable access for the maintenance of storm drainage facilities and bicycle and pedestrian circulation is provided along a planned or existing street adjacent to a Greenway, the access requirement within the Greenway may be waived.

c. Greenways shall be improved at the time adjacent land is developed.

d. Where feasible, streets shall be collinear and adjacent to Greenways.

2. Responsibility for Greenway Improvements.

Required improvements in Greenways shall serve two principal purposes as explained in the *Medford Comprehensive Plan*: 1) for storm drainage ~~and sanitary sewer based on the Comprehensive Medford Area Drainage Master Plan (1996)~~; or 2) for ~~non-motorized pedestrian~~

~~and bicycle~~ circulation. Pedestrian and bicycle circulation are essential to the success of the transit-oriented development. The Southeast Circulation Plan denotes the [appropriate cross sections for each greenway typology](#)~~principal purpose for the required improvements in each Greenway~~. The responsibility for installing Greenway improvements to the standards in this Section shall be based on the following:

a. Greenway Improvements for Storm Drainage. Open space for stormwater quality and detention facilities required by Section 10.486 and Section 10.729 may be provided in Greenways rather than on site. The installation of improvements that provide required access to storm drainage facilities in Greenways based on the Southeast Circulation Plan ~~and the Comprehensive Medford Area Drainage Master Plan (1996)~~ shall be by, and at the sole expense of, the owners of the land adjacent to either side of the Greenway, or segment thereof, unless otherwise approved by the City. Consistent with the adopted Greenway design plan in the Southeast Circulation Plan, the City shall approve, on a case-by-case basis, the location of a surfaced path required to provide access for storm drainage maintenance, and any other required or proposed [utility](#) improvements. ~~The City may require all or any part of the Greenway to be dedicated for public use and/or ownership following the installation of the required improvements. However, the City, in its sole discretion, may permit the dedication of easements in lieu of fee simple land dedication.~~

b. Greenway Improvements Exclusively for Pedestrian and Bicycle Circulation. The installation of a surfaced path in Greenways, ~~other than those for storm drainage~~, shall be by and at the sole expense of the [owners of the land adjacent to either side of the Greenway, or segment thereof, City](#) unless otherwise [approved in writing in advance of a development permit by the City](#)~~agreed upon~~. Consistent with the adopted Greenway design plan in the Southeast Circulation Plan, the City shall approve, on a case-by-case basis, the location of a surfaced path required to provide pedestrian and bicycle circulation, and any other required improvements. ~~All or part of Greenways improved exclusively for pedestrian and bicycle circulation may be acquired by the City through dedication or purchase of the land in fee simple or through the acquisition of easements.~~

c. Extent of Greenway Improvements. Pursuant to this Section, the portion of each Greenway required to be improved by a property owner at the time of development shall be that portion of Greenway contiguous to the property to be developed. Where a Greenway passes through a parcel, the owner, pursuant to Section 10.384(C)(2)(a), shall be required to dedicate and improve the entire Greenway segment passing through his/her parcel.

~~d. The City may require all or any part of the Greenway to be dedicated for public use and/or ownership following the installation of the required improvements. However, the City, in its sole discretion, may permit the dedication of easements in lieu of fee-simple land dedication.~~

~~ed.~~Section 10.668 (Limitation of Exactions) shall be considered in relation to the above requirements.

3. Maintenance of Greenway Improvements.

Greenway improvements dedicated to the City for any purpose, whether in fee-simple or as easements, shall be maintained by the City. However, the City may relinquish the maintenance of any Greenway improvements to an association of owners established pursuant to Section 10.192(C).

D. Commercial Center (7A and 7B).

1. Greenway Improvements. Unless prohibited by other City, state or federal regulations, in the Village Center Greenway, undesirable shrubs, trees, and noxious vegetation may be removed, and ornamental vegetation installed to supplement the remaining native vegetation. Prior to commencing alteration of vegetation within the Greenway area, a landscape restoration plan shall be prepared for review and approval by the City in conjunction with an application for associated Development Permit, if any, or by the Medford Parks Department if not associated with a Development Permit application. The landscape plan shall demonstrate that an equivalent or better amount of stream corridor shading will result upon maturity of the replacement vegetation elements and that the selected plant varieties will survive given the site conditions.

2. Creekside Development. The development of land adjoining the Greenway within the Village Center shall conform with the following requirements, unless waived or modified as part of the Commercial Center Core Area Master Plan or a PUD approval:

a. Pedestrian Walkway Connections. A pedestrian walkway as required in Sections 10.772 through 10.776 shall link the principal building of each creekside use or activity to the multi-use path within the Greenway, if on the same side of the waterway as the path.

b. Pedestrian Walkway Lighting. All pedestrian walkway connections to the multi-use Greenway path shall be lighted with the type of fixtures ~~and meeting the definition of~~ defined as “pedestrian scale lighting” in Section 10.012.

c. Landscaping Between Creekside Development and Greenway. Undeveloped land between each creekside building, use, or activity and the Greenway shall be landscaped in a manner compatible with the native vegetation, and irrigated with an automatic underground system. Such landscaping shall be designed to produce areas of high surveillance to reduce the potential for vandalism and criminal mischief. Landscaping to achieve high surveillance includes grass and ground cover, shrubs less than two and one-half (2½) feet in height, and deciduous trees that produce canopies having the lowest branches more than six feet from the ground. Such landscaping shall not conflict with or violate state and federal regulations related to the preservation of wetlands or riparian areas.

FIGURE 10.384 SOUTHEAST CIRCULATION PLAN MAP

10.385 School and Park Siting Standards, S-E.

1. Purpose.

The purpose of requiring public school and park sites to abut streets instead of the backs of lots is to support natural surveillance of public spaces for crime prevention, and to provide adequate public access to parks and schools. The standard ensures at least a minimal amount of visibility into the site for security, and the potential for a limited amount of on-street parking.

2. Schools and Parks location standard.

Public school and park sites shall abut streets instead of the backs of lots. This standard is met when a school or park site has frontage onto at least one public street for a distance of not less than 100 feet. The standard does not apply to private schools, parks, or open spaces.