



**STAFF REPORT – GENERAL LAND USE PLAN MAP AMENDMENT**

**Date:** January 15, 2014  
**To:** Medford Planning Commission for 1/23/2014 and 2/13/2014 Hearing  
**From:** John Adam, Planner IV  
**Reviewer:** Bianca Petrou, Assistant Planning Director  
**Subject:** UGBA Phase 1: ISA GLUP Amendment (file no. CPA-13-032)

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**BACKGROUND**

**Proposal:** Consideration of a General Land Use Plan Map amendment to reclassify approximately 800 vacant or redevelopable acres (Internal Study Areas) within the City’s urban growth boundary for the purpose of maximizing the current capacity of land within the boundary.

The Planning Commission will be considering the evidence in this report and in public testimony as it develops its recommendation to the Council on changing the General Land Use Plan (GLUP) map designation for several acres in several areas throughout the Medford urban area. The GLUP map is a component of the City’s Comprehensive Plan and is the basis for any lot’s zoning designation. The GLUP covers the entire urban area, including property that has not yet been annexed to the City.

This consideration is part of the City’s Urban Growth Boundary amendment project. Any such action by an Oregon municipality requires consideration of changes to existing land use designations for the purpose of efficiently utilizing land within the current urban area per ORS 197.296(6)(b). The City is also trying to meet the residential density requirements of the Greater Bear Creek Valley Regional Plan.

**History:** Using the 2007 Buildable Lands Inventory, staff and the Planning Commission looked for locations that were categorized as *vacant* or *redevelopable* or *partially developed* to see if the City could change the GLUP designation, either from industrial to commercial, or from low-density residential to a higher density, or from residential to commercial. The ISAs, thus designated, were analyzed for Category-A facility impacts; that is, sewer, water, and transportation. There are more than 800 acres that were analyzed for change, and 21 acres identified for “correction”—locations where the current zoning and uses do not conform to the current GLUP designation. In essence the internal study areas are opportunity sites.

Although the objective was to target vacant, partially vacant, and redevelopable land, many developed lots were included because it did not make sense to zigzag the line in

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order to avoid them, and also GLUP designations preferably follow street rights-of-way when possible.

The Planning Department conducted two open houses (16 and 17 May 2011) to receive comments from property owners and neighbors within 200 feet.

After a number of study sessions with the Planning Commission and the City Council, the Council passed Resolution 2013-127 on September 5, 2013 authorizing staff to proceed with the adoption process.

**Authority:** This action is a Class "A" legislative Comprehensive Plan Amendment. The Planning Commission is authorized to recommend, and the City Council to approve, amendments to the Comprehensive Plan under Medford Land Development Code Sections 10.102, 10.110, 10.111, 10.122, 10.164, and 10.180.

**Review Criteria:** Medford Land Development Code 10.184(1) refers one to the criteria in the "Review and Amendments" section of the Comprehensive Plan for amendments to map designations.

**GLUP Map Designation:** The complete list of subject lots is found in Appendix A. Maps of the ISAs are available in the "Internal Study Area Guidebook," 4th edition, included in this staff report by reference.

## ANALYSIS OF PROPOSED AMENDMENT

1. Are these sites appropriate for the proposed designations?

In this case the matter is too complex to give a simple answer. The ISAs for the most part met technical analysis of impacts to public facilities. Several ISAs appear to have many factors in their favor and others less so. In the absence of technical flaws, the answer to this will ultimately rest with the judgment of the City Council based on public testimony, other evidence in the record, and the recommendation of the Planning Commission.

2. How would this amendment affect the supply of Residential, Commercial, and Industrial lands?

The proposed amendments would result in a new balance of different land-use types that work toward meeting the 20-year land need.

3. How would this amendment affect public facilities, particularly transportation facilities?

The proposed amendments would create some new demands on public facilities. The degree of impact is dependent on how many or how much of the analyzed areas are approved for amendment. In many cases the public facilities could easily handle the change; others will require upgrades. Transportation is a utility that will have to have improvements in the next 20 years regardless of how many ISAs are approved.

## 4. Assessment of comments received.

Of the written comments received more are opposed than are in favor. There are arguments that the zoning/GLUP designation has been in place for decades, which gave residents an expectation of permanence; that the changes will lower home resale values; that it is unethical and unfair of the City to change the designation on undeveloped lots; and that UH is more appropriate in the city center.

The charge of unethicity presumes that a person has an inherent right to expect previous assumptions and circumstances not to change, or that different scenarios should not be explored. There is a counterbalancing ethical imperative on cities to consider using land, resources, and infrastructure more efficiently instead of making a blanket assumption that high density is bad and incompatible with low density. That is not to say there is no middle ground: the perception that high density is undesirable should be a signal that there may be a need for design standards and transitioning methods between areas of significantly different densities.

A main impetus of the decade-long Regional Plan effort was fear for the disappearance of farmland in the valley. The conclusion of that plan was that cities have a responsibility to use the land they have more wisely: as a region we will continue to grow; we should approach that growth by finding a balance between expansion and preservation.

There have also been a few requests for inclusion of land in the amendment. Some of them are inadvisable either because they are small, isolated individual lots and would be at odds with the surrounding GLUP designations, or are requests that run contrary to the purpose of this amendment. There may be a few that appear sensible and are adjacent to the existing ISAs. However, staff encourages the Planning Commission to not add areas. Anyone has the option to apply for a minor Comprehensive Plan amendment to change the GLUP designation of their property.

## APPROVAL CRITERIA COMPLIANCE

**Comprehensive Plan—Review and Amendments section: Map designation amendments shall be based on [criteria 1–7, as follow]:**

### **Criterion 1. A significant change in one or more Goal, Policy, or Implementation Strategy.**

#### Findings

There are many existing goals, policies, and implementation measures that support the concept of utilizing existing urban area more efficiently.<sup>1</sup> Implementation measure 1-5-b in the Economic Element of the Comprehensive Plan recommends “Reduc[ing] projected deficits in employment lands by changing GLUP Map designations within the existing Urban Growth Boundary.” And implementation measure 3-A in the Housing Element recommends “Assess[ing] policies, regulations, and standards affecting residential development and pursue amendments as needed to meet Policy 3. Consider actions such as: (a) Upzoning buildable land to medium and high density residential.”

The recently adopted Regional Plan Element specifically requires participating cities to increase their housing density. It contains implementation strategies (called “performance indicators” in the Regional Plan) that require and encourage the efficient use of existing urban area to meet 20-year land needs.

#### Conclusions

This amendment is not based on a significant change to any goal, policy, or implementation strategy. The City of Medford, as all cities in Oregon, continues to have a goal of providing land to accommodate its 20-year land need for housing and employment, as required under Oregon Revised Statute (ORS) 197.296, and in particular subsection (6), which recommends addressing the need by expanding the urban growth boundary, by increasing the developable capacity of the urban area, or by a combination of the two.

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<sup>1</sup> This is covered in detail under Criterion no. 6, below.

**Criterion 2. Demonstrated need for the change to accommodate unpredictable population trends, to satisfy urban housing needs, or to assure adequate employment opportunities.**

Findings

*Economic Element*

The Economic Element<sup>2</sup> projects employment land need in the following categories and quantities:

*Table 2.1. Employment Land Need*  
 (adapted from *Figure 28* in the Economic Element)

<u>Type</u>	<u>Need, in gross acres<sup>3</sup></u>
Svc Commercial (office) .....	290
Industrial .....	0
Commercial .....	278
Other .....	354
<b>Total .....</b>	<b>709</b>

Although there is a 700-acre need for employment land, there is actually a 213-acre surplus of industrial land overall (hence the zero need figure in the table). Some of that surplus is under consideration for conversion to Commercial designation. However, note in *Table 2.2*, below, that the City will need 19 small industrial sites (ranging up to six acres, but typically about 1.5 acres) totaling 76 acres (*Table 2.3*) over the next 20 years

*Table 2.2. Industrial Land Need—demand, supply, and balance by number of sites*  
 (adapted from *Figure 27* in the Economic Element)

		Large	Medium	Small	Total
Demand	no. of sites	4	25	135	164
	<i>[typical acreage]</i>	<i>[30]</i>	<i>[6]</i>	<i>[1.5]</i>	
Supply	vacant	13	52	107	172
	redevelopment	1	9	9	19
Balance	no. of sites	10	36	<b>(19)</b>	27

<sup>2</sup> Adopted December 4, 2008.

<sup>3</sup> Gross acreage figures were derived by staff from guidance in the paragraph following *Figure 28*.

*Table 2.3. Industrial Land Need—demand, supply, and balance by acres*  
(adapted from *Figure 28* in the Economic Element)

		Large	Medium	Small	Total
Demand	typical acreage	30	6	1.5	–
	net acres	(121)	(148)	(202)	(471)
Supply	vacant	207	206	122	535
	redevelopment	50	37	19	106
Balance	net acres	136	95	<b>(61)</b>	170
	gross acres	170	119	(76)	213

Seventy-six of the ISA lots are less than six acres in size. If all the industrial-to-commercial ISAs were changed, the small-site deficit would increase to ninety-five sites and 140 net acres.

The fifth conclusion of the “Employment Land Demand and Supply Conclusions” in the Economic Element notes that the “strong distinction between commercial and industrial designations...has become less appropriate as the distribution of firm activities has shifted over time and a greater mix of commercial and industrial activities are found within individual firm[s]’ operations,” suggesting that some commercial districts can be amended to include some of what are traditionally considered manufactory activities.

The Housing Element<sup>4</sup> projects housing land need in the following categories and quantities:

*Table 2.4. Housing Land Need—Before calculating capacity*  
(adapted from *Table 37* in the Housing Element)

<u>Type</u>	<u>No. of new DUs</u>	<u>Percent of need</u>	<u>Density DUs/gross acre</u>	<u>Need in gross acres</u>
Single-family detached	9,034	60%	4.5	2,002
Mfd. in parks	395	3%	6.0	66
Single-family attached	384	3%	11.0	36
Duplex	651	4%	12.3	54
Multi-unit	4,586	30%	20.3	226
Totals	15,050	–	(average) 6.3	2,383

<sup>4</sup> Adopted December 2, 2010

**Table 2.5. Housing Land Need—Minus calculated capacity**(adapted from *Tables 39 and 41* in the Housing Element)

<u>Plan Designation</u>	<u>Need</u> <i>in dwelling units</i>	<u>Capacity</u> <i>in dwelling units</i>	<u>Surplus/(Deficit)</u> <i>in dwelling units</i>	<u>Need</u> <i>in gross acres</i>
UR	10,036	7,803	(2,233)	465
UM	993	495	(498)	39
UH	3,329	2,435	(894)	49
CM	692	691	(1)	—
Group Quarters	—	—	—	16
Public/Semi-public land	—	—	—	426
<b>Total</b>	—	—	—	<b>996</b>

The City has enough land to supply three quarters of the 20-year need, leaving a remaining need of nearly 1,000 acres. Goal 14 states “prior to expanding an urban growth boundary, local governments shall demonstrate that needs cannot reasonably be accommodated on land already inside the urban growth boundary,” and Oregon Revised Statute (ORS) 197.296(6) states that when there is a need for whatever category of land-use type, a city should expand its boundaries, increase its capacity, or do a combination of both. The internal study areas were conceived as the means to increase the capacity of the existing urban area.

### Conclusions

Since there is a demonstrated need for employment land, seeking a means to increase the development capacity of the urban area by changing excess industrial land into needed commercial land is a rational response to that need.

Although there is already a deficit in the “small lot” category of industrial land that would be increased by the industrial-to-commercial ISAs, there are enough large industrial lots that can be subdivided into smaller lots as market conditions demand it. Given the greater need for commercial land, the exchange is justifiable. In addition, there are use changes that can be considered that would make small industrial uses viable in commercial zoning districts; the Economic Element contained a similar recommendation.

Since there is a demonstrated need for housing land, seeking a means to increase the development capacity of the urban area by changing the designations to allow more dwelling units per acre is a rational response to that need.

### **Criterion 3. The orderly and economic provision of key public facilities.**

#### Findings

In nearly all cases water and sewer utilities are available to the sites and can handle the changes without upgrading the facilities. For some areas an upgrade is necessary. Notably, the same finding would be true if the ISAs were not considered and all the land need were satisfied through an urban growth boundary expansion. Refer also to the facility analysis summary in the "ISA Guidebook."

Transportation is the most visible public facility because most people interact with it directly daily. A grant-funded study of impacts to the transportation system found that, if all ISAs were approved and built out, it would lead to failures of several intersections throughout the City in 2028, the analysis year for the study. It is worth noting that the analysis placed the forecasted 2028 population within the existing urban area, so whether that population is in the ISAs or on new lands that have been brought into the urban growth boundary, it is the same population figure for both.

#### Conclusions

An urban growth boundary expansion would require both extension of services and "downstream" upgrades to handle the additional demand. Intensification in the existing urban area would only require some upgrades. From this it is clear that utilizing existing facilities to serve a portion of the City's 20-year land need is less expensive than extending facilities to serve the same group on virgin land further out. There is also a long-term fiscal advantage in that there will be fewer miles of water and sewer lines for the City to maintain.

Although the ISA traffic analysis shows many failures, it is a reasonable assumption that many of the same failures, or a similar number of failures, would result from a non-ISA scenario; that is, some part of the future population will be located in land that is added to the urban area through a boundary expansion.

It is also important to note that the various analyses were performed assuming that all the internal study areas had developed to their full potential. The reality of that development will fall short of the analysis, dependent on which ISAs are approved and how many. In fact, any single ISA might be rezoned without seriously impacting any facilities; there are probably a few where that would easily be true.

#### **Criterion 4. Maximum efficiency of land uses within the current urbanizable area**

##### Findings

The purpose of the internal study area (ISA) project was to find locations where the development capacity of the existing urban area<sup>5</sup> could be increased by changing the General Plan classification. The capacity of the current urban area is 11,400 dwelling units. If all the residential ISAs were approved it could add up to 3,400 dwelling units to the current urban area's capacity.

##### Conclusions

Changing the GLUP designation from a surplus type to a deficit type on vacant land in the existing urban area is an increase in the efficiency of that land. Whether or not the City is achieving the "maximum" efficiency of the land is a judgment that will have to be made by the Planning Commission and City Council in the course of the hearings and as testimony is accumulated. It is found in the balance between capacity gain and established neighborhood character, between the preservation of farmland and impacts to facilities, and between the greater public purpose and the effects on individuals.

#### **Criterion 5. Environmental, energy, economic and social consequences.**

The general findings and conclusions for the internal study areas follow below. Notes about particular ISAs may be found in the fourth edition of the "Internal Study Area Guidebook," which is incorporated in this staff report by reference.

##### Findings

*Environmental.* The study areas, being inside the UGB, have already met the test concerning environmental impacts; change of designation does not affect suitability for urbanization. A few ISAs have wetlands and floodplains. Those areas are considered presently suited for development regardless of such factors.

In a no-change scenario these areas will have such protections as required by code and have such impacts as have already been accounted for by their inclusion in the urban area. Any ISA change will still have the protections required by code and have impacts similar to what would be expected under current GLUP designations.

*Energy.* Several ISAs on their own or in combination with nearby mixed land-use areas with higher densities and commercial land could be part of intensive commercial-residential nodes. This type of development encourages the use of travel modes other than driving, leading to a reduction in vehicle miles travelled. No change to the area would confer no energy benefits, and may, in fact, be more energy consumptive since the need would be placed outside the current urban area, leading to more vehicle miles travelled.

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<sup>5</sup> "Urban area" is defined in OAR 660-024-0010(10) as "the land within a UGB".

*Economic.* The changes would generally provide more residential density in areas that could take advantage of the proximity of jobs, shopping, and services. Likewise, the increases in commercial land are intended to take advantage of underserved areas. In conjunction with other ISAs, many of the study areas could be part of intensive commercial–residential nodes. Increasing the capacity of the existing urban area will help slow the extension of streets and other utilities which require maintenance expenditures over their lifetimes. No change would displace the housing and commercial needs to locations outside the current boundary, meaning longer extensions of streets and utilities and greater long-term maintenance costs. There would also be cumulative increases in trip lengths, increased congestion (with less recourse to other transportation choices), and air quality degradation.

*Social.* The changes would provide needed housing types within the existing urban area; many of the study areas are close to schools, other high-density residential, and transit. No change would push the needs elsewhere, which could include areas further out from goods and services, requiring further travel and a limited choice of travel modes. Many of the ISAs, if approved, also would result in a greater spatial distribution of high- and medium-density areas into relatively small pockets closer to the city center. A no-change scenario would require placing the needed higher densities in the urban reserve, with little chance that high-enough densities would make it worthwhile to extend or reroute transit services.

For the ISAs aimed at increasing residential densities, the low-density home owners in the vicinity may perceive a threat to property values or social character, an incompatible built environment, and increased traffic. Traffic volumes and property values are measurable, neighborhood character is not; of these factors the former are verifiable and the latter is a matter of individual taste. These will be treated individually.

*Traffic.* That traffic volumes would be higher in the vicinity of ISAs that change from low density to a greater density is undeniable. The benefits would be felt only across a larger area, where there would be a reduction in motor vehicle miles traveled. The distribution of burden always has imbalanced effects, but a fairer distribution lessens the impacts in the areas that take on more burden.

*Property Value.* Various studies<sup>6</sup> indicate that medium- or high-density residential development does not inherently lower the value of low-density property nearby, and quite often a well-designed and well-managed development can revitalize a neighborhood and lead to increased property values. The City can facilitate this outcome by developing design standards geared toward better integration of a range of densities.

*Compatibility.* Having a set of design/performance standards would make new development at higher densities more commensurate with their neighborhoods. This idea is found in the Comprehensive Plan and has been advocated by some City Councillors.

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<sup>6</sup> For example: Ellen, I. G., Schwartz, A. E., Voicu, I. and Schill, M. H. (2007), Does federally subsidized rental housing depress neighborhood property values?. *J. Pol. Anal. Manage.*, 26: 257–280. doi: 10.1002/pam.20247.

Impacts are sensitive to scale and location, which is why the Planning Commission and staff developed the set of qualitative screening criteria to identify which residential ISAs have qualities that support the changes. The criteria were as follows:

#### *Parcelization*

Development projects work better when there is more area to work with. If a development lot is too small, the resulting multi-family project will consist of a building surrounded by parking lot. In order to create a project that is more pleasant for inhabitants and neighbors, a larger area is superior.

#### *Proximity to elementary schools, grocery stores, and transit routes*

These three tests measure quality-of-life factors that both relieve pressure on the transportation system and provide more choices of nearby goods and services to higher concentrations of residents.

#### *Size and Mix*

This test considers the “texture” of the surrounding quarter mile fringe for residential ISAs that (1) were analyzed for conversion to UH and (2) are less than 15 acres. For these UH-conversion ISA lots staff calculated the total percentage of non-UR-designated lands that are within a quarter-mile periphery of them. The idea is that a strong mix of different land use types in an ISA’s vicinity is more conducive to change; therefore, the greater the percentage of different GLUPs, the higher the score was.

The proximity test was not weighted as heavily as the others because spatially mixed land uses are not necessarily bad. Thus, the worst possible score for that metric is a “2” and the greatest possible score is a “4”. A similar test was not needed for new UM sites since, from a density standpoint, UM is considered compatible with UR/single-family houses.

Corollary to this is a recommended policy for areas that are converted to UH and are larger than 15 acres, which are not as likely to fully develop all at once—and perhaps never fully develop given their size. To overcome this and to integrate them better into their surroundings, staff suggests that for sites larger than 15 acres a ratio of total multi-family acreage to total single-family acreage should be considered as a policy directive. The Housing Element suggests a single-family-to-multifamily ratio of 65:35, so this provides some reasonable guidance. For example, the City could require that areas over 15 acres include a mix of housing densities that aim for an overall single-family-to-multi-family ratio between 55:45 and 70:30.

These tests were not intended to be conclusive, but instead be a guide for the decision makers to weigh in conjunction with all the factors. A high score for an ISA means that there are several factors favorable to the change, but a deeper understanding gained through public testimony may reveal further details that diminish support for the change. The reverse scenario is also possible. A summary of the scores is included in the “Internal Study Area Guidebook.”

Finally, the Housing Element describes a gap in the range of affordable home choices for working families. For those households earning less than Medford's Median Family Income (MFI), there is a deficit of 4,456 homes in the affordable range, and even for household earning up to 140% MFI there is a deficit of 1,322 homes<sup>7</sup>. The variety and supply of home choices can only be increased by increasing the supply of land suitable for those choices. The only GLUP designation that allows the MFR-15 zoning district is "Medium-Density Urban Residential" (UM). The City currently has 66 acres with UM designation, which is less than one percent of the total Residential GLUP acreage in the City (see *Table 5.1*); there is very little market opportunity, therefore, for ownership of the types of homes that would help fill that affordability gap.

*Table 5.1. Acreages of each GLUP designation in Medford*

Source: Medford Geographic Information Systems (GIS)

GLUP	designation	Acres	Percent of total Residential
A	Airport	731	—
CC	City Center	165	—
CM	Commercial	1,748	—
GI	General Industrial	1,650	—
HI	Heavy Industrial	1,304	—
PS	Parks/Schools	1,078	—
SC	Svc Commercial	396	—
UH	Residential—high density	919	8.4%
UM	Residential—medium density	66	0.6%
UR	Residential—low density	10,017	91.0%
	total acres	<b>18,074</b>	—

### Conclusions

*Environmental.* For any of the ISAs it can be concluded that there will be no adverse environmental effect because none of these study areas is new to the urban area; most have been within the urban growth boundary either since its establishment in the late '70s or the last amendment in 1990, which means the decision to urbanize was made decades ago and these areas have been legally committed to eventual development ever since. A change to the use or density is not a matter for environmental consideration after land has already been committed to development. In addition, most sensitive areas, especially those with steep slopes, were dismissed from consideration for intensification early in the selection process.

*Energy.* The fact that many needed houses and jobs would be efficiently contained in the current urban area would have generally positive energy consequences due to the increased possibility of non-motorized travel modes between trip generators and decreasing overall "vehicle miles travelled" (VMT). Reid Ewing, a transportation planning researcher and professor at the University of Utah, "looked at all the available evidence

<sup>7</sup> Calculated from Table 25, Housing Element, p. 44.

and concluded that sprawling communities that require car trips to meet most daily needs exhibit 20–40% higher VMT than more compact, mixed-used, and walkable neighborhoods.<sup>8</sup> And as noted in an online edition of “The Atlantic” magazine<sup>9</sup>:

We [the US] continue to lead advanced economies in per-capita carbon emissions, 28 percent of which come from transportation. But even if the crunchy granola argument isn't good enough to make you see the benefits of public transit, consider that trains, trams, buses, and the like reduces traffic congestion, which is good for the life satisfaction of everybody behind the wheel, since science shows long commutes make us unhappy.<sup>10</sup>

*Economic.* Although there are positive and negative economic effects, the overall effect is a little better than neutral. There is some potential for conflict between commercial and industrial zoning, but those are addressed by development code provisions, such as buffering. For both employment and residential study areas there will be collective benefits in reduced VMT and reduced road construction and maintenance costs.

*Social.* The social consequences of the changes are especially complex for ISAs that propose to increase residential density. Neighborhoods near such ISAs fear that traffic will increase, their property values will depress, and the density and architectural character of higher-density housing types will be incompatible with single-family homes.

It is likely that traffic would be greater than if an area were to develop according to their present densities; on the other hand, traffic will increase citywide within the planning horizon as the population grows. The fewer ISAs that are approved, more and longer trips will be the result.

It is not empirically true in all instances that multi-family development will depress nearby home prices. But because the popular understanding is that this is always the case, staff suggests it would be constructive to develop ways to better ensure that multi-family development is spatial and architecturally compatible with adjacent single-family neighborhoods, such as through design standards.

Additionally, the housing affordability gap is a social equity problem that can be addressed by converting more areas to higher densities. The City has a unique opportunity to expand its amount of “Medium-Density Urban Residential” (UM), the only GLUP designation that allows the MFR-15 zoning district.

On balance the environmental, economic, social, and energy consequences of the changes would be positive. Changing designations and clustering of densities and uses to utilize existing urbanizable land for a proven need is a more efficient urban form than

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<sup>8</sup> Excerpt from website «<http://streetswiki.wikispaces.com/Vehicle+Miles+Traveled>» (retrieved 2013-11-20), summarizing information from Ewing's book titled *Growing Cooler: The Evidence on Urban Development and Climate Change*. Chicago: Urban Land Institute, 2007.

<sup>9</sup> Excerpted from «<http://www.theatlantic.com/business/archive/2013/11/the-case-against-cars-in-1-utterly-entrancing-gif/281615/>» (retrieved 2013-11-20)

<sup>10</sup> For reference to commuting studies see «<http://www.economist.com/blogs/gulliver/2011/06/perils-commuting>»

sprawl, which necessitates a wider and more rapid extension of streets and utilities, putting a fiscal burden on the City for their continued maintenance and replacement. There are generally positive social and energy effects from increasing density and mixing uses. The environmental impact is not different from leaving the GLUP designation as it is. The economic effect is positive fiscally for the City and positive for households financially because it increases the supply of land for higher-density housing. The economic impact is positive fiscally for the City because it increases the supply of land for commercial uses.

## **Criterion 6. Compatibility of the proposed change with other elements of the City Comprehensive Plan**

### Findings

*Supportive.* The following goals, policies, and implementation measures from the various elements of the Comprehensive Plan support the ISA concept on the whole:

#### **Environment**

[Natural Resources]

**Air Quality—Policy 3-B:** The City of Medford shall continue to require a well-connected circulation system and promote other techniques that foster alternative modes of transportation, such as pedestrian oriented mixed-use development and a linked bicycle transportation system.

**Soil—Goal 9:** To assure that future urban growth in Medford occurs in a compact manner that minimizes the consumption of land, including class I through IV agricultural land.

**Energy—Goal 10:** To assure that urban land use activities are planned, located, and constructed in a manner that maximizes energy efficiency.

**Policy 10-A:** The City of Medford shall plan and approve growth and development with consideration to energy efficient patterns of development, utilizing existing capital infrastructure whenever possible, and incorporating compact and urban centered growth concepts.

#### **Economy**

**Policy 1-5:** The City of Medford shall assure that adequate commercial and industrial lands are available to accommodate the types and amount of economic development needed to support the anticipated growth in employment in the City of Medford and the region.

**Implementation 1-5-b.** Reduce projected deficits in employment lands by changing GLUP Map designations within the existing Urban Growth Boundary.

**Policy 1-8:** The City shall balance the efficient use of public facilities, the conservation of limited land resources, the maintenance of air and water quality and compatibility with surrounding land uses.

## Housing

Policy 2: The City of Medford shall designate areas for residential development that are or will be conveniently located close to pedestrian, bicycle, and transit or high capacity transportation routes, community facilities and services, and employment to ensure that the benefits of public investment in those facilities are available to as many households as possible.

Implementation 2-A: Pursue amendments as needed to achieve transit-supportive density near current and future transit streets, especially where parks or schools are present.

Policy 3: In planning for needed housing, the City of Medford shall strive to provide a compact urban form that allows efficient use of public facilities and protects adjacent resource lands.

Implementation 3-A: Assess policies, regulations, and standards affecting residential development and pursue amendments as needed to meet Policy 3. Consider actions such as: (a) Upzoning buildable land to medium and high density residential;

## Transportation

Public Transportation—Implementation measure 3-B-4. Assure that land use planning activities promote transit service viability and accessibility, including locating mixed residential-commercial, multiple-family residential, and employment land uses on or near (within ¼-mile walking distance) transit corridors.

Policy 3-C: The City of Medford shall undertake efforts to increase the percentage of dwelling units in the Medford planning area located within one-quarter mile walking distance of transit routes, consistent with the target benchmarks in the “Alternative Measures” of the 2001-2023 Rogue Valley Regional Transportation Plan (RTP).

[Transportation and land use]

Goal 8: To maximize the efficiency of Medford’s transportation system through effective land use planning.

Policy 8-A: The City of Medford shall facilitate development or redevelopment on sites located where best supported by the overall transportation system that reduces motor vehicle dependency by promoting walking, bicycling and transit use. This includes altering land use patterns through changes to type, density, and design.

Implementation Measure 8-A-1. Through revisions to the Medford Comprehensive Plan and Land Development Code, provide opportunities for increasing residential and employment density in locations that support increased use of alternative travel modes, such as along transit corridors.

Policy 8-B: The City of Medford shall undertake efforts to increase the percentage of dwelling units and employment located in Medford’s adopted Transit Oriented Districts (TODs), consistent with the targeted benchmarks in the “Alternative Measures” of the 2001-2023 Rogue Valley Regional Transportation Plan (RTP).

Implementation Measure 8-B-1. Through revisions to the Medford Comprehensive Plan and Land Development Code, pursue changes to planned land uses to concentrate employment, commercial, and high density residential land uses in Transit Oriented Districts (TODs).

**Regional Plan**

Goal 1: Manage future regional growth for the greater public good.

Guiding policies:

c. The Region’s overall urban housing density shall be increased to provide for more efficient land utilization.

[...]

Performance indicators (i.e., implementation measures)

5. Committed Residential Density. Land within an urban reserve and land currently within an Urban Growth Boundary (UGB) but outside of the existing City Limit shall be built, at a minimum, to the following residential densities. This requirement can be offset by increasing the residential density in the city limit.

City	Dwelling units per gross acre	
	2010–2035	2036–2060
Central Point	6.9	7.9
Eagle Point	6.5	7.5
Medford	6.6	7.6
Phoenix	6.6	7.6
Talent	6.6	7.6

6. Mixed-Use/Pedestrian-Friendly Areas. For land within an urban reserve and for land currently within a UGB but outside of the existing City Limit, each city shall achieve the 2020 benchmark targets for the number of dwelling units (Alternative Measure no. 5) and employment (Alternative Measure no. 6) in mixed-use/pedestrian-friendly areas as established in the 2009 Regional Transportation Plan (RTP) or most recently adopted RTP. Beyond the year 2020, cities shall continue to achieve the 2020 benchmark targets, or if additional benchmark years are established, cities shall achieve the targets corresponding with the applicable benchmarks. Measurement and definition of qualified development shall be in accordance with adopted RTP methodology. The requirement is considered met if the city or the region overall is achieving the targets or minimum qualifications, whichever is greater. This requirement can be offset by increasing the per-

centage of dwelling units and/or employment in the City Limit. This requirement is applicable to all participating cities.

*Neutral.* The following goals, policies, and implementation measures neither support nor oppose the ISAs, but require a response:

**Economy, Policy 1-3:** The City of Medford shall, as appropriate under the Goal above, support the retention and expansion of existing businesses.

[...]

Implementation measure 1-3-b. When evaluating GLUP Map amendments, assess the potential impacts of those amendments on neighboring land uses.

*General but not relevant.* Several goals, policies, and implementation measures appear to implicate the ISAs. A few examples follow:

### **Public Facilities**

Policy 1-A: The City of Medford shall provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types within the City:

Water Service, Goal 1: To provide the City of Medford with high quality domestic water for consumption and fire protection, consistent with state, federal and industry standards.

Sanitary Sewage Collection, Goal 1: To provide appropriate sanitary sewage collection facilities to serve the Medford Urban Growth Boundary.

Sanitary Sewage Treatment, Goal 1: To provide appropriate sanitary sewage treatment facilities to serve the Medford Urban Growth Boundary.

### **Transportation**

Goal 1: To provide a multi-modal transportation system for the Medford planning area that supports the safe, efficient, and accessible movement of all people and goods, and recognizes the area's role as the financial, medical, tourism, and business hub of Southern Oregon and Northern California.

### Conclusions

Numerous goals, policies, and implementation measures in the Comprehensive Plan point toward some variation on compact development: "pedestrian-oriented, mixed-use development;" "activity centers;" "growth...in a compact manner;" "incorporating compact and urban centered growth concepts."

Another pervasive theme among the goals and policies is efficiency: "maximiz[ing] energy efficiency;" utilization of "existing capital infrastructure;" the "efficient use of public facilities;" ensuring "that the benefits of public investment in those facilities are available to as many households as possible;" the "efficient use of public facilities."

In several cases there is explicit direction to change land use designations: “altering land use patterns through changes to type, density, and design;” “[r]educe projected deficits in employment lands by changing GLUP Map designations;” “increasing the residential density in the city limit;” “[p]ursue amendments as needed to achieve transit-supportive density near current and future transit streets;” “Upzoning buildable land to medium and high density residential;” “Through revisions to the Medford Comprehensive Plan...provide opportunities for increasing residential and employment density... pursue changes to planned land uses to concentrate employment, commercial, and high density residential land uses.”

Implementation measure 1-3-b from the Economic Element requires an analysis of the “potential impacts” of map changes on neighboring uses. The findings and conclusions under criterion 5, the “environmental, energy, economic and social consequences” of a given map amendment, serve as responses to this measure.

The few examples provided of goals, policies, and implementation measures that appear to implicate the ISA project are actually general in scope and intent; or are goals, policies, and measures related to growth of any stripe, and therefore are valid with or without the ISA project. To illustrate: the goal to provide “high quality domestic water for consumption and fire protection” is not contingent on whether the urban area amendment is accomplished through boundary expansion, intensification of the existing urban area, or a combination of both. The same conclusion is made for any goals, policies, and implementation measures of a similar nature.

## **Criterion 7. All applicable Statewide Planning Goals**

The following demonstrate conformity with the applicable Statewide Planning Goals.

### **Goal 1—Citizen Involvement**

#### Findings

Goal 1 requires the City to have a citizen involvement program that sets the procedures by which affected citizens will be involved in the land use decision process, including participation in the quasi-judicial revision of the Comprehensive Plan. Goal 1 requires provision of the opportunity to review proposed amendments prior to a public hearing, and recommendations must be retained and receive a response from policy-makers. The rationale used to reach land use decisions must be available in the written record. The City of Medford has an established citizen-involvement program consistent with Goal 1 that includes review of proposed Comprehensive Plan amendments by the Planning Commission and City Council. Affected agencies and departments are also invited to review and comment on such proposals, and hearing notices are published in the local newspaper, and posted on the site. This process has been adhered to in this proposed amendment. The proposal was made available for review on the City of Medford website and at the Planning Department. It was considered by the Planning Commission and the City Council during televised public hearings.

The Planning Department conducted two open houses (16 and 17 May 2011) to receive comments from property owners and neighbors. In addition to the property owners, staff

went beyond the normal requirement, and sent hearing notification to neighbors within 200 feet of the internal study areas. Staff prepared press releases and provided information on the City's website.

### Conclusions

By following a supplemented notification and comment procedure, the City provided better-than-adequate opportunities for citizen input.

## **Goal 2—Land Use Planning**

### Findings

The City has a land use planning process and policy framework in the form of a Comprehensive Plan and development regulations in Chapter 10 of the Municipal Code. These are the bases for decisions and actions.

### Conclusions

There is an adequate factual basis for the proposed designation changes.

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

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

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

### Findings

The areas under consideration have been in the urban area for decades. A few ISAs have wetlands and floodplains. No ISA contains designated open space.

### Conclusions

Some ISAs contain wetlands and floodplains, but those areas are considered presently suited for development; a designation change does not change that fact. None of the ISAs threatens natural, historic, or open space resources.

## **Goal 6—Air, Water, and Land Resources Quality**

### Findings

All types of uses—industrial, commercial, and residential—produce waste and process discharges, either primarily, such as from smoke stacks or sewage, or secondarily, through the generation of motor vehicle trips. Converting surplus vacant or redevelopable industrial areas to commercial puts those needed areas closer to existing housing, reducing the distances workers and shoppers have to travel (see Environmental Element, p. 11), but commercial uses generate more trips per square foot than industrial uses. Converting low-density residential to higher densities will also put more of the housing need closer to existing jobs, goods, and services.

### Conclusions

The change from industrial to commercial designation will have a negligible effect on the production of pollutants and may, in fact, be positive. Though commercial land is a

greater trip generator, putting needed areas inside the existing urban area in place of surplus areas will result in shorter trip lengths overall, except in cases where the commercial use is a regional attractor. Using land within the current urban area will positively affect air, water, and land resources quality.

**Goal 7—Areas Subject to Natural Hazards**

Findings

Areas eliminated in the first round of ISA selection were lands with steep slopes because they could not yield utile increases in density. This is not the case with ISA 211, but since density can be shifted throughout a development, it was considered feasible in that one case.

The following ISAs are traversed by flood plains: 240, 510, 540, 620, 718, 750, and 810. Thirteen percent (65 out of 489) of the ISA lots are affected by flood plains; eight percent (38) of the ISA lots intersect the so-called 100-year flood plain of various streams.

In the set of ISAs intersected by a flood plain, seventeen percent of the total lot area (56 acres out of 330) is within a 100-year flood plain. Internal study areas 510 (Bear Creek), 540 (Crooked Creek), and 718 (unknown flood source) contain large proportions of flood plain.

*Table 7.1. Areas of ISAs affected by 100-year flood plain*

ISA no.	Area in flood plain (ac)	Area of ISA in lots (ac)	Percent affected
240	0.38	16.16	2.4%
510	26.34	52.72	50.0%
540	24.26	59.63	40.7%
620	1.45	28.85	5.0%
718	2.63	11.23	23.5%
930	0.88	161.28	0.5%
<b>total</b>	<b>55.95</b>	<b>329.87</b>	<b>17.0%</b>

The Municipal Code allows development within flood plains provided that buildings meet certain construction standards designed to minimize damage from floods. City policies and codes do not have locational standards with respect to flood plains, but there is a recommendation in the Environmental Element that states “Development and redevelopment should be highly scrutinized when located in floodplains” (p. 76).

Conclusions

The ISAs are in areas that have long been considered suitable for eventual development, so the question here is whether it is appropriate to increase developable capacity in flood-prone areas. There is a presumption in flood damage prevention regulations that the risk to life and property is acceptably low when the regulations are followed. In the absence of requirements to cluster buildings outside of flood plains or a policy of purchasing land or development rights in flood plains, the City accepts that buildings will be

sited within them. Regulations are and will continue to be in effect that will assure protection from natural hazards.

### **Goal 8—Recreation Needs**

#### Findings

The City of Medford “Leisure Services Plan” incorporates the future population of Medford and includes strategies and plans for providing adequate recreation facilities for the present and future population. The ISAs do not represent a greater population increase than what is projected.

#### Conclusions

The ISAs do not counteract the strategies and plans in the “Leisure Services Plan” because both anticipate the same future population.

### **Goal 9—Economic Development**

#### Findings

The first section of this Goal requires Comprehensive Plans to “3. Provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies.” The Industrial-to-Commercial ISAs are intended to help address the need for commercial land.

#### Conclusions

The changes will provide commercial land in the existing urban area.

### **Goal 10—Housing**

#### Findings

The goal requires that “plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density.” The Housing Element concludes that it has “added and balanced allocations for the Urban Medium-Density Residential [UM] plan designation” (conclusion 13, p. 77), but no increase in the amount of UM land was overtly identified in the goals, policies, and implementation strategies section. However, Implementation strategy 1-C-e requires the assessment of such factors as “assuring a mix of income levels and dwelling types...throughout the City” in the effort to meet Policy 1, which requires the assessment and determination of development priorities and specific strategies to address housing needs.

#### Conclusions

The largest group of ISA changes (about 420 acres) are from low-density residential to medium density (UR to UM), both because it is an underrepresented type and because it is more compatible with existing densities. The residential aspect of the ISA project clearly fulfills the requirements of this Goal by providing the types of residential land determined to be necessary to meet the City’s 20-year projected housing need.

## **Goal 11—Public Facilities and Services**

### Findings

Refer to findings under Criterion 3, above.

### Conclusions

Refer to conclusions under Criterion 3, above.

## **Goal 12—Transportation**

### Findings

The “Transportation Planning Rule” (OAR 660-012) requires cities to have plans to accommodate anticipated transportation system needs. Staff secured a consultant to analyze the impacts from the internal study areas to tell us our future transportation needs.

As Public Works pointed out in its memo dated 12/12/2013 (Exhibit D), the analysis found that 36 of 79 analyzed intersections in the City would fall below Level of Service (LOS) D by 2028, the projected build-out year of the ISAs. On the question of changing LOS or increased transportation system development charges, City Council was open to the idea of changing LOS, but requested options from the consultant.

The problem with the analysis was that it projected a full build out of all ISAs, requiring the use of 2028 population and employment figures; naturally it showed a lot of failures. That is exactly what we would expect beyond the horizon of the City’s Transportation System Plan; that is exactly what the year 2028 should be like regardless of ISAs. In that regard the analysis was not designed to differentiate among the individual lots or ISAs themselves, only to provide a picture of a full-build-out year so as to better inform the discussion on LOS, concurrency, and systems development charges.

By the time Council considers the ISAs (perhaps several months after the Planning Commission hearings), staff from Public Works and Planning will have obtained a policy direction from Council on level of service.

### Conclusions

Normally, when a GLUP change seeks to increase activity, staff would provide a list of needed transportation improvements and costs, along with an explanation of how these will be financed. In this case there are several variables that cannot be pinned down yet and so make it impossible to provide any such information. The pending issues are:

- How many/which ISAs will be approved by Council?
- How much land and where will be included in the urban growth boundary expansion?
- What changes will be made to the level-of-service standard?

Ultimately, after the ISAs have been assessed and the UGB amended, the Transportation System Plan will be updated for the future urban area. Whichever ISAs may seek to develop in the meantime will still have to perform traffic analyses in order to obtain zon-

ing and will face the City's concurrency requirement to have necessary offsite improvements in places at the time of development.

### **Goal 13—Energy Conservation**

#### Findings

Among this goal's guidelines is this: "The allocation of land and uses permitted on the land should seek to minimize the depletion of non-renewable sources of energy." There is a need for commercial land and a surplus of industrial land. The purpose of the ISAs is to accommodate some of the land need in the existing urban area.

#### Conclusions

Maintaining shorter distances between interdependent uses (e.g., homes and shopping) results in a cumulative saving of energy from travel and infrastructure maintenance. The proposed changes comply with the directives in Goal 13.

### **Goal 14—Urbanization**

#### Findings

The second directive under the "Land Need" section of the goal states "Prior to expanding an urban growth boundary, local governments shall demonstrate that needs cannot reasonably be accommodated on land already inside the urban growth boundary."

#### Conclusions

Staff and the Planning Commission identified and analyzed the ISAs specifically to determine if they could accommodate some of the need. The proposed changes comply with the directives in this Goal.

Goals 15–19 do not apply to Medford.

## **OVERALL CONCLUSIONS**

There are a large number of City Council goals, policies, and implementation measures that support the ISA concept and that spring from a single simple concept of urban growth: the efficient use of land resources. The underlying rationale of this holds that utilizing existing infrastructure is a better choice in terms of long-term maintenance costs for the City. In balance against this is resistance to higher densities or commercial uses based on a wide range of actual and speculative impacts.

## **ADDITIONAL COMMENTS**

None.

## **RECOMMENDED ACTION**

Develop a recommendation and direct staff to prepare a Commission Report to forward to the City Council for its consideration.

## EXHIBITS

- A** Table of ISAs
- B** Sector map of ISAs
- C** List of lots under consideration
- D** Comments from Medford Public Works: Transportation and stormwater impacts memo, dated December 12, 2013
- E** Transportation system impacts technical memorandum (TM-4C) from Kittelson & Associates, labeled "draft" and undated; electronic .pdf file date August 8, 2013
- F** Comments from Rogue Valley Transportation District, dated January 2, 2013
- G** Comments from Medford Water Commission: Water system impacts memo from Medford Water Commission, dated January 28, 2013
- H** Comments from Rogue Valley Sewer Services: Sanitary sewer system impacts memo, dated January 24, 2012
- I** [not used]
- J** Public Comments
  - J-1. Property owners in ISAs
  - J-2. Property owners near ISAs
  - J-3. Inclusion requests
- K** "Internal Study Area Guidebook," 4th edition, 15 January 2014

## PLANNING COMMISSION AGENDA: January 23, 2014 and February 13, 2014

# Exhibit A

## Table of Internal Study Areas

ISA no.	Current GLUP	Analyzed GLUP	Qual. score	Acres	Results of util. analyses	
					Sewer capacity	Water capacity
140	HI	CM	–	99	y	y
211	UR	UH	4.20	49	y	n/u
212	UR	UH	3.64	22	u	y
213	UR	UH	4.25	23	u	y
214	GI	CM	–	8	y	y
215	GI	UR	3.98	1	n/u	y
	GI	UH		9		
	GI	CM		33		
216	GI	CM	–	12	y	y
240	UR	UM	3.75	17	n/u	y
250	UR	UM	4.50	13	u	y
310	UR	CM	2.54	4	u	y
	UR	UM		5		
510	UR	CM	3.76	26	y	u
	UR	CM		12		
	UR	UH		23		
540	CM	UM	4.63	9	y	y
	UR	UM		56		
620	UR	UM	2.89	31	y	u
630	UR	CM	3.06	4	y	y
	UR	UM		38		
	UR	UM		46		

**Key**  
y = yes (i.e., sufficient capacity)  
n = no  
u = upgrade

# Exhibit A

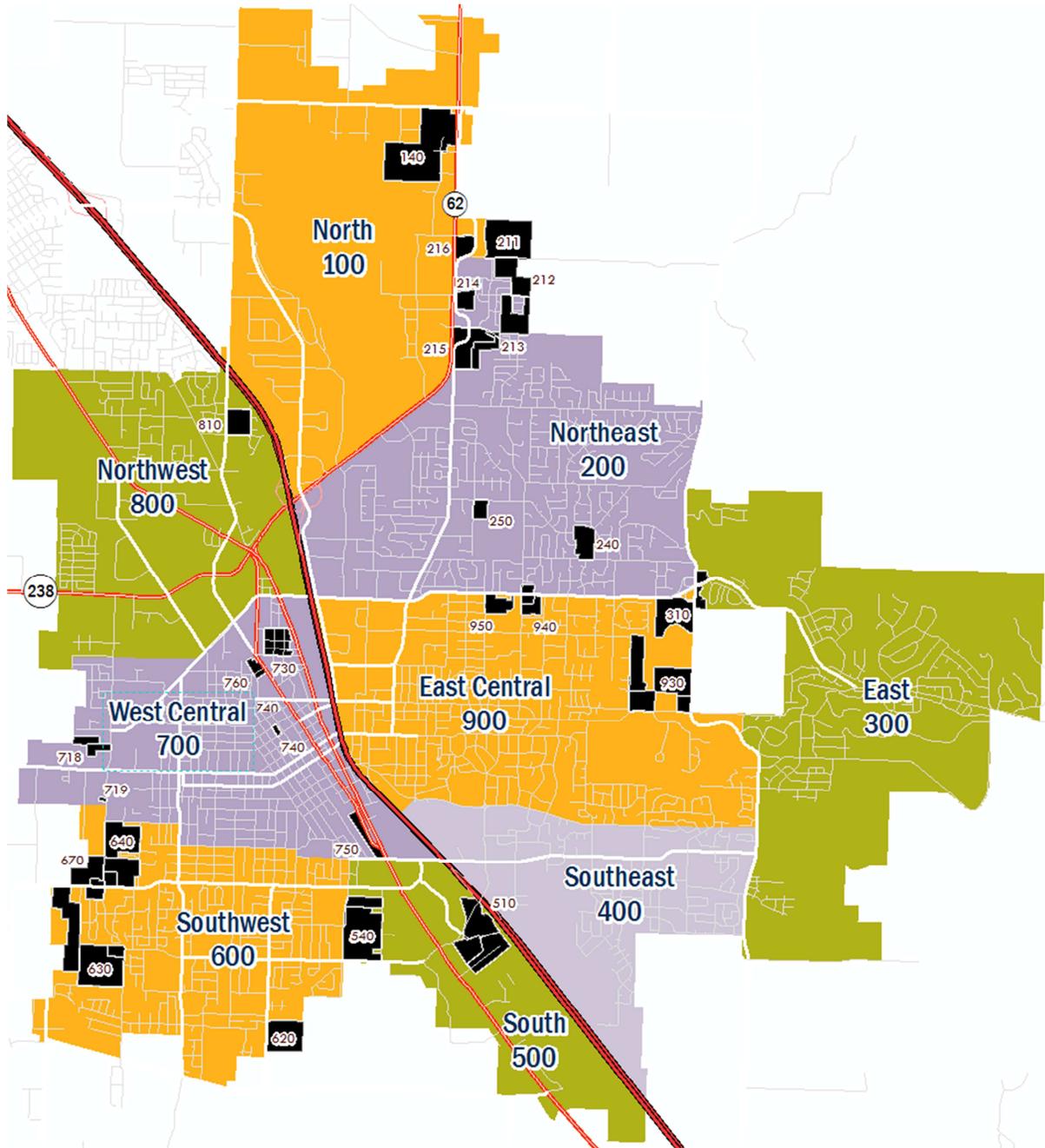
UGBA Phase 1: ISA GLUP Amendment (file no. CPA-13-032)  
Staff Report

January 15, 2014

ISA no.	Current GLUP	Analyzed GLUP	Qual. score	Acres	Results of util. analyses	
					Sewer capacity	Water capacity
640	UR	CM	3.58	5	y	y
	UR	UH		22		
	UR	UM		29		
670	UR	UH	3.23	2	y	y
	UR	UH		6		
	UR	UM		20		
718	UR	UH	4.80	5	y	u
	UR	CM		5		
719	UR	UM	3.75	0.4	y	u
730	UR	UM	3.61	19	y	u
740	UH	CM	–	1	–	–
750	HI	CM	–	11	–	–
760	HI	CM	–	5	–	–
810	UR	UH	3.84	18	y	u
930	UR	CM	3.25	6	u	u
	UR	CM		14		
	UR	UM		21		
	UR	UM		28		
	UR	UM		33		
940	UR	CM	3.63	3	y	u
	UR	UM		3		
	UR	UM		7		
950	UR	UM	4.25	12	y	y
<b>total acres:</b>				<b>809</b>		

# Exhibit B

## Sector map of Internal Study Areas



# Exhibit C

## List of Properties within the Internal Study Areas

ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
140	371W06200	INVESTORS VI LLC /HWY 62 PR	HI	CM
140	371W06200	NATIONAL ADV CO DBA CBS OUT	HI	CM
140	371W062600	BURRILL PROPERTIES INC	HI	CM
140	371W062604	ICWUSA.COM, INC	HI	CM
140	371W062604	ICWUSA.COM, INC	HI	CM
140	371W062604	HUNTER FAMILY LMT PTSP	HI	CM
140	371W062604	NATIONAL ADV CO DBA CBS OUT	HI	CM
140	371W062605	ROBBINS COREY A/MARY A	HI	CM
140	371W062606	BURRILL PROPERTIES INC	HI	CM
140	371W062607	BURRILL PROPERTIES INC	HI	CM
140	371W062608	BURRILL PROPERTIES INC	HI	CM
140	371W062609	TULEY LONNIE/DANA	HI	CM
140	371W062613	UNITED STATES OF AMERICA	HI	CM
211	371W051700	RENTALS LLC	UR	UH
212	371W08BA3500	ELLISON JOE JR/SANDRA K	UR	UH
212	371W08BA3600	JOHNSON RICHARD L TRUSTEE E	UR	UH
212	371W08BA3700	SARGENT MICHAEL C	UR	UH
212	371W08BA3800	WARNER WM S TRUSTEE ET AL	UR	UH
212	371W08BA3900	MORSE KENNETH E TRUSTEE ET	UR	UH
212	371W08BA4001	HUNTWORK ROBERT S TRUSTEE	UR	UH
212	371W08BA4100	HAHN KENNETH F	UR	UH
212	371W08BA4200	TONKIN JEFFREY A/DEBRA A	UR	UH
212	371W08BA500	MAHONEY PAT TRUSTEE ET AL	UR	UH
212	371W08BA600	HARRISON JOSEPH DOUGLAS JR	UR	UH
212	371W08BA700	MOORE NOEL ET AL	UR	UH
212	371W08BA900	FERNANDEZ LAURA N ET AL	UR	UH
212	371W08BA901	FERNANDEZ LAURA N ET AL	UR	UH
212	371W08BA902	FERNANDEZ LAURA N ET AL	UR	UH
212	371W08BA903	FERNANDEZ LAURA N ET AL	UR	UH
212	371W08BA904	FERNANDEZ LAURA N ET AL	UR	UH
213	371W08BD100	MERRIMAN THOMAS W II	UR	UH
213	371W08BD500	WHITTLE J SCOTT TRUSTEE ETA	UR	UH
213	371W08CA101	MEDFORD CITY OF	UR	UH
213	371W08CA104	MEDFORD CITY OF	UR	UH
214	371W08BC1800	MILANI LOUISE	GI	CM
214	371W08BC1801	SE SAR STAN TRUSTEE	GI	CM

# Exhibit C

UGBA Phase 1: ISA GLUP Amendment (file no. CPA-13-032)  
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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
214	371W08BC1900	RILEY JOE LEE TRUSTEE	GI	CM
215	371W08BC2802	TOWER BUSINESS PARK OWNERS	GI	CM
215	371W08BC2804	TOWER BUSINESS PARK OWNERS	GI	CM
215	371W08C100	MEDFORD READY-MIX CONCRETE	GI	UH
215	371W08C101	MEDFORD CITY OF	GI	UR
215	371W08C200	MEG LLC	GI	CM
215	371W08C201	MEG LLC	GI	CM
215	371W08C202	MEDFORD CITY OF	GI	UR
215	371W08C300	MEG LLC	GI	CM
215	371W08C301	MEG LLC	GI	CM
215	371W08C400	MEG LLC	GI	CM
215	371W08C401	MEG LLC	GI	CM
215	371W08C500	HOLT BARRY W ET AL	GI	CM
215	371W08C600	HAL PACIFIC PROPERTIES LP	GI	CM
215	371W08C600	HAL PACIFIC PROPERTIES LP	GI	UH
215	371W08C700	HELLER-BIRD REAL PROPERTIES	GI	CM
215	371W08C800	PCBP PROPERTIES INC	GI	UH
215	371W08CA239	MEDFORD CITY OF	GI	UR
216	371W051100	COKER BUTTE PROPERTIES LLC	GI	CM
216	371W051200	HADLEY FAMILY LLC	GI	CM
216	371W051300	FERGUSON WILLIAM H (TOD) ET	GI	CM
216	371W051400	HADLEY FAMILY LLC	GI	CM
240	371W17DD1000	BEICK RON F/MOLLY M	UR	UM
240	371W17DD1100	BARCHET WILLIAM ET AL	UR	UM
240	371W17DD700	BARCHET WILLIAM ET AL	UR	UM
240	371W17DD800	SHELTON FARMS LLC ET AL	UR	UM
240	371W17DD900	BEICK RON F/MOLLY M	UR	UM
250	371W17CB4500	FOUR SQUARE GOSPEL CHURCH	UR	UM
310	371W21A300	BELLA VISTA HEIGHTS LLC	UR	UM
310	371W21A400	REEN WILLIAM W/GWEN R	UR	UM
310	371W21AB1000	O'HARE ARTHUR	UR	CM
310	371W21AB1200	O'HARE ARTHUR	UR	UM
310	371W21AB1500	O'HARE ARTHUR/O'HARE DIANE	UR	UM
310	371W21AB1600	TRIN CORP 401K ROTH PROFIT	UR	UM
310	371W21AB1900	TRIN CORP 401K ROTH PROFIT	UR	UM
310	371W21AB2000	TRIN CORP 401K ROTH PROFIT	UR	UM
310	371W21AB900	DUBS ARTHUR R	UR	CM
510	371W32B3600	NASH HOLDINGS LLC ET AL	UR	CM

# Exhibit C

UGBA Phase 1: ISA GLUP Amendment (file no. CPA-13-032)  
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January 15, 2014

ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
510	371W32B3604	NASH HOLDINGS LLC	UR	CM
510	371W32B3605	NASH HOLDINGS LLC	UR	CM
510	371W32B4708	TRF NORTHWEST INC ET AL	UR	CM
510	371W32B4802	JACKSON COUNTY	UR	CM
510	371W32C100	NASH LORENE R	UR	UH
510	371W32C1300	KIMS RESTAURANT INC	UR	UH
510	371W32C1400	LEE HANG TRUSTEES	UR	UH
510	371W32C1500	KIMS RESTAURANT INC	UR	UH
510	371W32C1501	KIMS RESTAURANT INC	UR	UH
510	371W32C1600	KIMS RESTAURANT INC	UR	UH
510	371W32C1700	FONG BETTY L TRUSTEE ET AL	UR	UH
510	371W32C1800	SHIPLEY JANET K/LEE ART W	UR	UH
510	371W32C1900	SASSER S MICHAEL TRUSTEE ET	UR	UH
510	371W32C200	KOLLN MICHAEL T TRUSTEE ET	UR	CM
510	371W32C2000	LEE GENE L/LEE MICHAEL C	UR	UH
510	371W32C2100	MICHAEL CECIL L	UR	UH
510	371W32C2200	COLIN EDWIN R	UR	UH
510	371W32C2201	PAAUWE JON H	UR	UH
510	371W32C2300	ROGERS KIMBERLY A/MICHAEL J	UR	UH
510	371W32C2301	COLES CINDY	UR	UH
510	371W32C2401	NASH LLC	UR	UH
510	371W32C2700	NASH LLC	UR	UH
510	371W32C2800	COLES JERRY L/MARJORIE J	UR	UH
510	371W32C2900	COLES JERRY L/MARJORIE J	UR	UH
510	371W32C3000	CRAWFORD FAMILY PROPERTIES	UR	UH
510	371W32C3100	KELLY PATRICIA G	UR	UH
510	371W32C3201	BRAY DOROTHY N	UR	UH
510	371W32C3202	HOLT REX A	UR	UH
510	371W32C3300	FONG MAGEN L TRUSTEE ET AL	UR	UH
510	371W32C3400	FONG HENRY W	UR	UH
510	371W32C3500	FONG MAGEN LANE	UR	UH
510	371W32C3600	JOHNSON VANETTA	UR	UH
510	371W32C3700	TROWBRIDGE GEORGE IV/LINDA	UR	UH
510	371W32C3800	GAN DANIEL	UR	UH
510	371W32C3900	FOREMAN LINDA C TRUSTEE ET	UR	UH
510	371W32C4000	JOHNSON PATRICIA L/MICHAEL	UR	UH
510	371W32C4001	HARDING DONALD/ZELMA	UR	UH
510	371W32C4100	SCHARFF MARK W ET AL	UR	UH

# Exhibit C

UGBA Phase 1: ISA GLUP Amendment (file no. CPA-13-032)  
Staff Report

January 15, 2014

ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
540	371W31A3700	KOGAP ENTERPRISES INC	CM	UM
540	371W31A3800	KOGAP ENTERPRISES INC	UR	UM
540	371W31D400	KOGAP MANUFACTURING CO	UR	UM
540	371W31D401	KOGAP ENTERPRISES INC	UR	UM
540	371W31D500	KOGAP MANUFACTURING CO ET A	UR	UM
540	371W31D800	KOGAP ENTERPRISES INC	UR	UM
620	381W06B1000	JOHNSON STEVEN ROBERT ET AL	UR	UM
620	381W06B1100	FULLER TROY ALAN	UR	UM
620	381W06B1200	CRAIG DARLEY P	UR	UM
620	381W06B1300	KIRKLAND BRIAN K	UR	UM
620	381W06B400	WEST MAIN CHURCH OF CHRIST	UR	UM
620	381W06B500	HOUSTON RICHARD W	UR	UM
620	381W06B600	TOSSAVAINEN PATRICIA F TRUS	UR	UM
620	381W06B700	STEVENS MELODY TRUSTEE ET A	UR	UM
620	381W06B800	CRANER CORDY	UR	UM
620	381W06B900	WAGNER GEORGE LEROY JR	UR	UM
620	382W01AA3900	WEST MAIN CHURCH OF CHRIST	UR	UM
620	382W01AA4000	WEST MAIN CHURCH OF CHRIST	UR	UM
620	382W01AA4100	NELSON CHRISTIAN/YUMIKO	UR	UM
620	382W01AA4200	WEST MAIN CHURCH OF CHRIST	UR	UM
620	382W01AA4300	LEAMONS DOROTHY J ET AL	UR	UM
620	382W01AD100	LEAMONS DOROTHY J ET AL	UR	UM
620	382W01AD200	MC CLEAREN RONALD D/TAMELA	UR	UM
620	382W01AD300	BEWKES JEFFREY SCOTT	UR	UM
620	382W01AD400	WESTCOTT SANDRA LYNN	UR	UM
620	382W01AD500	NICHOLS VIRGINIA A ET AL	UR	UM
620	382W01AD600	DEWEY RONALD L/KAREN E	UR	UM
620	382W01AD700	E-CO HOMES NORTHWEST LLC	UR	UM
620	382W01AD800	HERNDOBLER MARK L/DONNA M	UR	UM
630	372W35AC1700	WARREN PETER L TRUSTEE ET A	UR	UM
630	372W35AC1800	TURMAN DOUGLAS R/HEATHER NI	UR	UM
630	372W35AC1900	BENCOMO OSWALDO N/MARIA ISA	UR	UM
630	372W35AC2000	CRIST DOROTHY A	UR	UM
630	372W35AC2100	MOORE MARION J/ALICE J	UR	UM
630	372W35AC2200	NANKERVIS EVELYN J TRUSTEE	UR	UM
630	372W35AC3400	ROSS BONNI	UR	UM
630	372W35AC3500	BRUSH ALBERT LEE/MENDA M	UR	UM
630	372W35AC3600	HUXTABLE GARY E/SALLY	UR	UM

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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
630	372W35AC3700	BRUSH ALBERT L/MENDA M	UR	UM
630	372W35AC3800	HENDERSON WILLIAM A/ALOIS M	UR	UM
630	372W35AC3900	EPPINGER DEAN E TRUSTEE	UR	UM
630	372W35AC4000	BOGARDUS MARCI D	UR	UM
630	372W35AC4100	LATIMER SHERRY ET AL	UR	UM
630	372W35AC4200	CONSTABLE LEWIS R/MARILYN	UR	UM
630	372W35B3502	WHITE JAMES	UR	UM
630	372W35B3503	ARTHUR MORRIS R/DONNA G	UR	UM
630	372W35DA1200	CITY OF MEDFORD	UR	CM
630	372W35DA1300	WEISS DEVELOPMENT CORP	UR	CM
630	372W35DA1400	WEISS DEVELOPMENT CORP	UR	CM
630	372W35DA1500	TAMBELLINI DANIEL	UR	CM
630	372W35DB1000	NATIONSTAR MORTGAGE LLC	UR	UM
630	372W35DB1100	TURNER-GERLACH BRYAN ET AL	UR	UM
630	372W35DB1200	PALMER WILLIAM R/VALERIE J	UR	UM
630	372W35DB1300	HUFF PATRICK A/BLACK-HUFF S	UR	UM
630	372W35DB1400	DOCK IAN ET AL	UR	UM
630	372W35DB1500	VANINETTI JESSICA R	UR	UM
630	372W35DB1600	DUNCAN LOUISE	UR	UM
630	372W35DB1700	BECK JON A	UR	UM
630	372W35DB1800	HILLMAN LINCOLN E	UR	UM
630	372W35DB1900	CLARK COREEN K	UR	UM
630	372W35DB2100	HOVELMAN JOSEPH E	UR	UM
630	372W35DB2300	CUTTING KEVIN A/KRISTINA N	UR	UM
630	372W35DB2500	GODFREY DENNIS A/ANNETTE J	UR	UM
630	372W35DB2501	THOMAS LAGUNE ESTATES II LL	UR	UM
630	372W35DB800	ZASTERA MITCHELL L	UR	UM
630	372W35DB801	THOMAS LAGUNE ESTATES II LL	UR	UM
630	372W35DB900	LANGSTON DARRYL L/DIANNE	UR	UM
630	372W35DC100	HILLMAN LINCOLN E	UR	UM
630	372W35DC1300	BUSS CLETA V TRUSTEE ET AL	UR	UM
630	372W35DC1400	THOMAS SHARON M	UR	UM
630	372W35DC1500	MILLER FRANK J/LORILEE E	UR	UM
630	372W35DC1600	PAULK PATRICIA E	UR	UM
630	372W35DC1700	PAULK PATRICIA E	UR	UM
630	372W35DC1800	PAULK PATRICIA E	UR	UM
630	372W35DC1900	BODENSTAB JOHN H ET AL	UR	UM
630	372W35DC200	LANGSTON TERRISA L	UR	UM

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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
630	372W35DC2000	FITZSIMMONS MATT /MARY C	UR	UM
630	372W35DC300	DELOVELY PROPERTIES LLC ET	UR	UM
630	372W35DC400	THOMAS LAGUNE ESTATES II LL	UR	UM
630	372W35DC500	SMITH VICTOR/DIXIE	UR	UM
630	372W35DC600	LEXOW DAVID J	UR	UM
630	372W35DC700	MUNROE RONALD L	UR	UM
630	372W35DC800	MUNROE TOBY M/ALISHA N	UR	UM
630	372W35DD100	COOK ASHLEIGH E ET AL	UR	UM
630	372W35DD1000	WALTON PETER H	UR	UM
630	372W35DD1200	SMITH CHARLES ALLEN/FATINA	UR	UM
630	372W35DD1300	SMITH CHARLES ALLEN/FATINA	UR	UM
630	372W35DD1400	MILLER WILLIAM/CHRISTINE	UR	UM
630	372W35DD200	ALBRIGHT RALPH LAWRENCE/LYN	UR	UM
630	372W35DD201	ALBRIGHT RALPH LAWRENCE ET	UR	UM
630	372W35DD202	NATIONS LENDING LLC	UR	UM
630	372W35DD2100	SEARS CHARLES T TRUSTEE	UR	UM
630	372W35DD2200	KIVETT JASON L/LANEE' C	UR	UM
630	372W35DD2300	MORSE JENNIFER K ET AL	UR	UM
630	372W35DD2400	STARNES GWENDOLYN E	UR	UM
630	372W35DD2500	O'CONNOR DOROTHY L	UR	UM
630	372W35DD2600	LEBHARDT ANNETTE RENE	UR	UM
630	372W35DD2700	LEBHARDT ANNETTE RENE	UR	UM
630	372W35DD2800	LEBHARDT ANNETTE RENE	UR	UM
630	372W35DD2900	JDJ INVESTMENTS 1 LLC	UR	UM
630	372W35DD300	NATIONS LENDING LLC	UR	UM
630	372W35DD3000	NICHOLSON KURT/DONNA	UR	UM
630	372W35DD400	KAIMIE CHARLES T TRUSTEE ET	UR	UM
630	372W35DD500	HENDERSON MAUREEN A	UR	UM
630	372W35DD600	READ LAURA A	UR	UM
630	372W35DD700	HOGUE JUDITH ANN	UR	UM
630	372W35DD800	PADILLA HENRY L ET AL	UR	UM
630	372W35DD900	HENDERSON MAUREEN TRSTE FBO	UR	UM
640	372W26DD1900	KELLY DONALD DAVID JR/WILKI	UR	UM
640	372W26DD2000	MATEOS NEFTALI JACOB ESCOBA	UR	UM
640	372W26DD2100	GILLISPIE SHAWN D/NICOLA K	UR	UM
640	372W26DD2200	HOFF SID DANNY	UR	UM
640	372W26DD2300	RUSHTON RICHARD L	UR	UM
640	372W26DD2301	YARBROUGH CAROL A ET AL	UR	UM

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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
640	372W26DD2400	BROWN KAREN L	UR	UM
640	372W26DD2500	SCHAFFER MERNA FAMILY TRUST	UR	UM
640	372W26DD2600	ESELIN JOSEPH D/CAROLE L	UR	UM
640	372W26DD2700	ZIESER DIANE M	UR	UM
640	372W26DD2800	ROBERTS DERRICK ET AL	UR	UM
640	372W26DD2900	WALKER DONNIE G/ZANNA L	UR	UM
640	372W26DD3000	DEFORD GRETCHEN V TRUSTEE E	UR	UM
640	372W26DD3100	LE BLANC DALE R/ROBERTA L	UR	UM
640	372W26DD3200	TRUJILLO LEONARDO CALVILLO	UR	UM
640	372W26DD3300	MARTIN GREGORY/CHRISTY	UR	UM
640	372W26DD3400	MARTIN GREGORY S/CHRISTY E	UR	UM
640	372W35AA100	BIEGHLER HELEN M TRUSTEE ET	UR	UM
640	372W35AA1400	TAYLOR MARK L	UR	UH
640	372W35AA1500	CHAMBERS SHELDON O	UR	UH
640	372W35AA1700	STEVENS RICHARD TRUSTEE	UR	UH
640	372W35AA1800	STEVENS MELODY TRUSTEE ET A	UR	UH
640	372W35AA1900	MILLHOUSE CLARENCE A	UR	UH
640	372W35AA2000	HANNON BLADE/SANDRA L	UR	CM
640	372W35AA2100	NADLER MALCOLM S/VALERIE G	UR	CM
640	372W35AA2200	SARKARIA GURDIAL/HARBHAJAN	UR	CM
640	372W35AA2300	ATKINSON DONALD P/DELINDA G	UR	CM
640	372W35AA2400	EGAN DONNA M	UR	UH
640	372W35AA2500	CHAMBERS SHELDON ONDAS	UR	UH
640	372W35AA2600	CHAMBERS SHELDON O	UR	UH
640	372W35AA2700	OSBORN BEULAH M	UR	UH
640	372W35AA2800	DAY CONNIE L	UR	UH
640	372W35AA2900	MURCH MARJORIE R	UR	UH
640	372W35AA300	SANDOVAL LEO	UR	UH
640	372W35AA3000	DIETZ KIRK L/CINDY L	UR	UM
640	372W35AA3100	RICKS JUDITH A	UR	UM
640	372W35AA3200	RICKS JUDITH A	UR	UM
640	372W35AA3300	ENDERLIN JUDITH A	UR	UM
640	372W35AA3400	ENDERLIN JUDITH A	UR	UM
640	372W35AA400	NATIONS LENDING LLC ET AL	UR	UH
640	372W35AA500	EMERSON BRUCE R/ALTHEA	UR	UH
640	372W35AA600	EMERSON BRUCE R/ALTHEA	UR	UH
640	372W35AA700	EMERSON BRUCE R/ALTHEA	UR	UH
640	372W35AA800	NATIONS ENTERPRISES LLC	UR	UH

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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
640	372W35AD3000	STEVENS MELODY TRUSTEE ET A	UR	UH
670	372W35AB1300	FIRST SOUTHERN BAPTIST	UR	UM
670	372W35AB1400	REID LINDA R/CARRIGAN CY MA	UR	UM
670	372W35AB1500	PARTSAFAS CLINTON W/MARY	UR	UM
670	372W35AB1600	PARTSAFAS CLINTON W/MARY A	UR	UM
670	372W35AB1700	MALONE MICHAEL P SR/RUTH E	UR	UM
670	372W35AB1800	WILSON LINDA D	UR	UM
670	372W35AB1900	RADER EARL L TRUSTEE FBO	UR	UM
670	372W35AB2000	RADER EARL L ET AL	UR	UM
670	372W35AB2100	RADER EARL L ET AL	UR	UM
670	372W35AB2200	FREELAND JOANN R	UR	UM
670	372W35AB2300	STELLA JOSEPH/CHRISTINE	UR	UM
670	372W35AB2400	WATSON PATRICIA	UR	UM
670	372W35AB2500	STELLA JOE/CHRISTINE	UR	UH
670	372W35AB2600	ANDERSON JEFFREY	UR	UH
670	372W35AB2700	ATKINSON DONALD PATRICK	UR	UM
670	372W35AB2800	ATKINSON ROBERT I/LINDA K	UR	UM
670	372W35AB2900	GOLDEN WENDY C	UR	UM
670	372W35AB3001	STANFIELD RICHARD/NITA I	UR	UM
670	372W35AB3100	STANFIELD RICHARD/NITA I	UR	UM
670	372W35AB3200	FENDER JACK R	UR	UM
670	372W35AB3201	STANFIELD RICHARD/NITA I	UR	UM
670	372W35AB3300	LAMB LAURICE LEE	UR	UM
670	372W35AB3400	BEESEY DOROTHY L	UR	UM
670	372W35AB3500	LONGIE GEORGE E TRUST	UR	UM
670	372W35AB3600	LONGIE GEORGE E TRUST	UR	UM
670	372W35AB3700	HACKETT TROY D/KELLY SMITH-	UR	UM
670	372W35AC100	CAPSEY ROBERT M/CAPSEY ELIZ	UR	UH
670	372W35AC200	REDHA ABDUL J ET AL	UR	UH
670	372W35AD1900	LEE CLOE M TRUSTEE ET AL	UR	UH
718	372W26AC1200	HOUSING AUTHORITY JACKSON C	UR	UH
718	372W26AC2200	KODIAK LLC	UR	CM
718	372W26AC2900	KODIAK LLC	UR	CM
718	372W26AD4400	KODIAK LLC	UR	CM
719	372W26DB1600	CHAMPION RANCE E/JANICE G	UR	UM
730	372W24DA13400	DIAZ GENARO/IRMA	UR	UM
730	372W24DA13500	DAY WILLIAM C/JUDITH ANNE	UR	UM
730	372W24DA13600	PARRIS RONALD A	UR	UM

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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
730	372W24DA13700	FAULKENBERG EMMET	UR	UM
730	372W24DA13800	FAULKENBERG EMMET	UR	UM
730	372W24DA14600	SALVATION ARMY	UR	UM
730	372W24DA14700	PAYNE JACK	UR	UM
730	372W24DA1500	IRELAND ALICE H TRUSTEE ET	UR	UM
730	372W24DA15400	MILLER LYNDA	UR	UM
730	372W24DA15500	BRAY WALTER W	UR	UM
730	372W24DA15600	MONTAGUE BILL/RUTH L	UR	UM
730	372W24DA15700	HEARTS WITH A MISSION	UR	UM
730	372W24DA1600	BELANGER ROBERT/WENDY	UR	UM
730	372W24DA1700	SPECIAL PROPERTY VI LLC	UR	UM
730	372W24DA1800	JACKSON COUNTY	UR	UM
730	372W24DA1900	CHAMBERS JAMES C SR/CHRISTE	UR	UM
730	372W24DA2000	LUXUS PROPERTIES LLC	UR	UM
730	372W24DA2100	BLANDINO MARTHA L/ERNALDO J	UR	UM
730	372W24DA2200	INVESTORS FINANCIAL LIMITED	UR	UM
730	372W24DA2300	CARRILLO MARIO/MARGARET	UR	UM
730	372W24DA2400	ESTRADA MARIA ESTRADA	UR	UM
730	372W24DA2500	COMPEAU JAMES L TRUSTEE ET	UR	UM
730	372W24DA2600	NIANTIC LLC	UR	UM
730	372W24DA2700	STATLER JOHN J	UR	UM
730	372W24DA2800	SUESS MEGAN	UR	UM
730	372W24DA2900	WESTERMAN MIKE T/CAIN-WESTE	UR	UM
730	372W24DA3000	HUNT JAMES/SUSAN	UR	UM
730	372W24DA3100	HANG ANH P/LAN T	UR	UM
730	372W24DA3200	BLANDINO ERNALDO J/MARTHA L	UR	UM
730	372W24DA3300	HORTON CRAIG DEAN TRUSTEE E	UR	UM
730	372W24DA3400	LEE HAROLD E/LINDA L	UR	UM
730	372W24DA3500	MBZ LLC	UR	UM
730	372W24DA3600	REAL PROPERTY GROUP INC	UR	UM
730	372W24DA3700	IRELAND ALICE H TRUSTEE ET	UR	UM
730	372W24DA3900	FRANTZ THOMAS W	UR	UM
730	372W24DA4000	SALVATION ARMY	UR	UM
730	372W24DA4100	SALVATION ARMY THE	UR	UM
730	372W24DA4200	SALVATION ARMY	UR	UM
730	372W24DA4300	SALVATION ARMY THE	UR	UM
730	372W24DA4400	SHAND ROBERT C/PAULE D	UR	UM
730	372W24DA4500	NELSON DONNA J	UR	UM

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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
730	372W24DA4600	PELAYO MARIA ACEVEDA	UR	UM
730	372W24DA4700	HERNANDEZ MIGUEL A	UR	UM
730	372W24DA4800	FIGUEROA LUIS	UR	UM
730	372W24DA4900	MARQUESS KELLY RAE	UR	UM
730	372W24DA5000	MILES DONALD E	UR	UM
730	372W24DA5100	MACIAS MARIA	UR	UM
730	372W24DA5200	SALAK MICHAEL SHAWN ET AL	UR	UM
730	372W24DA5300	ECKHARDT MARK A/KAREN E	UR	UM
730	372W24DA5400	JENSEN JILL	UR	UM
730	372W24DA5600	STALCUP ERNIE	UR	UM
730	372W24DA5700	VILLA CARLOS/A M MENDEZ	UR	UM
730	372W24DA5800	TANNER ROGER REV LIV TRUST	UR	UM
730	372W24DA5900	HOLLOWAY JESSICA O	UR	UM
730	372W24DA6000	HAUSA FRANCIS C	UR	UM
730	372W24DA6100	SANCHEZ HECTOR	UR	UM
730	372W24DA6200	DUTEY RANDALL L	UR	UM
730	372W24DA6300	SNOPL TIM	UR	UM
730	372W24DA6400	VANCAMP CINDY	UR	UM
730	372W24DA6500	HAMMOND DENNIS W/SANDRA L	UR	UM
730	372W24DA6600	M LUCILLE FIELDS TRSTE FBO	UR	UM
730	372W24DA6700	SOARES ERNEST C/RUTH D	UR	UM
730	372W24DA6800	DITZLER BENJAMIN ET AL	UR	UM
730	372W24DA6900	BOUGHTON SANDRA L	UR	UM
730	372W24DA7000	BERRY RICHARD	UR	UM
730	372W24DA7100	HANNI ROBERT ARTHUR/MILLER	UR	UM
730	372W24DA7200	DAIDONE HELENE	UR	UM
730	372W24DA7400	DAY WILLIAM C/JUDITH ANNE	UR	UM
730	372W24DA7500	SNOOK CHERYL RENE	UR	UM
730	372W24DA7600	HANNI ROBERT A/MILLER CHERI	UR	UM
730	372W24DA7700	BELGARDE CHARLES L ET AL	UR	UM
730	372W24DA7800	CORNOYER JAMES SR/ALICE DIA	UR	UM
730	372W24DA7900	ROBERTSHAW CANON S/GRYNICK	UR	UM
730	372W24DA8000	LEE HAROLD/LINDA	UR	UM
730	372W24DA8100	HESLER SCOTT/GRACE	UR	UM
730	372W24DA8200	JACK KEVIN	UR	UM
730	372W24DA8300	FORSYTH WAYNE	UR	UM
730	372W24DA8400	RAPP WILLIAM R JR/VALERIE A	UR	UM
730	372W24DA8500	MOON ROGER D/JOJANE	UR	UM

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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
730	372W24DA8600	TANGUAY LARRY	UR	UM
740	372W25AA5700	MURPHY MARALEE PROPERTIES L	UH	CM
740	372W25AA5701	BDL PROPERTIES LLC	UH	CM
750	371W30CD7700	MCGINTY CLIFFORD M TRUSTEE	HI	CM
750	371W30CD7800	TERPENING WILLIAM CO-TRSTE	HI	CM
750	371W30CD7900	LAUGHMAN MICHAEL F/CHRISTIN	HI	CM
750	371W30CD8000	SCOTT HOBY	HI	CM
750	371W30CD8100	SCOTT HOBY	HI	CM
750	371W30CD8200	KANTOR FAMILY LLC	HI	CM
750	371W30CD8300	LA CLINICA DEL VALLE FAMILY	HI	CM
750	371W30CD8400	GREAT WEST LLC	HI	CM
750	371W30CD8500	GREAT WEST LLC	HI	CM
750	371W30CD8600	GREAT WEST LLC	HI	CM
750	371W30CD8700	HARPER HERBERT E	HI	CM
750	371W30CD8800	RAVENNA PROPERTIES LLC	HI	CM
750	371W31AB200	NATIONAL ADV CO DBA CBS OUT	HI	CM
750	371W31AB200	NATIONAL ADV CO DBA CBS OUT	HI	CM
750	371W31AB200	PIERCE L JOHN/MARIANNE	HI	CM
750	371W31AB300	EQUILON ENTERPRISES LLC	HI	CM
750	371W31AB400	HAWKINS DANIEL P TRUSTEE ET	HI	CM
750	371W31AB500	COLVIN STATIONS INC	HI	CM
760	372W24DC702	SIMS SELF STORAGE LLC	HI	CM
760	372W24DD19100	MARINCUS BENJAMIN	HI	CM
760	372W24DD19200	LINDORF ERIC R/TRACY L	HI	CM
760	372W24DD2700	WILSON ALFRED MICHAEL	HI	CM
760	372W24DD2800	LIME CATHIE L P TRUSTEE ET	HI	CM
760	372W24DD2900	SUPPRESSION #28	HI	CM
760	372W24DD3100	MC NEAL STEVEN F	HI	CM
760	372W24DD3200	MC NEAL STEVEN F	HI	CM
810	372W13AB1000	MINEO BALDASSARE J JR	UR	UH
810	372W13AB1100	JACKSON CO HUMANE SOCIETY	UR	UH
810	372W13AB1200	MINEO BALDASSARE JAMES JR	UR	UH
810	372W13AB1300	GAGICH WAYNE	UR	UH
810	372W13AB1301	BRAY BERT L/MARYANN	UR	UH
810	372W13AB1302	TOMA COSMIN B ET AL	UR	UH
810	372W13AB1303	LOPEZ RAUL RAMIREZ	UR	UH
810	372W13AB1400	LAKE GLEN/MARCI	UR	UH
810	372W13AB1500	KEITH ROBERT LARRY/BEVERLY	UR	UH

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ISA	Map/lot no.	Owner	Current GLUP	Analyzed GLUP
810	372W13AB1600	HOOVER MYRTLE ANN	UR	UH
810	372W13AB1700	HOUSEHOLDER PROPERTY MANAGE	UR	UH
810	372W13AB400	LA FEVER CLYDE C TRUSTEE	UR	UH
810	372W13AB401	BLEVINS OMA E ET AL	UR	UH
810	372W13AB402	BRUCE TREVOR H/KATHRYN E	UR	UH
810	372W13AB500	BLEVINS OMA E/CHICANO ELISH	UR	UH
810	372W13AB501	BLEVINS OMA E ET AL	UR	UH
810	372W13AB600	MC NEEL JOHN C	UR	UH
810	372W13AB700	ANIASCO DORCAS D	UR	UH
810	372W13AB701	LOZANO MICHELE I/FERNANDO E	UR	UH
810	372W13AB900	MINEO BALDASSARE JAMES JR	UR	UH
810	372W13AB901	BOND HEDLEY W	UR	UH
930	371W21A1500	ROCKY KNOLL LLC	UR	UM
930	371W21C100	ROCKY KNOLL LLC	UR	UM
930	371W21C2400	WAYDA DAVID W/TRACEY C	UR	UM
930	371W21C2401	SCHULER FRITZ/CAMILLE	UR	UM
930	371W21C2402	CHISHOLM RICHARD J/CAROL A	UR	UM
930	371W21C2500	TOWNE WESLEY K/JENNIE C	UR	UM
930	371W21C2601	MOSTUE EMILY C ET AL	UR	UM
930	371W21C2700	ROCKY KNOLL LLC	UR	CM
930	371W21C2800	ROCKY KNOLL LLC	UR	CM
930	371W21D102	ROCKY KNOLL LLC	UR	UM
940	371W20AB3500	OWENS MARION ELIZABETH	UR	UM
940	371W20AC1700	WYNDHAVEN PROPERTIES LLC	UR	UM
950	371W20BD1000	BERKELEY HILLS LLC	UR	UM

# Exhibit D

## Comments from Medford Public Works

Comments on transportation system and storm sewer impacts, December 12, 2013

Comments on sanitary sewer system impacts, January 13, 2014

## **PUBLIC WORKS DEPARTMENT STAFF REPORT**

### **Project Description:**

**Consideration of a Class A (major) legislative amendment of the Medford Comprehensive Plan to revise the General Land Use Plan (GLUP) map based an analysis of the Internal Study Areas (ISA) within current Urban Growth Boundary (UGB), which is Phase I of the UGB Amendment process.**

Applicant: City of Medford

The internal areas studied comprise approximately 778 acres within the current UGB of the City of Medford. The ISA's are at various locations within the current UGB as illustrated on the ISA Map. Although, the proposed amendment would change the land use designations for the 778 acres to a more intense use, which places a greater demand on the transportation, sanitary sewer, and storm drain systems, it is more sustainable and less costly to provide more intense uses within the current boundaries rather than expanding the boundaries and spreading development outward. Keeping the more intense development within the current UGB and creating mixed uses has the following benefits:

1. Generates fewer vehicular trips,
2. Produces fewer miles of roads to maintain,
3. Offers more opportunities for public transportation,
4. Makes it easier to provide more biking and walking opportunities,
5. Shorter travel distances for school buses, trash collection, emergency response,
6. Maximizes existing infrastructure,
7. Reduced maintenance costs for shorter utility networks

The Public Works Department has been involved in the analysis of the City's transportation, sanitary sewer, and storm drain systems and have the following comments related to the proposed amendment to the Medford GLUP map:

### **1. Transportation System**

The City of Medford received a Transportation and Growth Management (TGM) Grant that is funding the future growth analysis, and retained Kittelson and Associates to perform the technical analysis of the transportation system. The City and Kittelson selected 79 intersections where a higher order street intersects with another higher order street, which are the intersections Kittelson studied for the TSP. Planning level analysis determined that the operation of approximately 36 of these intersections will fall below Level of Service (LOS) 'D', which is currently the City's minimum standard for intersection performance.

Public Works and Planning went before City Council at a study session on March 7, 2013 to seek guidance on how to proceed with the study, whether to allow a lowering of LOS, or adjusting the street system development charges to provide funding for the improvements to the infrastructure to ensure the current LOS can be met. City Council recommended that the consultant look at a hybrid approach to dealing with LOS and a potential modification to the system development charges.

The TGM Grant expired at the end of June and the consultant has not been able to finish this work. ODOT has agreed to pay for the remainder of the work the consultant needs to do to complete the TSP updates. This contract was prepared by ODOT, and is currently in review, but Kittelson is still not under contract. It is anticipated that this work will start again in mid-January, 2014, but it is unknown when information will be available for Council to make a decision on LOS.

## **2. Sanitary Sewer System**

Public Works performed a planning level review of the sanitary sewer system, using the 2005 Sanitary Sewer Master Plan (SSMP) as a basis. The SSMP projected future peak wet weather flows based on the current zoning of land within the City and UGB. Under this review, Public Works analyzed what the expected added future peak wet weather flow would be under the proposed land use designations. Of the proposed 778 acres total area, 218 acres would need upgrades to the sanitary sewer system prior to development. These downstream sanitary sewer upgrades could be done by developers prior to development, or possibly by the City, depending on the City's Capital Improvement Program priorities.

## **3. Storm Drain System**

The City's storm drain system was not analyzed since new development is required to mitigate the stormwater runoff from their development to pre-developed flows.

CITY OF MEDFORD  
Interoffice Memorandum

RECEIVED  
JAN 13 2014  
PLANNING DEPT

January 13, 2014

TO: John Adam

FROM: Roger Thom

SUBJECT: UGB - IAS

John:

Public Works has reviewed our sanitary sewer system with consideration to impacts from development under the current proposal for UGB – IAS. Some of the sanitary sewer system will require up sizing to accommodate a zone change. Please refer to the attached study for detailed information on the effect of each IAS area. If you need further information or clarification, please contact me.

## UGB IAS Sanitary Sewer Capacity Study by Public Works

Planning Department has provided a map showing many properties for consideration to change land use designation. In most cases the change will result in an increase in flows to the sanitary sewer system. We used the City of Medford 2004 Sanitary Sewer Master Plan in determining the flows and capacities for this study. Public Works has reviewed the UGB IAS and finds the following:

Many properties may not zone change at this time due to sanitary sewer capacity limitations. We have listed each area and the associated serviceability. There are many areas on the northeast side of town that may not be zone changed at this time due to capacity in our trunk sewer that runs along the south side of the Airport - we refer to this line as "terminal spur". Another limiting condition is the capacity of a 12" line near Lone Pine Road at Inverness. We anticipate both areas will be upsized within approximately 10 years.

ISA 212 - The City serves the southern half of this property, RVSS serves the northern portion. 8" SS in Springbrook needs to be upsized to accommodate ZC. Terminal spur also needs to be upsized to allow ZC.

ISA 213 - 8" SS in Springbrook needs to be upsized to accommodate ZC. Terminal spur also needs to be upsized to allow ZC.

IAS 215 - ZC not allowable at this time due to capacity of terminal spur.

IAS 240 - ZC not allowable at this time due to capacity of terminal spur.

IAS 250 - 8" SS needs to be upsized in Whittle, Grandview, and Crater Lake Ave to allow ZC.

IAS 310 - 12" SS needs to be upsized at Inverness. Terminal spur also needs to be upsized to allow ZC.

IAS 714 - Ok to ZC now.

IAS 730 - Ok to ZC now.

IAS 810 - 8" SS in Table Rock Road likely has capacity to allow ZC - need more detailed study accounting for zone changes since last SS master plan of 8/2004.

IAS 930, 5 acre - 8" SS needs to be upsized in Winter Nell Circle to allow ZC.

IAS 930, 13/20/27/28 acre - 12" needs to be upsized at Inverness. Terminal spur also needs to be upsized to allow ZC.

IAS 940 - Ok to ZC now.

IAS 950 - Ok to ZC now.

# Exhibit E

UGBA Phase 1: ISA GLUP Amendment (file no. CPA-13-032)  
Staff Report

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January 15, 2014

Technical Memorandum 4C from Kittelson & Associates

labeled “draft” and undated;

electronic .pdf file date August 8, 2013

## Technical Memorandum #4C: Year 2028 Planning Horizon

This memorandum summarizes the interim year 2028 analysis conducted for the Medford Transportation System Plan Update and Urban Growth Boundary Amendment. The interim year 2028 is based on an estimate of the City's current Urban Growth Boundary (UGB) build-out in the year 2028 in a manner consistent with the zoning designations identified through the City's Internal Study Areas (ISA) process. This memorandum summarizes the anticipated intersection and roadway deficiencies and identifies mitigation measures to address these system needs.

This memorandum includes a discussion of:

- Previously planned and funded roadway improvements included as part of the 2028 analyses
- Applicable roadway performance standards
- Citywide, area-specific, and localized deficiencies and potential improvement needs

### PLANNED ROADWAY PROJECTS

Projects that have already been planned and are considered reasonably likely to be constructed by 2028 were included as part of the 2028 analyses. A description of the purpose and extents of these projects is summarized below.

#### Crater Lake Highway Bypass



Exhibit 1. Schematic illustration of the Crater Lake Bypass.

As illustrated in Exhibit 1, the Crater Lake Highway Bypass is planned east of I-5 to address a highly congested section of OR 62. Traffic volumes on OR 62 in this corridor average more than 46,000 vehicles per day, which is a higher traffic volume than I-5. This project is a critical element of overall regional mobility, and will reduce congestion and improve safety on Highway 62 from

the I-5 North Medford Interchange Vilas Road. Phase 2 of the project is funded as well (pending the final construction costs of Phase 1), and will extend the improvements further north to a new traffic signal at Cory Road. Phase 2 also includes a grade-separated interchange at Vilas Road.

Key project elements include design and construction of 2.1 miles of roadway; a grade-separated bypass and structure; a pedestrian underpass to provide bike/pedestrian connectivity; illumination, signing, and new traffic signals at select intersections. The project also includes design and construction of new access roads. Design coordination with the Airport and Federal Aviation Administration (FAA) were conducted to ensure compliance with runway protection zone restrictions.

This project is funded with monies allocated through Oregon's Jobs and Transportation Act (JTA), passed by the state legislature in the spring of 2009. The funding available for the second phase is dependent upon the cost of the first phase of this project. The overall funding available for the overall project is \$100,000,000 from the JTA funds plus \$23,000,000 in Oregon Transportation Improvement Act (OTIA) III funds.

### **Holly Street Improvements**

Holly Street is classified as a minor collector, connecting the downtown, Barnett Road, Stewart Avenue, and south to Holmes Avenue where the road bends to the west. The Regional Transportation Plan (RTP) identifies the southern extension of Holly Street as a three-lane cross-section to Garfield Avenue. This new connection will better serve Jefferson Elementary School and the adjacent parks, and extend the benefit of this roadway. This \$3.7 million project is planned for construction in 2014.

### **Columbus Avenue Improvements**

Columbus Avenue is classified as a Major Arterial between Sage Road and South Stage. Columbus Avenue extends north of McAndrews as a local access to the City maintenance facility today, but is planned to extend north to complete the missing connection to Sage Road. This new roadway will include a three-lane cross-section along with bicycle lanes and sidewalks. The project is expected to cost approximately \$3 million, with construction anticipated in 2013.

### **Springbrook – Delta Waters Realignment**

Realignment of the offset Springbrook Road/Delta Waters Road intersection is anticipated for construction in 2013. The two "T" intersections are currently offset and unsignalized, creating a discontinuous north-south route that would otherwise connect Hillcrest Road north through Owens Drive. The realigned intersection will contain center turn lanes along with pedestrian and bicycle facilities. This project is expected to cost \$760,000.

### **Lozier Lane Improvements**

In partnership with Jackson County, Lozier Lane between W. Main and Stewart Avenue is planned for urban upgrades consistent with its Major Collector classification. This project will include right-of-way acquisition and design work to accommodate a future three-lane section. Acquisition of right-of-way and design work is scheduled to be complete by 2015, and no construction timeline has yet been established.

### **Garfield Street**

Widening Garfield Street to a three-lane cross-section between Kings Highway and Peach Street is identified as a short-term priority within the Regional Transportation Plan. The project is projected to cost approximately \$620,000. Garfield Street is classified as a minor arterial along this section, and the widening of this two-lane facility to provide multimodal facilities and a better defined section will allow the facility to serve its intended functions.

### **Coker Butte Road Realignment**

As part of the OR 62 improvement plans, Coker Butte was realigned to the north and its intersection with Crater Lake Avenue was relocated and signalized. Projected costs for this project were originally estimated at \$4.6 million. This improvement was recently completed but is included as it reflects a change from the 2007 base model. Coker Butte is a Major Arterial.

### **Stanford Road**

Stanford Road currently ends south of Calle Vista Drive. This roadway would be extended south and would include a three-lane cross-section between Cherry Lane and Coal Mine Road. This project is estimated to cost \$7.5 million. Stanford Road is a major collector south of Barnett Road, and this connection will help to reduce the reliance and local accesses onto Phoenix Road.

### **Owens Drive**

Owens Drive is planned to be extended from Crater Lake Avenue beyond the UGB to Foothill Road. This widening will provide a three-lane cross-section, sidewalks, and bicycle lanes at an estimated cost of \$10 million. This project is considered a Long Range need within the RTP, and builds on other improvement projects in this area. This new connection is expected to help relieve congestion along Delta Waters Road and provide secondary access to the commercial and industrial lands near the airport.

### **Lear Way**

Lear Way is planned as a new two-lane roadway between Coker Butte and Vilas Road. This new roadway is classified as a major collector, with a primary function of relieving the parallel higher-

order facilities and providing business access. The projected cost for this long-term need is \$2.6 million.

**Coker Butte Road**

Widening of Coker Butte Road to a five-lane section between Lear Way and Haul Road is identified as a long-term improvement. Coker Butte was recently improved to the east of this segment through the intersection with OR 62 to Crater Lake Avenue. The western extension of this road will further improve the overall roadway network serving this area along the airport and OR 62.

A map illustrating the location of these programmed projects is provided in Figure 4-1.

**APPLICABLE PERFORMANCE STANDARDS**

ODOT maintains highway facilities in the Medford City limits and has their own set of mobility targets based on intersection volume-to-capacity ratios (v/c ratio). ODOT mobility standards were amended in January 2012 and are now considered mobility targets; the revised mobility targets allow higher levels of congestion within the Medford UGB. Table 1 summarizes the existing ODOT mobility targets.

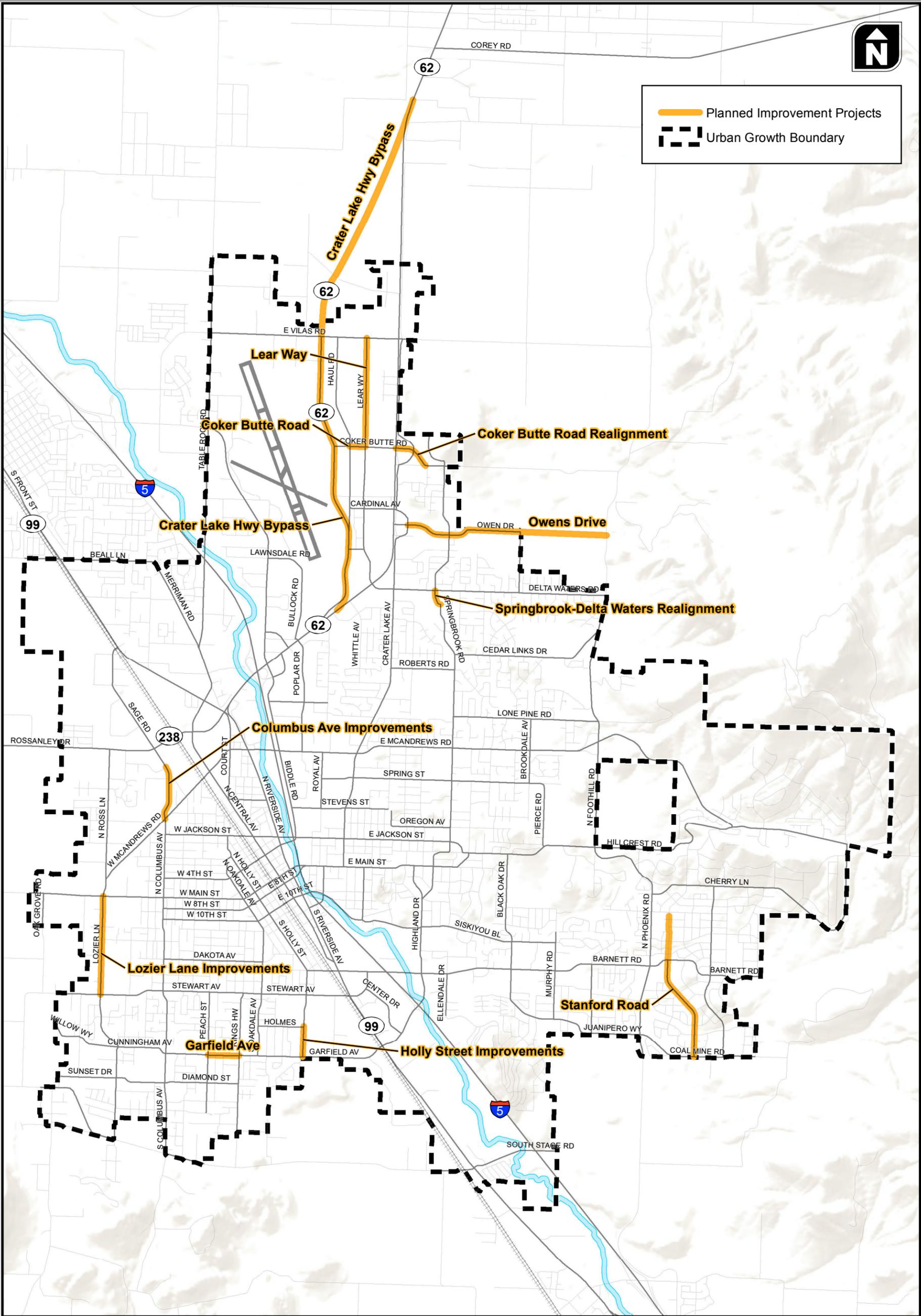
**Table 1. Intersection Performance Standards by Facility Type**

Facility	Functional Classification	Jurisdiction	Performance Standard/ Mobility Target
Interstate 5	Interstate Highway	ODOT	v/c = 0.85
Highway 62	Statewide Expressway (north of Delta Waters)	ODOT	v/c = 0.85
Highway 62	Regional Highway (south of Delta Waters)	ODOT	v/c = 0.90
Interchange Terminals	Varies	ODOT/City	v/c = 0.85/ LOS D
Highway 99	District Highway	ODOT	v/c = 0.95
Highway 238	District Highway	ODOT	v/c = 0.95

Roadways within City of Medford jurisdiction are considered deficient if they operate beyond Level of Service “D”, regardless of intersection control type. As *level of service* reflects a range of vehicular delay and varies with control type, this singular standard makes comparison between intersections with different control types difficult. At signalized or all-way stop-controlled intersections this metric describes an overall average delay experienced by motorists on all approaches. At stop-sign controlled intersections and roundabouts this delay is defined by the most difficult maneuver (*critical movement*), while other movements (typically higher-volume movements) will operate better than what is reported.



 Planned Improvement Projects  
 Urban Growth Boundary



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# Planned Improvement Projects

Figure  
4-1

In addition, by definition the threshold for Level of Service “D” changes between control types. For signalized intersections Level of Service “D” is exceeded with more than 55 seconds of average delay per vehicle. At stop-sign and roundabout controlled intersections Level of Service “D” is exceeded with 35 or more seconds of delay for the most difficult maneuver. Level of service ranges for signalized and unsignalized intersections are summarized in Table 2.

**Table 2. Intersection Level of Service Ranges by Control Type**

LOS	Signalized Intersection (Average Overall Control Delay)	All-Way Stop-Controlled Intersections (Average Overall Control Delay)	Side-Street Stop & Roundabouts (Critical Movement Delay)
A	≤10 sec	≤10 sec	≤10 sec
B	10-20 sec	10-15 sec	10-15 sec
C	20-35 sec	15-25 sec	15-25 sec
D	35-55 sec	25-35 sec	25-35 sec
E	55-80 sec	35-50 sec	35-50 sec
F	≥80 sec	≥50 sec	≥50 sec

Accordingly, in reporting performance not only was the Level of Service noted, but type of intersection control and other typical metrics are also provided to better compare operations between locations and control types. For the base analysis it was assumed that City of Medford and ODOT mobility targets/standards would remain unchanged.

**SYSTEM PERFORMANCE**

As outlined within the technical appendices, forecast traffic volumes were developed at the study intersections based on land use information (as prepared by the City and ODOT within the RV3 travel demand model), traffic counts, and post-processing using the National Cooperative Highway Research Program (NCHRP) Report 255 methodology. Citywide, traffic volumes are projected to increase, on average, approximately 36 percent between the 2007 counts and 2028 forecasts, or approximately 1.5 percent annually.

Intersection operational analyses were analyzed consistent with the Highway Capacity Manual (HCM2000) methodologies. Intersection operational analysis results are illustrated in Figure 4-2, and are overlaid with segment constraints from Technical Memorandum 3 to provide a more holistic summary of the system needs.

A summary of the key findings associated with the 2028 intersection analyses is presented below, and is separated by citywide and regional trends, subarea trends, and localized needs.

## **Citywide and Regional Trends**

As illustrated in Figure 4-2, most regional roadways are forecast to operate under constrained conditions along the key corridor segments and at the intersections. Throughout most of the UGB, I-5 is shown to operate near capacity, as are the segments and intersections surrounding Medford's two I-5 interchanges. The high travel demands along OR 62 result in highly congested conditions between Delta Waters Road and Highway 99, and the parallel system formed by Crater Lake Avenue and McAndrews Road (and Vilas Road further north) also show highly congested conditions along McAndrews. Between McAndrews Road and the south Medford interchange, east west routes generally operate well.

While much of the congestion in Medford is focused around the routes connecting to I-5, the regional connection of Foothill Road-Phoenix Road shows both intersection and corridor needs along much of its length. The section of Foothill Road that has been widened to provide five-lanes (including the intersection with Hillcrest) operates acceptably through the 2028 analysis period. Volumes on Foothill Road north of Delta Waters are relatively low compared to travel south of the Medford UGB, indicating a heavy reliance on this routes' southern connectivity to I-5 for trips from surrounding areas destined to Medford.

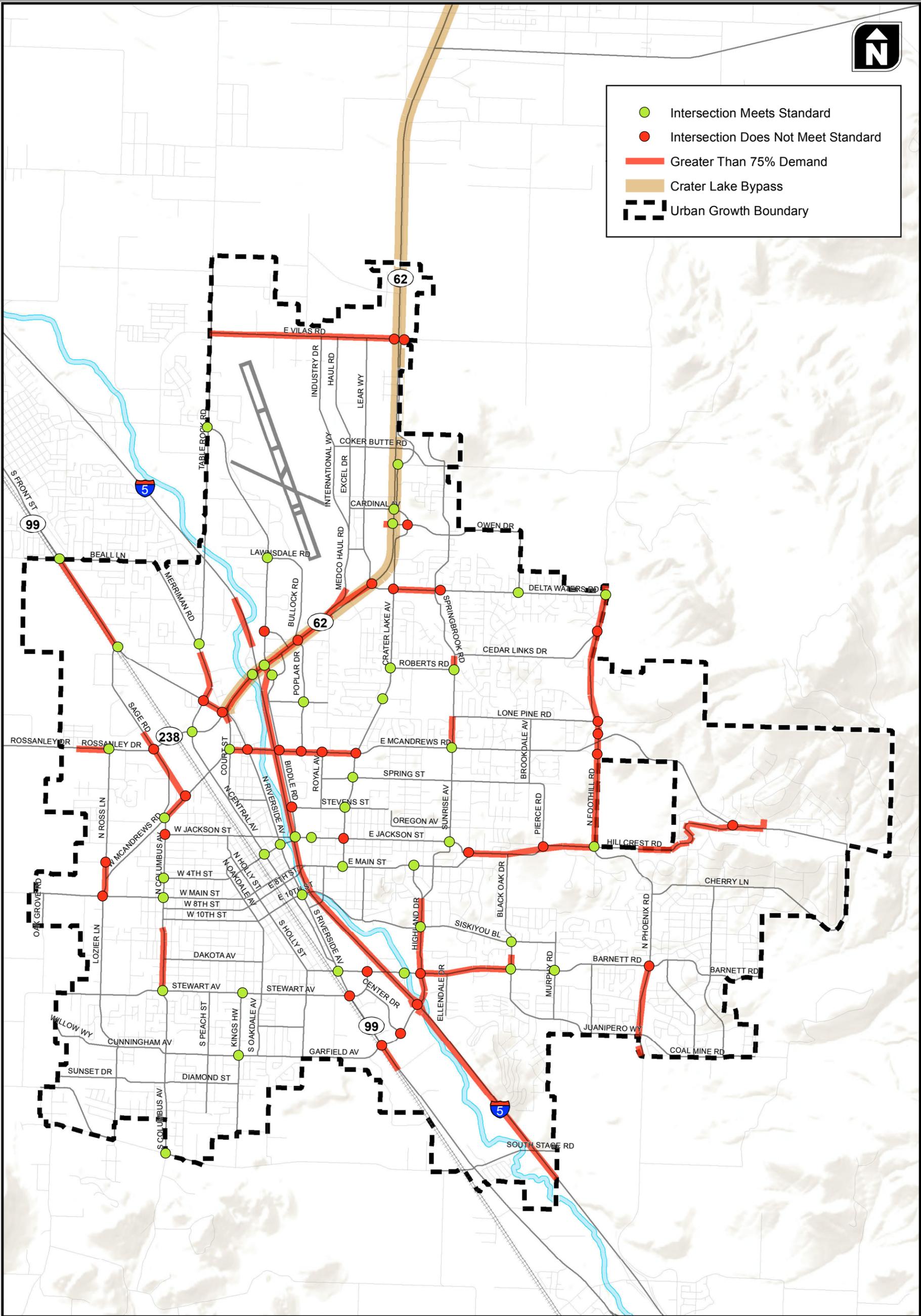
Review of the system needs alongside the Internal Study Areas (ISA) shows that many of the segment needs surround these lands. The ISAs are largely located in the City's periphery, and the increased density along with limited alternative routes increases the strain on the regional routes. ISAs in the southwest section of the City provide the least impact as the roadways in this area generally have higher levels of reserve capacity and a more comprehensive grid network in place.

## **Medford Subarea Trends**

Selected subareas within Medford were further reviewed to better understand the travel demands, parallel system opportunities and constraints, and identify potential solutions or problems at the network level. These seven subareas are individually described below and are illustrated in Figure 4-3.



- Intersection Meets Standard
- Intersection Does Not Meet Standard
- Greater Than 75% Demand
- Crater Lake Bypass
- Urban Growth Boundary



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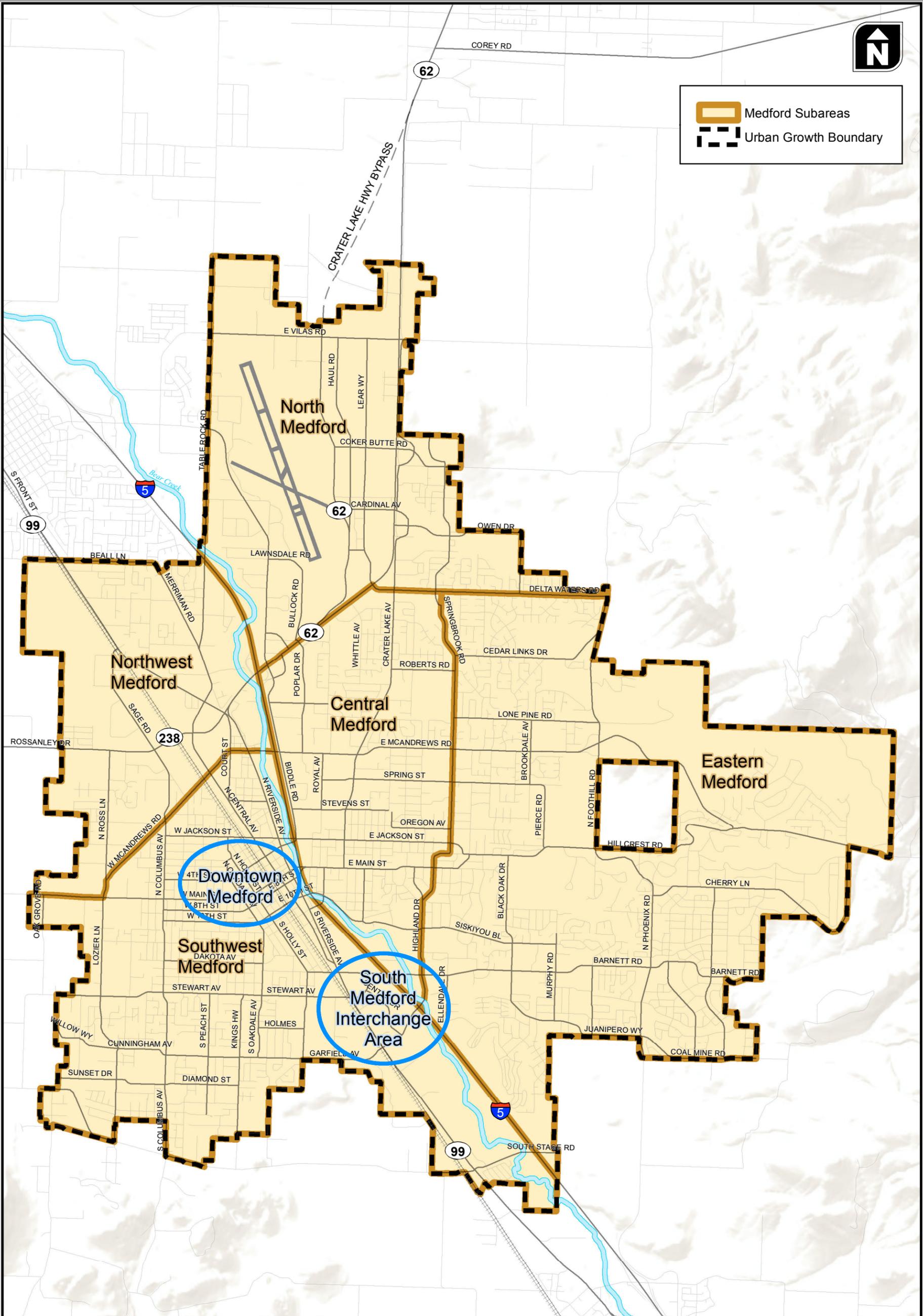


**Year 2028 Congested Segments and Intersections**

**Figure 4-2**



 Medford Subareas  
 Urban Growth Boundary



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# Medford Subareas

Figure 4-3

## **North Medford**

For the purposes of this analysis, the North Medford subarea includes the lands near and adjacent to the Rogue Valley International - Medford Airport. These lands serve both retail and industrial uses, and as such serve higher proportions of freight traffic destined both to these lands and along Vilas Road to and from I-5. A number of roadway and intersection improvements are planned for construction in this area as part of the Crater Lake Bypass project and on-going efforts to improve the separation between Crater Lake Avenue and OR Highway 62. Improvements are also being made to enhance the network system and capacity east-west connecting the regional shopping attractions into the City network. The effect of the planned changes and their sequencing makes accurate travel forecasts difficult to predict within this area as it has changed overall travel patterns.

Within this area, the airport constrains potential street connectivity improvements. The runway location and airport runway protection zones creates a large gap in the grid system of streets, resulting on heavy reliance on OR Highway 62 and Vilas Road for travel between Central Point and the regional retail uses. Both of these roadways are identified as congested corridors.

Although the Bypass will relieve the highway segment immediately surrounding the retail uses, the segment of OR Highway 62 between I-5 and the start of the Bypass will continue to exceed capacity, with no improvements to this portion of the facility identified or funded. Traffic volumes on the current section of OR Highway 62 will continue to be high following the bypass completion as a significant portion of the highway traffic is destined within Medford, and the limited access from the Bypass will not serve these uses.

Potential strategies to address system needs within this area:

- Enhance Vilas Road streetscape as a regional expressway, with emphasis on mobility, freight accommodations, and lower priority for access.
- Complete the planned north-south connection along Lear Way that can provide access to the adjacent lands while reducing impacts to OR 62 (bypass and the current alignment).
- Further emphasize the Table Rock I-5 overcrossing and explore ways to better connect Table Rock Road west to Highway 99. The built-out residential area that surrounds this connection may limit its function to that of a minor collector or higher order residential street, and improvement strategies beyond the Medford UGB may require collaboration with Central Point and/or Jackson County.

- The planned eastern extension of Owen Drive beyond the UGB to Foothill Road and recent improvements to Coker Butte should be protected with an interconnected network of local roadways as part of future development.

### **Eastern Medford**

The eastern Medford subarea was generally considered as the area east of the Springbrook-Sunrise corridor. As discussed within prior memoranda, the roadway network within this subarea is generally characterized by the limited connectivity and major arterial reliance within a built out residential environment. Within this area sections of Springbrook Road, the majority of the Foothill Road corridor, and much of Hillcrest show high levels of congestion at the intersections and along the corridor. The roadway network principally serves the surrounding residential uses that are generally destined toward the west.

Portions of this subarea become more constrained east of Foothill Road as the steeper topography presents additional challenges to providing a direct and interconnected roadway system. Potential improvements within this subarea include the following:

- Provide a Collector roadway connection between Cherry Lane and Hillcrest Road, ideally connecting as a new southern leg to the McAndrews Road/Hillcrest intersection. This connection would reduce the local reliance on Phoenix Road, improving its ability to serve in a regional capacity. Additional residential connections could also be used to improve the connectivity and grid network between Hillcrest Road and Cherry Lane.
- A future Collector route through the Rogue Valley Country Club should be identified should this area be redeveloped. Enhancement of a Murphy Road connection to Pierce Road to provide this link would complete a critical missing north-south segment west of Phoenix Road.
- Extend Spring Street east to Foothill Road to reduce reliance on McAndrews Road. Future I-5 crossings between Jackson Street and McAndrews should tie in with the Spring Street corridor.
- Within the built residential environment, mitigation strategies should be focused on the development of residential connections that allow local traffic to avoid reliance on the higher-order facilities. While transportation system plans typically focus on the higher-order facilities, the constrained nature of the collector and arterial system within this subarea may be best improved by completing key missing local roadway links. Key links identified include the following:
  - Extension of Roberts Road east to the Wilshire Drive/Gene Cameron intersection (providing a critical connection between North Medford High School and the residential neighborhoods).
  - Extension of the missing segment of Viewpoint Drive to connect Foothill Road and Stonebrook Drive.

- Connection between the Farmington Avenue/St Frances Drive intersection south to the Callaway Drive/Cedar Links Drive intersection.
  - Connectivity between Pennington Drive, Farmington Avenue, and Wilkshire Drive as part of future redevelopment of the Cedar Links golf course.
  - The western extension of Cedar Links Drive to connect Springbrook Road to Perri Place, and extension of Bell Court west to Temple Drive could be used to reduce the barrier created by the creek for local trips.
  - Extend Valley View Drive north of McAndrews, and ultimately extend the road to connect south to Spring Street.
- Implementation of policies that discourage cul-de-sac roadways and requirements for block length/perimeter that enforce the development of an interconnected grid network.
  - Expansion of the local roadway network system and hierarchy that requires access to specific properties be provided from the lowest-order facility.
  - Given the constrained urban areas, where right-of-way may not be available or obtainable for vehicular connections, consider development of pathways that provide direct connections to local attractions such as schools, retail uses, or businesses and development of linkages to the transit system. These efforts should be coordinated with Safe Routes to Schools programs

### **Central Medford**

This subarea was considered to contain the area east of I-5 and generally south of Delta Waters Road and west of the Springbrook-Sunrise-Highland corridor. This area is largely residential, transitioning to employment uses to the west along the I-5 corridor. Congested sections within this subarea include McAndrews Road west of Crater Lake Avenue, Highland Drive, and point locations along Biddle Road.

Within this area McAndrews Road provides a parallel east-west connection to OR 62. Given the high levels of congestion on OR 62, traffic will likely divert to McAndrews from Crater Lake Avenue to avoid the I-5 interchange and segment congestion. At the same time, McAndrews Road connects to the Rogue Valley Mall, Riverside Avenue, Providence Medical Center, Bear Creek Mall, and provides the only Bear Creek and I-5 crossing between Jackson Street and OR 62. Although McAndrews is a five-lane signalized arterial facility, additional system management improvements such as signal timing coordination, access reductions, medians, and minor capacity improvements can provide additional benefits to the corridor. Potential improvement strategies for this area are outlined below.

- Consider a new east-west overcrossing of I-5 and Bear Creek in the vicinity of Stevens Street – Austin Street/Maple Street or Edwards. The development of a connection in this

area, and connectivity to Spring Street, could substantially offload the retail and employment access functions of McAndrews Road and to an extent OR 62.

- Improve local connectivity between Poplar Drive and Crater Lake Avenue. The layout of the local street network results in a high reliance on the higher-order facilities such as Crater Lake Avenue and McAndrews Road.

### **Southwest Medford**

Southwest Medford was defined as the area south of McAndrews and west of I-5. This area is characterized by the grid network, downtown Medford, CORP railway, and outlying residential uses. Generally, this area has capacity to facilitate growth through 2028. System issues were not identified within this area, and the improvement needs are generally minor improvements at point locations. The following needs were identified in this portion of the City:

- Completion of the missing section of Lozier Lane completing its extension to Cunningham Avenue.
- Signalization of the all-way stop-controlled Jackson Street/Columbus Avenue intersection.
- Improvements to the Ross Lane/Lozier Lane corridor providing a minimum three-lane cross-section. Additional widening near major intersections will also be needed, or consideration of the segment between McAndrews and Stewart as a continuous five-lane section.
- Improvements to Columbus Avenue to provide a minimum three-lane cross-section between Stewart Avenue and McAndrews Road.
- Realign Clark Street at the Narregan Street intersection to provide a continuous east-west connection. If a new I-5 overcrossing is provided in the future along the Stevens Road alignment, connection of this overcrossing to Clark Street could provide a critical east-west corridor that would offload the arterial network.

### **Northwest Medford**

Northwest Medford was considered north of McAndrews and west of I-5. This area provides critical connections to the adjacent City of Central Point and the western connection of OR 238 (Rossanley Drive) to Jacksonville. This area also serves industrial lands that provide a higher proportion of freight in the overall traffic flow. As described within prior subareas, challenges within this area are generally a function of the I-5 connections and crossings.

Within this subarea, lands between OR 99 and I-5 are largely built-out, with mitigation strategies likely to focus on access consolidation and system management. With the junction of several regional facilities (OR 62, OR 238, Table Rock Road, McAndrews Road, and Riverside), the classification system within this area is comprised almost entirely of Major Arterial roadways with major junctions located in close proximity to each other. Strategies for this subarea include:

- Improve the Table Rock Road connection to Highway 99 to route traffic away from the constrained corridors.
- Extend Gilman Road west to Table Rock Road, providing a better connection between Table Rock and Biddle Road.
- Provide additional through travel capacity on Sage Road to reduce congestion along OR 62 and Highway 99.
- A Hwy 99 (or even Sage) to Ross Lane connection as a major collector would preserve the capacity along the higher-order Columbus Avenue corridor.

### **Downtown Medford**

Medford's downtown core contains a one-way couplet with Riverside Avenue and Central Avenue that are each three-lanes wide. This system provides ample reserve capacity for the vehicular system through the 2028 horizon. Throughout the length of these segments the right-of-way could be reallocated to improve business accessibility or respond to enhancement opportunities as redevelopment of this area occurs.

Intermodal connections within the downtown core are critical, with the Front Street Station at E 9<sup>th</sup> Street providing an important regional connection to Greyhound and Rogue Valley Transit District (RVTD) service. Improved connectivity to this critical station for pedestrian, bicycle, and transit users for key events and attractions within the downtown area would further enhance multimodal travel.

### **South Medford Interchange Area (SMI)**

The infrastructure serving the South Medford Interchange area has been substantially upgraded during the past five years. The year 2028 forecasts for this area reflect an approximately 33 percent growth from 2012 traffic counts. This higher growth, coupled with an account of how the interchange was constructed, show that the intersection will operate over capacity by 2028, with extensive queuing on the northbound I-5 off-ramp.<sup>1</sup>

An improvement option for the SMI is likely to include signalization of the right-turns. This configuration often occurs as a single traffic signal coordinated with the central intersection, and could include detection to avoid ramp overflow back to the I-5 mainline. While this may provide mitigation at the interchange, other system needs were noted on the surrounding roadways that serve the SMI.

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<sup>1</sup> Analyses prepared as part of the SMI Interchange Area Management Plan (IAMP) show that the interchange will operate at Level of Service "B" in 2030 and at less than 50 percent of its capacity. Year 2012 traffic volumes are 90 percent of the 2030 projections.

The design of the interchange and retention of the Barnett Road overcrossing helps to separate trips destined to I-5 from east-west through trips. Center Drive links Garfield, Stewart, and Barnett, providing travel options for motorists and serving access to surrounding retail uses. This configuration benefits the west side of the interchange, but east of the Garfield/Barnett intersection the travel demands consolidate onto Barnett Road resulting in overcapacity conditions at the intersection, east along Barnett Road, and to the north along Highland Drive.

Limited options are available to increase the carrying capacity of the affected roadways, so effective strategies to reduce congestion in this area may include:

- Reduce reliance on the SMI (particularly for trips destined toward the east side of Medford) by coordination with Jackson County to improve connectivity to the Fern Valley Road – Phoenix route. Provision of a southern exit from I-5 directly connecting to the regional Phoenix Road- Foothill Road route would lessen eastbound demands at the SMI.
- Coordinate with Jackson County to consider a South Stage Road overcrossing of the I-5 corridor and eastern extension to Phoenix Road. This would help relieve the east-west crossing demands at the interchange and along Barnett Road.

### **Medford Corridors**

Technical Memorandum 3 includes an assessment of the City's functional classification and facility designations, recommended changes to standard cross-sections for each facility class, and recommendations to the overall City classification system. As discussed in Memorandum 3, key recommendations associated with the corridor analyses include:

- Expand the City's Standard Residential classification to relieve pressure on the Collector and Arterial system while minimizing impacts to adjacent neighborhoods. This classification should initially focus on the east side of Medford between Barnett Road and Delta Waters Road. While lower-order facilities are generally not addressed within citywide plans, the ability of the local roadway network to relieve higher-order facilities could provide significant system improvements for vehicular and multimodal travel.
- Identify and improve an arterial system in coordination with Jackson County along Lozier Lane, McAndrews, Foothill, and South Stage Road. Development and enhancement of continuous routes can help to relieve the intra-city function of the highway and interstate system.
- Reclassify Hillcrest Road from the Phoenix – Foothill Road intersection west along Jackson Street to Crater Lake Avenue as a Minor Arterial. Providing this consistent classification throughout this route better satisfies the roadway function. The route through residential areas and the constrained right-of-way in built areas may require deviations from a standard section.
- Reclassify Springbrook Road – Sunrise Avenue between Delta Waters and Jackson Street as a Minor Arterial. Similar to Hillcrest, the location of this roadway within built

residential areas with direct driveway access may limit development of a standard section. However, removal of the on-street parking, relocation of utilities outside of the sidewalk clear space, and other improvements can be made to allow this road to better meet its intended function.

- Delta Waters Road also is located within a built-out residential area, and its current cross-section may not accommodate additional improvements. The current classification as a Major Collector prioritizes the throughput function, so that direct access onto Delta Waters from individual residences can be reduced over time as alternative options allow as the facility is currently designated. As the upgrade of Delta Waters to an ideal classification as a Minor Arterial may not be feasible within the built environment, it is recommended that for this facility that extension of the local system be applied in the surrounding neighborhoods. A hierarchical residential classification system has been started within this area, and should seek to extend beyond the current system.
- Downgrade the classification of Center Drive to a Major Collector. Despite the roadway's existing cross-section the function of the roadway is to link Stewart Avenue and Garfield Avenue, as well as collect traffic from the adjacent retail uses. The downgraded classification provides additional emphasis on serving this access role.
- Coordination with Jackson County to extend South Stage Road east to connect to Phoenix Road. South Stage is classified as a freight route, and the ability of this regional roadway to connect to the east while remaining separate from facilities serving I-5 will help preserve parallel routes.
- Identification of a future extension of Murphy Road north to align with Pierce Road as a Major Collector. This extension would occur only as part of future redevelopment of the Rogue Valley Country Club, but would help to reduce the reliance on Phoenix Road, allowing it to better serve its regional function.
- Develop a regional expressway designation for roadways that provide intercity connections. The focus of this designation should be on throughput as a means of reducing highway reliance. The regional expressway designation should be coordinated with Jackson County and other agencies for segments outside of the Medford UGB. Candidate roadways include the following:
  - Phoenix Road – Foothill Road
  - South Stage Road
  - Vilas Road
  - Table Rock Road
  - Biddle Road

Expressway facilities should be designed to accommodate freight, with a classification as City Truck Freight Route role. All of the roads recommended for this classification already contain this freight designation.

## **Localized Needs**

Often, localized intersections experience failures prior to congestion along longer corridor segments. For localized deficiencies these intersections may benefit from traffic control, travel lanes, or other minor improvements. Localized needs not addressed as part of the regional/citywide or corridor discussions are summarized below.

- The Crater Lake Avenue/Owen Drive intersection will likely warrant signalization in the future. This signalization may occur as part of the Owen Drive extension plans.
- The Delta Waters Road/Crater Lake Avenue intersection serves very high turning volumes for trips destined toward OR 62 and regional shopping attractions. Recent parallel improvements at Crater Lake Avenue/Owens Road to the north is expected to help reduce these forecast demands that would otherwise require dual northbound left-turn lanes and potentially other turn lane widening.
- The offset configuration of Springbrook Road as it intersects with Delta Waters creates two separate unsignalized intersections. The eastern leg serves a high volume of northbound left-turns. Ideally, realignment of the north and south Springbrook Road approaches and signalization of the new consolidated intersection would provide adequate mitigation and create an improved north-south connection.
- The Crater Lake Avenue/Jackson Street intersection is projected to operate with high delays and limited reserve capacity. The likely improvement would be provision of left-turn lanes, or revisiting the available mall access to consider strategies to reduce turning demands at this intersection. Given the potential costs and impacts, acceptance of higher congestion during the peak hour may be a preferred solution.
- The intersection of OR 62/Vilas Road is planned for future grade separation as part of the second phase of the Crater Lake Highway Bypass. Construction of an interchange at this location will require changes to the adjacent Crater Lake Avenue intersection (as well as other surrounding intersections to accommodate the change in roadway grades), though specific details are not yet known. This improvement is funded.
- The signalized Hilton Court/Biddle Road intersection is forecast to exceed City delay thresholds (Level of Service "E") but operate with reserve capacity in the evening commute period. This intersection serves as a key connection to OR 62 and I-5, as the Biddle Road undercrossing of OR 62 allows this intersection to serve as a southbound OR 62 interchange terminal.
- The signalized Phoenix Road/Barnett Road intersection is forecast to exceed capacity. Forecast growth on the eastern approach remains very low, and increased development in this area would further exacerbate the projected intersection operations. Likely improvement needs include dual eastbound left-turn lanes, dual northbound left-turn lanes, and traffic signal phasing changes. With future redevelopment of the Rogue Valley

Country Club extension of Country Club Drive east to Calle Vista Drive would provide alternative connections to relieve the demands at this intersection.

- McAndrews Road and Hillcrest intersect at an unsignalized three-legged “T” intersection. Capacity improvements such as a roundabout or traffic signal could allow this intersection to operate acceptably.

## **SUMMARY OF MEDFORD 2028 NEEDS**

Additional transportation improvements will be needed to accommodate build-out of the City’s Urban Growth Boundary and the increased density within the Internal Study Areas. The year 2028 transportation needs generally occur on the following facilities:

- Locations on I-5, near the I-5 interchanges, or along a key route providing access to I-5
- Regional connections within Jackson County
- Major and continuous intercity connections

One of the key findings is that the City’s higher-order facilities (typically the arterial and collector network) are serving both localized and regional roles due to the lack of an integrated local roadway network. Many of the improvements identified include local roadway extensions and connections that will allow the higher-order facilities to provide their intended function.

# Exhibit F

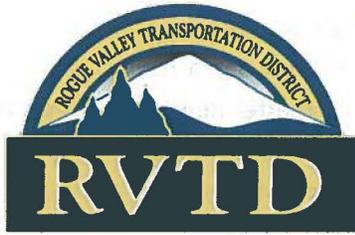
**UGBA Phase 1: ISA GLUP Amendment** (file no. CPA-13-032)  
**Staff Report**

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**January 15, 2014**

Comments from Rogue Valley Transportation District

January 28, 2013



Received  
December 2, 2013  
Planning Department

December 2, 2013

File No. CPA-13-032 UGB Amendment, Phase 1

Dear Commissioner Zarosinski,

Thank you for this opportunity to comment on the City of Medford's GLUP amendment project. As the regional provider of public transportation, RVTD is directly affected by land use decisions the city makes nearby existing and proposed transit corridors.

RVTD strongly supports efforts to change general plan designations to a higher density. The proposal is consistent with RVTD's 2007 Long Range Plan and RVTD's 2013 United We Ride Plan which both discuss the need to increase densities within the current urban area to improve transit's effectiveness and use. Additionally, RVTD's 2011 District Boundary Assessment studied the proximity of employees and residents to transit service and forecasted changes using current GLUP standards. The information below provides details from these three plans to demonstrate the need to intensify densities within the City of Medford's current UGB and urban areas.

RVTD's 2007 Long Range Plan provides each of the seven communities RVTD serves with a map of future services routes. Because RVTD does not have the resources to continually implement new service the district looks for opportunities where there is strong ridership potential in well established areas with adequate density and ideally growing density (up zoning). RVTD is particularly interested enhancing transit's effectiveness by supporting the intensity of development along existing transit routes. RVTD's planned transit routes are primarily focused on areas with existing development or to Transit-Oriented Development areas such as the Southeast TOD. Intensifying density in current urban areas help RVTD conserve resources and bolster our current planning efforts.

RVTD's 2013 United We Ride Plan, required under federal statute, focuses on strategies for improving mobility for individuals with disabilities, older adults and persons of low income. The plan describes how land use is a primary variable to how well these populations can sufficiently access goods, services and employment. An analysis was completed that identified several existing and future places of origin and destination that are underserved by transit due to their locations. The document explains how UGB expansion exacerbates this complex issue because it, "presents challenges both to public transportation and to organizations and individuals locating in such newly included areas. Public transit will not be able

to serve such low-density areas for some time to come, if ever, given the delicate balance that exists between coverage and productivity. RVTD must ensure productive services that it can afford to provide and expanded areas do not automatically translate to service availability, no matter how much it may be desired or needed." Concentrating housing and employment near existing transit routes will help to alleviate accessibility issues for vulnerable populations and enable RVTD's current service to be more effective.

RVTD's 2011 District Boundary Assessment analyzed current and future growth within and outside the RVTD Boundary. The purpose was to understand if areas outside the district boundary should be considered for future annexation into the district to be eligible for service. Additionally, RVTD wanted to understand how future growth areas within the boundary would or would not be served by current service routes. The analysis concluded that, "If no additional service routes are added, the percent of employment and especially population that are within a half mile of fixed route service will decrease." The study examined the proximity based on current comprehensive plan designations then modeled the parcels as being fully built out. The current accessibility to transit as of 2010 shows that 68.7% of residents and 87.5% of employment are within a half mile of a transit route. Once the parcels within the study area are fully built out accessibility drops to 36.6% of residents and 78.5% of employment are within a half mile of a route. Efforts to intensify densities near current transit routes will alleviate the gap in accessibility that has been forecasted, particularly for future residents and their families.

RVTD and many others have done extensive research around the subject of transportation and land use. These three plans explicitly examine this relationship within the Rogue Valley and demonstrate how RVTD relies on improving density. There are several other reasons however as to why the City of Medford should move forward with creating more capacity for development within the current UGB. These include affordability for residents, maintaining a sense of community, providing opportunity for preserving green space and farmland, creating spaces for people and improving economic vitality. With proper planning, urbanization can be done in an attractive way that doesn't damage surrounding properties or the community as a whole.

In conclusion, RVTD finds the proposal to change the GLUP from low-density to high-density as being extremely consistent with our operating policies and plans for making transit more effective.

Thank you,



Paige Townsend

RVTD Senior Planner

# Exhibit G

**UGBA Phase 1: ISA GLUP Amendment** (file no. CPA-13-032)  
**Staff Report**

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**January 15, 2014**

Comments from Medford Water Commission

January 28, 2013

## Medford Water Commission Review of Medford UGB Amendment - Internal Study Areas

ISA no.	Acres	GLUP Designation		Evaluation
		Existing	Proposed	
140	94	HI	CM	ISA 140 is located in MWC's "Reduced" pressure zone. There is a 20-inch water line in Vilas Road, and a 24-inch water line in Crater Lake Hwy, a 12-inch water line in both Helicopter Way, Helo Drive. Portions of Grumman Drive has 8-inch, 10-inch, and 12-inch water lines. Kingsley Drive has a 8-inch water line, and Burlcrest Drive has a 10-inch water line. The existing water infrastructure supports multi-family, commercial and industrial zoning. <u>A change from HI to CM is acceptable to MWC.</u>
211 (TL 1600)	6	UR	UH	ISA 211 (TL 1600) is located in MWC's "Reduced" pressure zone. Most of this parcel is developed with an existing Mini-Storage business. There is an existing 8-inch water that runs across this parcel from south to north approximately mid-lot. There is also an 8-inch water line in Crater Lake Avenue to the west, and Coker Butte Road. This parcel has existing water service along Coker Butte Road. <u>A change from UR to UH would be acceptable to MWC with these improvements.</u>
211 (TL 1700)	49	UR	UH	ISA 211 (TL 1700) is located in two of MWC's pressure zones. A portion of this parcel is below elevation 1500-feet and is located in MWC's "Gravity" pressure zone. There is an existing 8-inch water line in Coker Butte Road west of Springbrook Road and a 6-inch water line east of Springbrook Road. Future looping (connecting) of these water lines will be required. The change from UR to UH requires upsizing the existing 6-inch water line to an 8-inch water line. Housing heights should be limited as MWC will only be able to provide 35 psi at the 1500-foot elevation. <u>A change from UR to UH would be acceptable to MWC with these improvements.</u>
				The area of this parcel above elevation 1500-feet is located in MWC's "Zone 1" pressure zone. There are no "Zone 1" water lines in this area. This area will have to be served domestic water via a pump and tank setup that would be paid and installed for by the developer. <u>MWC does not support the proposed higher density in this area.</u>
212	22	UR	UH	ISA 212 is located in MWC's "Gravity" pressure zone. There is an 8-inch water line in Coker Butte Road west of Springbrook Road and a 6-inch water line east of Springbrook Road. There is also an 8-inch water line in Robin Way, an 8-inch water line in Hondeleau Lane, and a 12-inch water line in Springbrook Road between Hollyhock Drive and Hondeleau Lane. <u>A change from UR to UH would be acceptable to MWC.</u>
213	23	UR	UH	ISA 213 is located in MWC's "Gravity" pressure zone. There's an existing 12-inch water line in the future extension of Springbrook Road that can be tapped for extension into this area. There is also 8-inch water lines located in Pearl Eye Lane and Dragon Tail Place for extension to the east side of this ISA area. <u>A change from UR to UH would be acceptable to MWC.</u>
214	8	GI	CM	ISA 214 is located in MWC's "Gravity" pressure zone. There's an existing 8-inch water line available on-site. <u>A change from GI to CM would be acceptable to MWC.</u>
215	1	GI	UR	ISA 215 (1 acre) is located in MWC's "Reduced Pressure" zone. Most of this ISA area is currently developed with the recent Owen Drive street improvements. MWC installed a 12-inch water in Owen Drive with the street improvement project. <u>A change from GI to UR is acceptable to MWC.</u>
215	5	UR	UM	ISA 215 (5 acre) is located in MWC's "Reduced Pressure" zone. There is a 8-inch water line stubbed to the east boundary in Dearborn Lane, and also a 12-inch water line stubbed to the east boundary in Ford Drive. <u>A change from UR to UM is acceptable to MWC.</u>
215	9	GI	UH	ISA 215 (9 acre) is located in MWC's "Reduced Pressure" zone. There's a 12-inch water line in Owens Drive, and also a 12-inch water line in Forest Hills Drive that is planned to extend northeasterly in the Ford Drive ROW. <u>A change from GI to UH is acceptable to MWC.</u>
215	12	GI	CM	ISA 215 (12 acre) is located in MWC's "Reduced Pressure" zone. There's a 12-inch water line in Webfoot Road, a 8-inch water line in Ford Drive and also a 12-inch water line in Owens Drive. <u>A change from GI to CM is acceptable to MWC.</u>
215	15	GI	CM	ISA 215 (15 acre) is located in MWC's "Reduced Pressure" zone. There's a 12-inch water line in the newly realigned portion of Crater Lake Avenue and Owen Drive; and a 8-inch water line in Ford Drive. There is also a 24-inch water line in Crater Lake Avenue. <u>A change from GI to CM is acceptable to MWC.</u>
240	16	UR	UM	ISA 240 is located in MWC's "Gravity" pressure zone. There's a 24-inch water transmission line that extends across this ISA along the southeasterly projection of Wilkshire Drive. This 24-inch water transmission line is located within a 50-foot wide easement which prohibits any type of vertical construction. There is a 8-inch water line stubbed to the boundary of this ISA in Wilkshire Drive, Roberts Road, Canyon Drive, and a 6-inch in Voss Drive, along with a 6-inch water line in Lone Pine Road. <u>A change from UR to UM is acceptable to MWC.</u>

**Medford Water Commission Review of  
Medford UGB Amendment - Internal Study Areas**

ISA no.	Acres	GLUP Designation		Evaluation
		Existing	Proposed	
250	17	UR	UM	ISA 250 is located in MWC's "Gravity" pressure zone. There is a 6-inch water line in Keene Way Drive north of Roberts Road and a 8-inch water south of Roberts Road, and a 6-inch water line in Roberts Road. <u>A change from UR to UM is acceptable to MWC.</u>
310	3	UR	CM	ISA 310 is located in MWC's "Zone 1" pressure zone. There is a 12-inch water line in N Foothill Road. There is also an 8-inch water line that extends easterly from N Foothill Road and crosses this ISA area to provide domestic water to the Bella Vita Subdivision. <u>A change from UR to CM is acceptable to MWC.</u>
310	7	UR	UM	ISA 310 is located in MWC's "Zone 1" pressure zone. There is a 12-inch water line in N Foothill Road. There is also an 8-inch water line that extends easterly from N Foothill Road and cross this ISA area to provide domestic water to the Bella Vita Subdivision. <u>A change from UR to CM is acceptable to MWC.</u>
510	15	CM	UH	This area of ISA 510 is located in MWC's "Gravity" pressure zone. There is a 12-inch water line to the southeast in the Charles Point development that could be extened to serve this area. <u>A change from CM to UH is acceptable to MWC.</u>
510	30	UR	CM	This area of ISA 510 is located in MWC's "Gravity" pressure zone. There is a 16-inch water line laong the easterly side of S Pacific Highway. There is also a 6-inch water line in Charlotte Ann Road which serves the properties that fr ont this street. The existing 6-inch water line is undersized for the proposed "CM" zoning. The existing 6-inch water line would be required to be abandoned and a new 12-inch water installed in this area. <u>A change from UR to CM is acceptable to MWC with these improvements.</u>
510	32	UR	UH	This area of ISA 510 is located in MWC's "Gravity" pressure zone. There is a 24-inch water and a 12-inch water available for water service to this area. <u>A change from UR to UH is acceptable to MWC.</u>
540	8	CM	UM	This area of ISA 540 is located in MWC's "Gravity" pressure zone. There is a 8-inch water line located in S Holly Street between Holmes Avenue and Stewart Avenue; there is a 12-inch water line in Myers Lane between Garfield Street and Stewart Avenue. <u>A change from CM to UM is acceptable to MWC.</u>
540	54	UR	UM	This area of ISA 540 is located in MWC's "Gravity" pressure zone. There is a 8-inch water line located in S Holly Street between Holmes Avenue and Stewart Avenue; there is a 12-inch water line in Myers Lane between Garfield Street and Stewart Avenue; and there is a 24-inch water line in Garfield Street. <u>A change from CM to UM is acceptable to MWC.</u>
620	29	UR	UM	ISA 620 is located in MWC's "Gravity" pressure zone. There is a 6-inch water line in Kings Hwy, a 6-inch water line in Experiment Station Road, and a 2-inch water line along the east property line. The existing water lines in this area are undersized for the proposed density. Installation of new 8-inch water lines is required with development of this area. Nearest 8-inch water line to connect to is located at the intersection of Marsh Lane and Sparrow Way. <u>A change from UR to UM is acceptable to MWC with these improvements.</u>
630	4	UR	CM	The northerly 2 acre portion of ISA 630 is located in MWC's "Gravity" pressure zone. There is an 8-inch in Orchard Home Drive, and a 30-inch water line in Lozier Lane and Cunningham Avenue to serve this area. <u>A change from UR to CM is acceptable to MWC.</u>
				The southerly 2 acre portion of ISA 630 is currently located in MWC's "Southwest" pressure zone. There is an 8-inch "Southwest" water line approximately 600-feet south of this parcel in Orchard Home Drive. This southerly 2 acre ISA area could be included in the "Gravity" pressure zone along with the northerly 2 acre ISA area. <u>A change from UR to CM is acceptable to MWC if included in MWC's "Gravity" pressure zone.</u>
630	80	UR	UM	The 35 acre portion of ISA 630 (west of Thomas Road) is currently located in both MWC's "Gravity" and "Southwest" pressure zones. There is a 30-inch water line in Stewart Avenue, and a 8-inch water line in Thomas Road which extends 400-feet south and 180-feet north of Arlington Drive. The southerly 4 lots (372W35DB900, 372W35DC200, 372W35DC300, and 372W35DC800) of this ISA area will receive water service from MWC's "Southwest" pressure zone. The nearest "Southwest" pressure zone water line available for extension is located at the intersection of Sunset Drive and Tivoli Drive. <u>A change from UR to UM is acceptable to MWC.</u>
				The 4 acre portion of ISA 630 just east of Thomas Road is located in MWC's "Gravity" pressure zone. There is an 8-inch "Gravity" pressure zone water line located in Thomas Road approximately 400-feet north of this ISA area, and also at the intersection of Orchard Home Drive and Cunningham Avenue. <u>A change from UR to UM is acceptable to MWC.</u>
				The 40 area ISA area is located in MWC's "Southwest " pressure zone. There is a 8-inch water line located in Orchard Home Drive to serve this area. <u>A change from UR to UM is acceptable to MWC.</u>

## Medford Water Commission Review of Medford UGB Amendment - Internal Study Areas

ISA no.	Acres	GLUP Designation		Evaluation
		Existing	Proposed	
640	5	UR	CM	The 5 acre portion of ISA 640 is located in MWC's "Gravity" pressure zone. There is a 6-inch water line in Lozier Lane and a 16-inch water line in Stewart Avenue. <u>A change from UR to CM is acceptable to MWC.</u>
640	21	UR	UH	The 21 acre portion of ISA 640 is located in MWC's "Gravity" pressure zone. There is a undersized 4-inch water line in Lozier Lane, a 8-inch water line in Cherry Street, an on-site 8-inch water line exists in Aster and Camas Streets (Camas Meadows Subd.), and an 8-inch water line is stubbed to the north line of this ISA area in Vick Lane. <u>A change from UR to UH to acceptable to MWC.</u>
640	28	UR	UM	The 28 area portion of ISA 640 is located in MWC's "Gravity" pressure zone. There is a undersized 4-inch water line in Lozier Lane, a 6-inch water line in Prune Street, a 8-inch water line in Vick Lane at both the north and south lines of this ISA area, and an 8-inch water exists in a portion of Cherry Street near the north and south corners of this ISA area. A portion of this ISA area is a part of the Jacksonville Hwy Water District. <u>A change from UR ro UM is acceptable to MWC.</u>
670	8	UR	UH	The 8 acre portion of ISA 670 is located in MWC's "Gravity" pressure zone. There is a 30-inch water line in Stewart Avenue and Lozier Lane (south of Stewart Avenue), and an 8-inch water line in Shamila Court, and a undersized 6-inch water line in Lozier Lane (north of Stewart Avenue). A portion of this ISA area is a part of the Jacksonville Hwy Water District. <u>A change from UR to UH is acceptable to MWC.</u>
670	20	UR	UM	The 20 acre portion of ISA 670 is located in MWC's "Gravity" pressure zone. There is a undersized 6-inch water line in Lozier Lane between Stewart Avenue and Westdale Place, there is a undersized 4-inch water line in Lozier Lane north of Westdale Place, and there is a undersized 2-inch water line located on-site in Westdale Place. A portion of this ISA area is a part of the Jacksonville Hwy Water District. <u>A change from ur to UM is acceptable to MWC.</u>
711	2	UR	UH	ISA 711 is located in MWC's "Gravity" pressure zone. There is a 6-inch water in Meadows Lanes between Lozier Lane and the west line of this ISA area. There is a 8-inch water line in Meadows Lane east of this ISA area. There is a undersized 4-inch water line located in the future Meadows Lane right-of-way between Vick Lane and Allison Way, <b>this water line will be required to be upsized to a 8-inch water line at time of development</b> . There is an 8-inch water line in both Vick Lane and Allison Way. <u>A change from UR to UH is acceptable to MWC.</u>
713	5	UH	CM	ISA 713 is located in MWC's "Gravity" pressure zone. There is a undersized 6-inch water line in Lozier Lane, and a 12-inch water line that extends east and west of Lozier Lane through existing water line easements. A portion of this ISA area is a part of the Jacksonville Hwy Water District. <u>A change from UR to CM is acceptable to MWC.</u>
714	3	UM	UR	ISA 714 is located in MWC's "Gravity" pressure zone. There is a 6-inch water line in Lewis Avenue, a 14-inch water line in Jeanette Avenue, and a 12-inch water line in W 8th Street. <u>A change from UM to UR is acceptable to MWC.</u>
715	1	UR	CM	The 1 acre portion of ISA 715 is located in MWC's "Gravity" pressure zone. There is a undersized 6-inch water line in Clover Lane. A 12-inch water line is located in W Main Street. A 12-inch water line is required to be installed between W Main Street and the south extent of this 1 acre portion of ISA 715. All of ISA 715 is a part of the Jacksonville Hwy Water District. <u>A change from UR to CM is acceptable to MWC.</u>
715	4	UR	SC	The 4 acre portion of ISA 715 is located in MWC's "Gravity" pressure zone. There is a undersized 6-inch water line in Clover Lane. A 12-inch water line extends east and west from Clover Lane through a portion of this ISA area. A 12-inch water line is required to be installed between W Main Street and the south extent of this 4 acre portion of ISA 715. <u>A change from UR to SC is acceptable to MWC with these improvements.</u>
716	13	UR	SC	ISA 716 is located in MWC's "Gravity" pressure zone. There is a undersized 6-inch water line in Reager Street, There is a 6-inch water line that extends westerly from Reager Street, and a 12-inch water line is located in Western Avenue. There is a 12-inch water line in W Main Street. A 12-inch water line is required to replace the existing 6-inch water line in Reager Street. <u>A change from UR to SC is acceptable to MWC with these improvements.</u>
717	3	UR	SC	ISA 717 is located in MWC's "Gravity" pressure zone. There is a undersized 6-inch water line W 2nd Street and Ross Street, and a 4-inch water line in McAndrews Road adjacent to this ISA area. A 12-inch water line is required to replace the existing 6-inch water line in W 2nd Street back to Western Avenue, and the existing 6-inch water line in Ross Street. <u>A change from UR to SC is acceptable to MWC with these improvements.</u>
718	1	UR	CM	ISA 718 is located in MWC's "Gravity" pressure zone. There is a 12-inch water line in North Ross Lane between West Main Street and Hwy 238. There are also numerous undersized water lines in some of the areas comprising ISA 718. All 4-inch and 6-inch water lines are undersized for the proposed zoning designations and shall be replaced with 12-inch water lines. These upgrades will be required to provided adequate fire protection to this area. A portion of this ISA area is a part of the Jacksonville Hwy Water District. <u>A change from UR to CM is acceptable to MWC with these improvements.</u>
718	5	UR	CM	

## Medford Water Commission Review of Medford UGB Amendment - Internal Study Areas

		GLUP Designation		Evaluation
ISA no.	Acres	Existing	Proposed	
718	5	UR	UH	ISA 718 is located in MWC's "Gravity" pressure zone. There is a 12-inch water line in North Ross Lane between West Main Street and Hwy 238. There are also numerous undersized water lines in some of the areas comprising ISA 718. All 4-inch and 6-inch water lines are undersized for the proposed zoning designations and shall be replaced with 12-inch water lines. These upgrades will be required to provided adequate fire protection to this area. A portion of this ISA area is a part of the Jacksonville Hwy Water District. <u>A change from UR to UH, CM, and SC is acceptable to MWC with these improvements.</u>
718	16	UR	CM	
718	26	UR	SC	
719	0	UR	UM	ISA 719 is located in MWC's "Gravity" pressure zone. There is a undersized 6-inch water line in Lozier Lane. A 12-inch water line is required to replace the existing 6-inch water line. This ISA area is a part of the Jacksonville Hwy Water District. <u>A change from UR to UM is acceptable to MWC with these improvements.</u>
730	18	UR	UM	ISA 730 is located in MWC's "Gravity" pressure zone. There are undersized 4-inch and 6-inch water lines in Alice Street, Beatty Street, Niantic Street, Manzanita Street, Edwards Street (west of Boardman Street and east of Niantic Street). Edwards Street between Boardman and Niantic Street has a 10-inch water line. Boardman Street also has 10-inch water line. Proposed higher density developement in this area will require the installation of a new 12-inch water lines to replace the existing undersized 4-inch and 6-inch water lines. These upgrades will be required to provided adequate fire protection to this area. <u>A change from UR to UM is acceptable to MWC with these improvements.</u>
810	16	UR	UH	ISA 810 is located in MWC's "Reduced" pressure zone. There is a 12-inch water line in Midway Road, an 8-inch water line in Cunningham Lane and Foster Drive, and a 6-inch water line in Table Rock Road. The 6-inch in Table Rock Road is undersized for a density of 20-30 units per acre. Proposed multi-family higher density developement in this area will require the installation of a new 12-inch water line in Table Rock Road, and the existing 6-inch would be abandoned. <u>A change from UR to UH is acceptable to MWC with these improvements.</u>
930	5	UR	CM	ISA 930 (5 and 13 acre parcels) are located in MWC's "Zone 1" pressure zone. There is a 12-inch water line in North Foothill Road. A 16-inch water line in Hillcrest Road. A 16-inch water line in Pierce Road between Hillcrest Road and Country Park Lane, and a 8-inch water line in Pierce Road between Country Park Lane and Spring Street. <u>A change from UR to CM is acceptable to MWC.</u>
930	13	UR	CM	
930	20	UR	UM	ISA 930 (20, 27 and 28 acre parcels) are located in MWC's "Zone 1" pressure zone. There is a 12-inch water line in North Foothill Road. A 16-inch water line in Hillcrest Road. A 16-inch water line in Pierce Road between Hillcrest Road and Country Park Lane, and a 8-inch water line in Pierce Road between Country Park Lane and Spring Street. Proposed multi-family higher density developement in this area will require the installation of a new 12-inch water line in Pierce Road between Coutry Park Lane and Spring Street. <u>A change from UR to UM is acceptable to MWC with these improvements.</u>
930	27	UR	UM	
930	28	UR	UM	
940	3	UR	CM	ISA 940 is located in MWC's "Gravity" pressure zone. There is a 8-inch water line in E McAndrews Road. A 6-inch water line in Springbrook Road. Proposed multi-family higher density developement in this area will require the installation of a new 12-inch water line in E McAndrews Road and Springbrook Road adjacent to these sites. The nearest existing 12-inch or larger water line is located in Spring Street approximately 1400-feet south of E McAndrews Road. <u>A change from UR to UM is acceptable to MWC with these improvements.</u>
940	10	UR	UM	ISA 940 is located in MWC's "Gravity" pressure zone. There is a 8-inch water line in McAndrews Road. A 6-inch water line in Springbrook Road. Proposed multi-family higher density developement in this area will require the installation of a new 12-inch water line in E McAndrews Road and Springbrook Road adjacent to these sites. The nearest existing 12-inch or larger water line is located in Spring Street approximately 1400-feet south of McAndrews Road. <u>A change from UR to UM is acceptable to MWC with these improvements.</u>
950	11	UR	UM	ISA 950 is located in MWC's "Gravity" pressure zone. There is a 8-inch water line in McAndrews Road. A 8-inch water line in N Berkeley Way. <u>A change from UR to UM is acceptable to MWC.</u>

# Exhibit H

**UGBA Phase 1: ISA GLUP Amendment** (file no. CPA-13-032)  
**Staff Report**

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**January 15, 2014**

Comments from Rogue Valley Sewer Services

January 24, 2012



# ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 7502-0005  
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

**January 24, 2012**

**Larry Beskow  
City of Medford Public Works Department  
411 West 8<sup>th</sup> Street  
Medford, OR 97501**

**RE: Medford Urban Growth within RVSS Service Area Sewer Impacts**

Larry,

I've reviewed the effects on Rogue Valley Sewer Services system from the proposed zoning changes within the Medford Urban Growth Boundary. The net flow increase from the zoning changes were analyzed and compared with our sewer model to identify any capacity related issues.

Overall, the flow increases associated with the zoning changes were within the predicted flow regime for each sewer sub basin. I've enclosed a brief summary of the sewer availability and any special requirements associated with the proposed zoning areas.

Feel free to contact me with any questions.

Sincerely,

**Wade Denny,  
PE**

Digitally signed by Wade Denny, PE  
DN: cn=Wade Denny, PE, o=Rogue  
Valley Sewer Services, ou=District  
Engineer, email=wdenny@rvss.us, c=US  
Date: 2012.02.28 11:00:34 -08'00'

Wade Denny, P.E.  
District Engineer

Enclosed: Flow Impact Summary  
Flow Change Calculation Sheet

## **Flow Impact Summary**

### **140-NO**

Three sewer mains are available for connection; there is an 18 inch main in International Way, 8 inch main in Coker Butte Road, and an 8 inch main within an easement south of Vilas Road.

#### ***Conclusion***

Zone change from HI to CM will result in negligible flow increases from the existing Master Plan. Development within this area will either require a mainline extension or a service line tap. Please be advised that future CM type flows are difficult to predict, generally all of the existing sewer mains have the capacity for most types of commercial development

### **211-NE**

There two main flow basins within this area. The first basin is served an 8 inch sewer main in Coker Butte Road which extends to Arrowhead Road. The second basin is served an 8 inch sewer main which flow from Coker Butte Road to Hollyhock.

#### ***Conclusion***

Zone change from UR UH will increase flows into our sewer system. The increase in flow will be within the existing downstream pipes' capacity. Development within this area will require internal mainline extension from either one or both of these sewer mains.

### **212-NE**

This area is served by one flow basin. This basin flows out to Hollyhock to Crater Lake Avenue. Flows are conveyed by an 8 inch sewer main.

#### ***Conclusion***

Zone change from UR UH will increase flows into our sewer system. The increase in flow will be within the existing downstream pipes' capacity. Development within this area will require internal mainline extension from the sewer main serving this flow basin.

Due to the topology is this area, parts of this area may be better served by the City of Medford.

### **214-NE**

This basin flows out to the northwest along an 8 inch sewer main; this pipe is located within an easement.

#### ***Conclusion***

The proposed zone change from GI to CM will result in an estimated 18 gallon per day increase in sewer flows over the existing flow model. This increase is minimal and does not cause any downstream capacity issues.

Be advised that CM type flows vary drastically depending on the exact use; the exact downstream impact must be determined at the time of development.

### **216-NE**

There exists two sewer mains adjacent to this area, both are available for connection. A 10 inch line flowing parallel to Highway 62 and an 8 inch line in Coker Butte Road.

#### ***Conclusion***

The proposed zone change from GI to CM will result in an estimated 18 gallon per day increase in sewer flows over the existing flow model. This increase is minimal and does not cause any downstream capacity issues. Subdivisions being built in this area will require mainline extensions.

Be advised that CM type flows vary drastically depending on the exact use; the exact downstream impact must be determined at the time of development.

### **510-SO**

Flows from the northern most section of this area can flow into either the 21 inch sewer in Belknap Drive or the 42 inch Interceptor flowing along I-5. The southerly portion of this area can flow into the 12 inch sewer main in Charlotte Ann.

#### ***Conclusion***

The proposed zone changes will result in a net flow increase over previously planned flows of approximately 550 gpd. This change in flow is small and will not require any downstream improvements. Most developments within this area will require mainline extensions for sewer service.

Be advised that CM type flows vary drastically depending on the exact use; the exact downstream impact must be determined at the time of development.

### **540-SO**

This area can be served by either and 8 inch sewer main in Myers Road or from the 18 inch sewer main in Holly.

#### ***Conclusion***

953 gpd is the project flow increase over the previous zoning; this increase will not require any downstream improvements. Developments within this area will most likely require mainline extensions.

### **620-SW**

Easterly portion of this area can flow into an 8 inch sewer main within various easements. Westerly portion of this area can flow into the 8 inch sewer main in Kings Highway.

#### ***Conclusion***

654 gpd is the project flow increase over the previous zoning; this increase will not require any downstream improvements outside the scope of our planned Capital Improvement Program. Most development within this area will most likely require mainline extensions.

### **630-SW**

Flows from this area enter the sewer system from either the 15 inch main in Thomas, 10 inch main in Orchard Home, or the 8 inch main in Sunset. The projected flows will not require any downstream system improvements.

#### ***Conclusion***

The proposed zone changes will result in a net flow increase over previously planned flows. This change in flow is only 595 gpd and will not require any downstream improvements. Most developments within this area will require mainline extensions for sewer service. Be advised that CM type flows vary drastically depending on the exact use; the exact downstream impact must be determined at the time of development.

### **640-SW**

Flows from this area enter the sewer system from either the 18 inch main in Cherry Street or an 8 inch main in Cherry Street. The projected flows will not require any downstream system improvements.

#### ***Conclusion***

The proposed zone changes will result in a net flow increase over previously planned flows. This change in flow is only 388 gpd and will not require any unplanned downstream improvements. Most developments within this area will require mainline extensions for sewer service. Be advised that CM type flows vary drastically depending on the exact use; the exact downstream impact must be determined at the time of development.

### **670-SW**

This area is bordered by an 18 inch sewer main which flows along Stewart Avenue and Lozier Lane. The downstream sewer system has capacity for the proposed zoning changes.

#### ***Conclusion***

The proposed changes will not significantly differ from the previously planned flows. Most development within this area will require mainline extensions to serve the properties.

### **711-WC**

This area is not bordered by any sanitary sewer. Several options exist for short mainline extensions into this zoning area.

***Conclusion***

Downstream capacity exists for the proposed zone change. Connection to the sewer would require 300 foot mainline extension from either Alison Street or Vick Street.

**713-WC**

An 18 inch sewer main in Lozier Lane and an 8 inch sewer main in Charles Street are available for connection and both have adequate capacity for the proposed zoning changes..

***Conclusion***

Tax lots located adjacent to Lozier Lane can be served by standard service line connections to the 18 inch main. Properties further east of Lozier Lane will require mainline extensions for service.

Be advised that CM type flows vary drastically depending on the exact use; the exact downstream impact must be determined at the time of development.

**714-WC**

This zoning area is located within the Cities service area.

**715-WC**

Flows from this area are directed to an 8 inch sewer main within Clover Street. s.

***Conclusion***

Capacity is adequate for the proposed zoning changes based on standard SC flow rates. Exact downstream impact must be determined at the time of development.

**716-WC**

This area is served by an 8 inch sewer main flowing north in Reager Street.

***Conclusion***

Capacity is adequate for the proposed zoning changes based on standard SC flow rates. Exact downstream impact must be determined at the time of development.

**717-WC**

This area can be served by 8 inch sewer mains in 2<sup>nd</sup> Street and Ross St.

***Conclusion***

Capacity is adequate for the proposed zoning changes based on standard SC flow rates. Exact downstream impact must be determined at the time of development. Mainline extensions may be required to serve tax lots not immediately adjacent to 2<sup>nd</sup> or Ross.

**718-WC**

Sewer service is readily available to this area. Flows from this basin enter the 30 inch sewer interceptor within Ross lane.

***Conclusion***

System capacity is available to serve the proposed zoning changes based on standard unit flow rates. Exact downstream flow impacts cannot be determined until time of development.

**719-WC**

This area can acquire sewer service from an 18 inch sewer main located within Lozier Lane.

***Conclusion***

Connection to mainline will require mainline extension from the 18 inch sewer main. Downstream system capacity exists for this zoning change.

# Exhibit J

## Public Comments

- J-1. Property owners **within** ISAs
- J-2. Property owners **near** ISAs
- J-3. Inclusion requests

Public comments are not included in this .pdf. Go to <http://www.ci.medford.or.us/Page.asp?NavID=2140> to view the comments

# Exhibit J

## Exhibit J-1

### Letters from property owners inside an ISA

<u>Name</u>	<u>dated</u>	<u>ISA</u>	<u>map/taxlot</u>	<u>comment</u>
ICWUSA	2013-12-05	140	37-1W-06/2604	requests exclusion
Frantz	2013-12-20	810	37-2W-24DA/3900	supports

# Exhibit J

## Exhibit J-2

### Letters from property owners near an ISA

<u>Name</u>	<u>dated</u>	<u>ISA</u>
Templer, Gary .....	2013-12-26 .....	212, 213
Fennell, Kathleen .....	2014-01-07 .....	212, 213; 140, 214, 215, 216
Wenzl, Edith & Alfred .....	2014-01-07 .....	212, 213
Wihtol, Arn & Karen .....	2014-01-15 .....	240,940
Elzy, Jason .....	2013-12-24 .....	718
Nelson, Phyllis .....	2014-01-11 .....	930
Grant, Judith .....	2014-01-10 .....	930
Swartsley, Steven L. ....	2014-01-10 .....	930
Kelling, Bruce & Susan .....	2014-01-13 .....	930
Stiles, Melissa .....	2014-01-14 .....	930
Thiebes, John .....	2014-01-14 .....	930
Ostenson, Todd & Jenni .....	2014-01-15 .....	930
Buck, Sally L. ....	2014-01-15 .....	930
Heslington, Lane & Bill .....	2014-01-15 .....	930
Dines, Melanie .....	2014-01-15 .....	930
Smullin, Craig & Kaleene .....	2014-01-15 .....	930
Dittmer, Eric & Lynne .....	2014-01-15 .....	930
Rogue Valley Country Club .....	2014-01-14 .....	930
Hendrix, Brian & Daisy .....	2014-01-14 .....	930
Carpenter, Michael .....	2014-01-14 .....	930
Carpenter, Anne M. ....	2014-01-14 .....	930
Slagter, Craig & Lanore Soulagnet ...	2014-01-14 .....	930
DeKorte, Michael & Paula .....	2014-01-13 .....	930
Smith, Natalie & Rick .....	2014-01-13 .....	930
Gooding, Dale H. ....	2014-01-12 .....	930
Jorizzo, Paul & Vera Melnyk .....	2014-01-14 .....	930
Jorizzo, Kristen .....	2014-01-14 .....	930
Williams, Bill & Brenda .....	2014-01-09 .....	930
Huycke, Patrick .....	2014-01-10 .....	930
Staller, Teena & Michael .....	2014-01-14 .....	930
Wayda, David & Tracey .....	2014-01-14 .....	930
Dailey, John & Karen .....	2014-01-09 .....	930
Burwell, Jana & Douglas .....	2014-01-11 .....	930
Norgan, Ian A. ....	2014-01-13 .....	930

# Exhibit J

Keating, Karen.....	2014-01-13 .....	930
Thiebes, Nancy.....	2014-01-13 .....	930
Lyons, Susan.....	2014-01-12 .....	930
Wood, George & Janice .....	2014-01-12 .....	930
Thiebes, John .....	2014-01-13 .....	930
Wise, Bob & Sally .....	2014-01-12 .....	930
Jones, David & Michele .....	2014-01-14 .....	930
Wihtol, Arn & Karen .....	2014-01-13 .....	930
Fowler, Michael D. ....	2014-01-14 .....	930
Doolen, Robert & Karen .....	2014-01-14 .....	930
Nunes, Debbie J. ....	2014-01-13 .....	930
Leever, Bill & Nancy .....	2014-01-14 .....	930
Hageman, Mark R.....	2014-01-14 .....	930
Hirt, Bob & Carol .....	2014-01-12 .....	930
Jantzi, Doug & Anne .....	2014-01-13 .....	930
Koch, Andrea & Joe .....	2014-01-13 .....	930
Bonacina, Kaye & Bonnie.....	2014-01-13 .....	930
Ward, Gary & Susan .....	2014-01-12 .....	930
Kelling, Bruce & Susan (2).....	2014-01-11 .....	930
Gwynn, Joan & David .....	2014-01-10 .....	930
Petition .....	2014-01-15 <i>rec'd</i> .....	930

# Exhibit J

## Exhibit J-3

### Requests for inclusion

<u>Name</u>	<u>dated</u>	<u>map/taxlot</u>	<u>request</u>
Cogswell	2013-10-18	37-1W28AA/3300	change UH to CM (near ISA 930)
Wilson	2013-12-19	37-1W-18AA/2100	change GI to CM
		37-1W-07A/1200	change GI to CM
		37-1W-07A/1300	change GI to CM
Gibson	2014-01-04	37-1W31C/300	change UR to UM (near ISA 540)
Pasnik	2014-01-07	37-1W-21AB/101	change UR to GI/LI (near 310)

# Exhibit K

UGBA Phase 1: ISA GLUP Amendment (file no. CPA-13-032)  
Staff Report

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January 15, 2014

## Internal Study Area Guidebook

4th edition

The ISA Guidebook is not included in this .pdf. Go to <http://www.ci.medford.or.us/Page.asp?NavID=2140> to view the guidebook.