

Exhibit CC

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AUG 05 2015

Planning Dept.



CSA Planning, Ltd

4497 Brownridge, Suite 101  
Medford, OR 97504

Telephone 541.779.0569

Fax 541.779.0114

Mike@CSAplanning.net

August 5, 2015

Mayor and City Council  
200 South Ivy Street,  
Lausmann Annex, Room 240  
Medford, OR 97501

**RE: UGB Amendment MD-3 (Southeast Portion Thereof) / Autumn Hill  
Lots: 37-1W-09-2600 & 2700**

Dear Mayor and City Council:

We urge you to accept the Planning Commission recommendation — to include the 160-acre<sup>1</sup> property situated in the south-east portion of MD-3, also described herein as the Autumn Hill plan and comprised of Lots 37-1W-09-2600 & 2700. This property is also shown on the attached maps.

While there are a number of valid reasons to include this property, outlined in broad summary below, the **first and foremost reason to incorporate the property into the UGB is to accommodate a much needed east-west higher order street connection in Northeast Medford, consistent with the City's Comprehensive Plan.**

- ***Regionally Significant Transportation Connection:***

The Regional Plan, adopted and incorporated into the City's Comprehensive Plan requires all Concept Plans to identify 'regionally significant transportation connections'. The subject property, as part of the proposed Autumn Hill development, can and will provide for the extension of Owen's Drive between Foothill Road to the east and the currently planned and approved section of Owen's Drive at McLaughlin Road to the west. **The same will provide a key connection from Foothill Road to Highway 62.** The subject property will also accommodate the much needed northerly extension of McLaughlin Road.

Prior to amending a UGB to include additional lands, the City **must** evaluate whether any public facilities are needed to serve lands currently within their UGB. The City's Transportation System Plan (TSP) recognizes the intersection of Delta Waters Road and Highway 62 as a failing intersection. The TSP also recognizes Owens Drive as a means to significantly offset the impacts to said intersection. The Owens Drive extension through the subject property has not only been identified in the City's TSP, but the project has also been coordinated with Jackson County Roads and the Oregon Department of Transportation (ODOT). By including the Autumn Hill property into the UGB, the city will provide for a fully coordinated public facility extension that is acknowledged in the TSP as being needed to serve lands already inside the UGB.

During the Planning Commission's initial public hearing, it was mentioned by a representative of the Public Works Department that they would prefer to include lands in a manner that will allow for the entirety of the road to be built. As part of the proposed Autumn Hill development, the entire width of Owen's

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<sup>1</sup> Jackson County Assessment Calculates the property (lots 2600 & 2700) to be 159.31 acres.



Drive can and will be accommodated within the subject property, consistent with the stated Public Works' preference.

Owen's Drive is to be a higher order street. The portions of Owens Drive directly to the west and currently within the City are designated in the TSP as being a major collector. The staff proposed concept plan recognizes the portion of Owen's Drive crossing the Autumn Hill property will also be a collector. It is significant that the Autumn Hill development proposes that Owen's Drive needs to be access managed, minimizing the number of lower order street connections to it and thereby allowing that higher order street to actually function as a higher order street. There are many higher order streets in Medford that, based on pre-existing conditions, have hundreds of direct residential driveway connections that affect the ability of the street to function as a higher order street. Such a condition exists in Delta Waters to the south. By access restricting Owen's Drive, the fore-mentioned Delta Waters condition will not occur.

- ***Target GLUP and Densities:***

Densities: The staff recommended GLUP designations for the subject property are consistent with the Regional Plan and help demonstrate the ability to achieve all required densities. While the illustrative Autumn Hill master plan provided demonstrates one way in which all target densities can be achieved, said plan is just one example. There are a number of ways in which a master plan could be developed for the area which would deliver the required types of land uses and densities.

- ***Mixed Use / Walk-able Neighborhood***

The property lends itself as a natural extension of the existing residential neighborhoods situated in and around the Delta Waters Road and Abraham Lincoln school. The mixture of some service and neighborhood commercial will not only benefit residents of the Autumn Hill property and other future residents of the area, it will greatly benefit existing residents to the south in a location that is very close and desirable from bike and pedestrian perspectives. The same will result in lesser levels of future traffic loading.

The owners have worked closely with adjacent property owners to the west, currently within the City, to coordinate all transportation connections and services.

The City proposed concept plan illustrates a future trail tying much of north Medford together. Said trail traverses the subject property and would be a welcome amenity.

Abraham Lincoln School is currently situated at the northerly extent of the City. The Autumn Hill property, situated to the north and east of Abraham Lincoln, will allow the school to become more central to a neighborhood, thereby allowing children from all directions to walk or bike to school.

Future School Site: While the current concept plan of record does not specifically illustrate a school site, the Autumn Hill property could accommodate an elementary or middle school site and the same would be a welcome component. Property owner representatives have previously discussed the potential for a school site with school district staff. According to the City of Medford School Plan, there is a need for elementary and middle school sites in Northeast Medford.



Out of all the lands within Northeast Medford, the Autumn Hill property would provide the best alternative for a future school for the following reasons:

- Residents of existing adjacent neighborhoods could walk or bike to the school;
- The site would be surrounded on all sides by residential neighborhoods;
- Future residents of neighborhoods to the north could walk or bike to the school;
- Bus routes would be shorter;
- No nearby farm activities to produce conflicts.
- Benefit from shared facilities. If Abraham Lincoln School were to remain an elementary school, the Autumn Hill property could be used to site a middle school - or the Abraham Lincoln school could be converted to a middle school and the Autumn Hill property could provide a new elementary school. Both schools would benefit from being in close proximity.
- Most importantly, a school site on the subject property could help provide a "sense of place" for the existing, proposed, and future surrounding neighborhood.

- **Services**

As noted herein above, the property is needed in order to accommodate a much needed transportation connection in north Medford. As explained in the staff report, and supporting testimony and evidence the property is serviceable with sewer, storm drainage and water. All other utilities are also immediately available to the property.

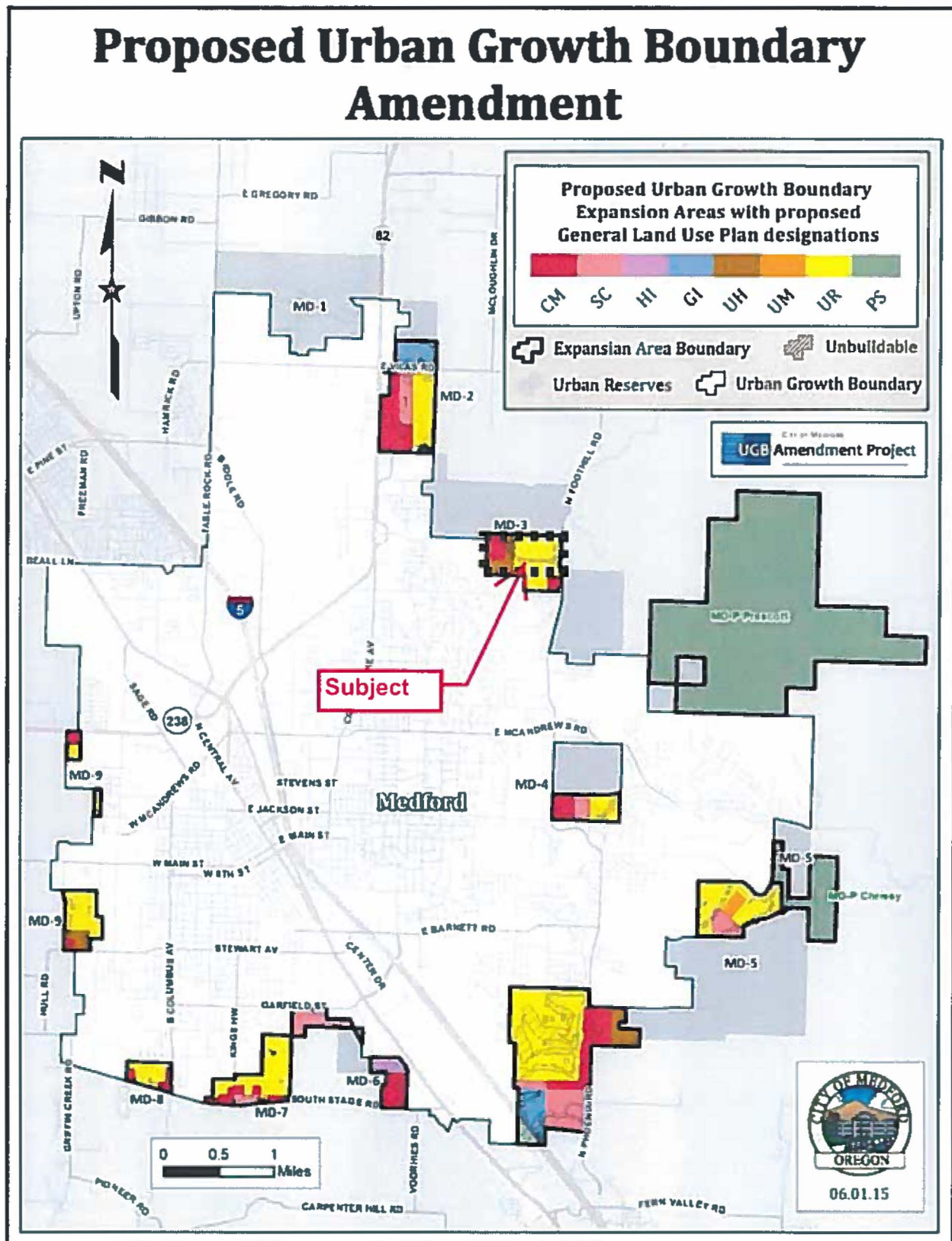
We understand the complexities associated with amending the City's UGB. We appreciate the Council's consideration.

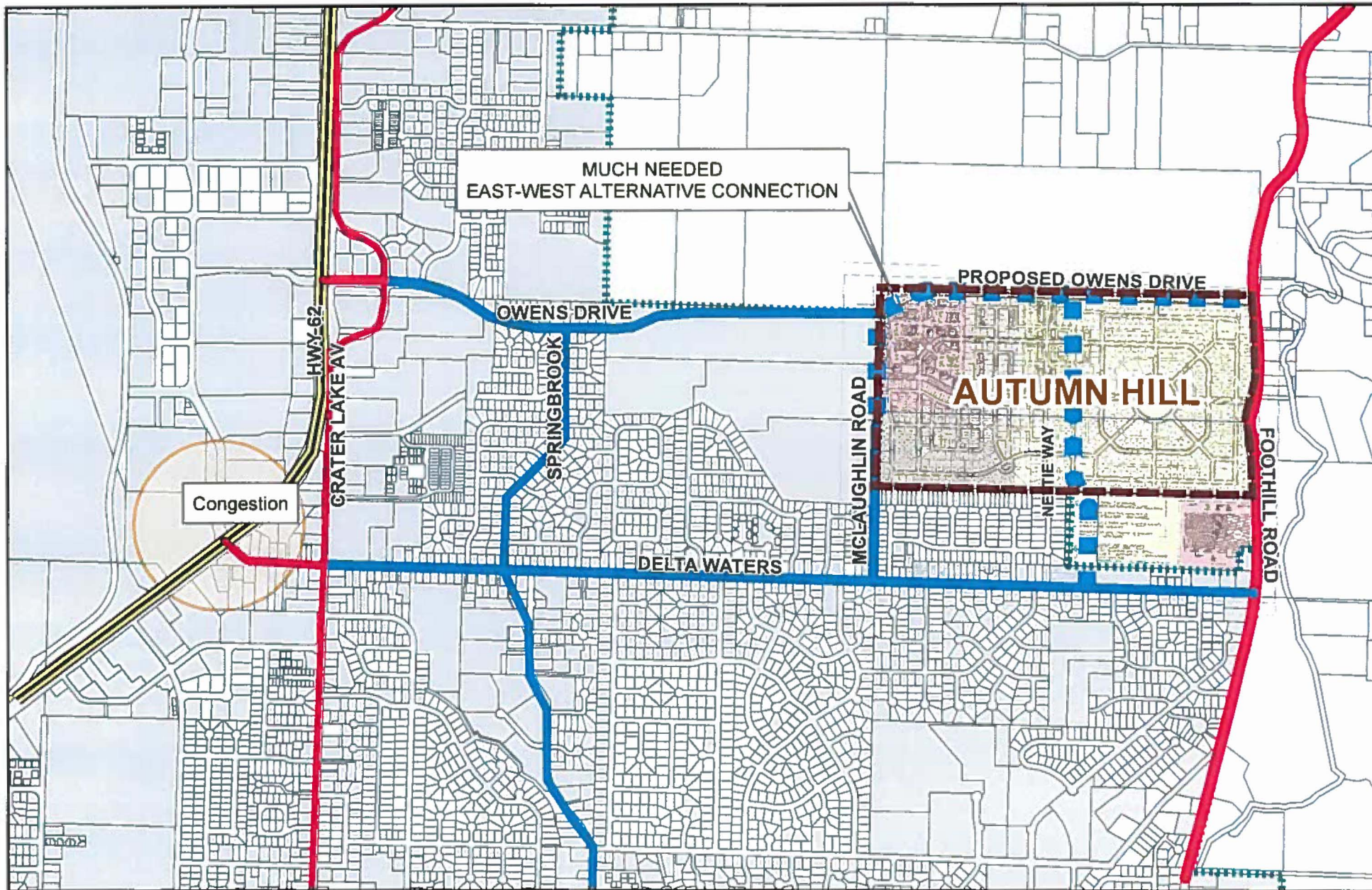
Very truly yours,

CSA Planning, Ltd.

A handwritten signature in blue ink, appearing to read 'Michael Savage', written over a light blue horizontal line.

Michael Savage  
Associate





# Autumn Hill CONCEPTUAL PLAN



1 inch equals 0.25 miles

Planning Commission Recommended GLUP

- |                                                                                                                             |                                                                                                                              |                                                                                                                               |                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: pink; border: 1px solid black;"></span> CM | <span style="display: inline-block; width: 20px; height: 10px; background-color: brown; border: 1px solid black;"></span> UH | <span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> UR | <span style="display: inline-block; width: 20px; height: 10px; border: 1px solid black;"></span> Tax Lots |
| <span style="display: inline-block; width: 20px; border-bottom: 2px solid red;"></span> Arterial                            | <span style="display: inline-block; width: 20px; border-bottom: 2px solid blue;"></span> Collector                           | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed blue;"></span> Proposed Collector                  |                                                                                                           |

Urban Growth Boundary



3200 Crater Lake Ave.  
Medford, OR 97504  
(541) 779-5821  
Fax (541) 773-2877  
TTY# (541) 734-9292

July 30, 2015

Michael Montero, Principal  
Montero & Associates, LLC  
4497 Brownridge Terrace, Site 202  
Medford, Oregon 97504

**Re: Conceptual Transportation Coordination-Medford UGB**

Dear Mr. Montero:

Rogue Valley Transportation District acknowledges that your firm met with senior transit district staff to coordinate development of the conceptual transportation plan associated with the Foothills Group properties in N.E. Medford. The corridor discussed is the potential extension of Owens Dr. from Springbrook Rd. to its intersection with North Foothills Rd.

As discussed, transit is an essential element of the MPO's adopted alternative measures intended to reduce regional vehicle miles traveled in the region. These same alternative measures represent an essential element in local and regional land use policy.

The conceptual plans discussed with the District are consistent with Rogue Valley Transportation District's 10-year Strategic Plan for future transit services, contingent upon funding.

Our thanks to your clients for their consultation with the District in the development of their conceptual plans being forwarded to the City of Medford as part of its Urban Growth Boundary review process.

Sincerely,

A handwritten signature in blue ink that reads "Julie Brown". The signature is fluid and cursive, with the first name "Julie" being more prominent than the last name "Brown".

Julie Brown, General Manager  
Rogue Valley Transportation District