

Medford Comprehensive Plan

Chapter 10

Neighborhood Element

Introduction

The divisions of this chapter are special area plans that have been adopted by the Council. Two plans are incorporated by reference; three others are incorporated into this document.

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10.1 Southeast Plan

Adopted by Medford City Council on March 7, 2013; Ordinance no. 2013-41
Amended by Medford City Council on February 20, 2020; Ordinance no. 2020-21

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1. PREFACE

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

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

The Southeast Plan provides for a centrally located commercial area near the intersection of Barnett and North Phoenix Roads surrounded by an area of denser housing and institutional uses, such as a park, church, community center, and fire station. This TOD (Transit-Oriented District), the Southeast Village Center, will allow many residents—children, adults, seniors—to live within a five-minute walk of services for their daily needs. The Southeast Village Center places at least 40 percent of the

Southeast Area's future housing units within one-quarter mile of the commercial area. Elsewhere in the Southeast Area, a variety of housing is planned, including large, standard, and small single-family lots, rowhouses, multiple-family dwellings, and retirement housing.

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

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

2. INTRODUCTION

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

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

Much of the SE Area was historically devoted to fruit and cattle production, and some portions are still used for those purposes, although previous agricultural uses have diminished. The irrigated soils in the area are not classified as excessively productive for

agriculture.¹ Besides dwellings on large home sites, the area previously contained a tennis club and two fraternal lodges on North Phoenix Road, riding stables, and a radio tower.

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

3. SPECIAL CIRCULATION AND LAND USE PLANNING STUDIES

3.1 Studies: Phase I

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

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

The analysis indicated that, during peak periods, both land use schemes would generate similar traffic levels due to employment locations outside the area. However, the neo-traditional development pattern would reduce off-peak traffic

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

within the area, and produce trips of shorter length. Additionally, it could increase pedestrian and bicycle trips within the area by as much as 60 percent.

3.2 Studies: Phase II

Based upon the findings of this first phase of the special land use planning for the area, the City began the second phase in 1994, again funded through a state TGM grant. The phase 2 study used the conceptual assumptions developed in the neo-traditional development scheme to prepare a generalized circulation and land use plan for the area (See the Southeast Medford Circulation & Development Plan Project Report, August 1995). Neo-traditional development design includes features such as narrow streets with short blocks in a grid pattern, alleys, housing of different types in the same blocks, accessory dwelling units, narrow building setbacks from streets, prominent public buildings and places, and mixed land uses. It places higher density housing near compact commercial centers and transit, and gives neighborhoods well-defined centers and edges.

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

3.3 Implementation: Land Use Actions

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

This section of the “Neighborhood Element,” of the Southeast Plan, represents the latest phases of the special planning efforts in the SE Area. The intent of

these extensive planning efforts is to create an area that is much less reliant on automobile travel, and that preserves the natural environment, incorporating it into a desirable, livable community. The principal function of the Southeast Plan is to apply detailed land use planning and implementation techniques to a geographical area of the community that has important and unique physical qualities, including having a large tract of undeveloped land, rolling terrain, the general availability of public facilities and services, and few ownerships to divide the tract.

3.4 Commercial Center Planning

The Commercial Center area, including the abutting Greenway, encompasses approximately 53 acres located east of North Phoenix Road and north of Barnett Road. A detailed planning effort for this site was undertaken in 2000 through an Oregon Transportation and Growth Management (TGM) Program “Quick Response Grant” (See the SE Medford Village Center Plan – Medford, Oregon, November 2000). The plan, prepared by Lennertz Coyle and Associates, recommended realigning Barnett Road, a Minor Arterial street, east of its intersection with North Phoenix Road to create a pedestrian-friendly retail “main street” with commercial buildings on both sides. For the retail uses to be viable, a high level of slow moving traffic with on-street parking, similar to a traditional main street, was deemed necessary. Subsequently, through the planning process to adopt the Commercial Center Core Area (7A) Master Plan, the point of realignment was shifted to initiate East Barnett Road’s intersection with Stanford Avenue.

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

The Southeast Plan and its implementing Municipal Code provisions also aid the City in meeting the requirements of Oregon’s Transportation Planning Rule (TPR). The TPR requires cities to implement measures that reduce reliance on automobile travel. It requires the planned land use patterns and transportation system to promote an increase in the number of trips accomplished through walking, bicycling, and transit use. This can be achieved if safe and convenient opportunities are provided, and if land use types and density are appropriate. The Southeast Plan translates neo-traditional land uses developed in the phase 2

study into special categories to guide zone change and development approvals in the SE Area. As explained below, the special categories have been established to address the uses, needs, and issues specific to the SE Area.

4. PRIMARY PURPOSE OF THE SOUTHEAST PLAN

The primary purposes of the Southeast Plan include:

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

5. SOUTHEAST PLAN OVERLAY ZONING DISTRICT AND MAP

The Southeast (S-E) Overlay Zoning District is a primary tool to carry out the Southeast Plan, and establishes special standards and criteria for planning and development approvals. The Southeast Overlay Zoning District lays out regulations for design features such as pedestrian-friendly site design, streetscapes, greenways, alleys and street trees.

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

implementation review efforts, including coordination of the Commercial Center Core Area (7A) Master Plan.

5.1 Southeast Plan Map

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

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

5.2 Southeast Plan Map subareas

The implementing provisions in the Southeast Overlay Zoning District ensure that the target housing densities anticipated for each residential land use category will be met at the time development approvals are granted by the City. A key difference between the SE Area and other parts of the community is that the sub-areas are restricted to specific zoning districts to meet the density targets, rather than having a wide range of zones.² The overlay zone establishes permissible density ranges and one or two zoning districts for each of the special land use categories. Additional restrictions, discussed below, regulate the permitted uses within the SE Area's central Transit Oriented District (TOD), the Southeast Village Center, which encompasses several sub-areas. The amendment procedures for the *Southeast Plan Map* are the same as for a minor or major GLUP Map amendment.

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

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

| Sub Area | Land Use Category | GLUP Map | Corresponding Zoning | Density Range D.U./gross acre (PUD)** | Gross Acres | Dwelling Unit Range (PUD)** |
|----------|------------------------------------|----------|----------------------|---------------------------------------|-------------|-----------------------------|
| 1 | Estate Lot | UR | SFR-2 | 0.8 to 2 (2.4) | 237 | 190-474 (569) |
| 2 | Standard Lot | UR | SFR-4 or SFR-6 | 2.5 to 6 (7.2) | 211 | 538-1,266 (1,519) |
| 3 | High Density | UH | MFR-20 or MFR-30 | 15 to 36 (43.2) | 20 | 300-720 (864) |
| 4 | Rowhouse | UM | MFR-15 | 10 to 15 (18.0) | 28 | 280-420 (504) |
| 5 | High Density | UH | MFR-20 or MFR-30 | 15 to 36 (43.2) | 15* | 225-540 (648) |
| 6 | Small Lot | UR | SFR-10 | 6 to 10 (12.0) | 22* | 132-220 (264) |
| 7A | Commercial Center – Core | CM | C-C | Mixed-use buildings only | 18* | n/a |
| 7B | Commercial Center – Service/Office | SC | C-S/P | 20 to 36 (43.2) | 35* | n/a |
| 8 | School | (UR) | SFR-4 to SFR-6 | NA | 9 | n/a |
| 9 | Park | (UR) | SFR-4 to SFR-6 | NA | 6 | n/a |
| 10 | High Density | UH | MFR-20 or MFR-30 | 15 to 36 (43.2) | 44 | 660-1,584 (1,901) |
| 11 | Small Lot | UR | SFR-10 | 6 to 10 (12.0) | 43 | 258-430 (516) |
| 12 | High Density | UH | MFR-20 or MFR-30 | 15 to 36 (43.2) | 3* | 45-108 (130) |
| 13 | Rowhouse | UM | MFR-15 | 10 to 15 (18.0) | 19* | 190-285 (342) |
| 14 | High Density | UH | MFR-20 or MFR-30 | 15 to 36 (43.2) | 16* | 240-576 (691) |
| 15 | Small Lot | UR | SFR-10 | 6 to 10 (12.0) | 102 | 612-1,020 (1,224) |
| 16 | Standard Lot | UR | SFR-4 or SFR-6 | 2.5 to 6 (7.2) | 31 | 78-186 (223) |
| 17 | Standard Lot | UR | SFR-4 or SFR-6 | 2.5 to 6 (7.2) | 124 | 310-744 (893) |
| 18 | School | UR | SFR-4 or SFR-6 | NA | 17 | n/a |
| 19 | Park | UR | SFR-4 or SFR-6 | NA | 10 | n/a |
| 20 | Standard Lot | UR | SFR-4 to SFR-6 | 2.5 to 6 (7.2) | 17 | 43-102 (122) |
| 21 | Park | UH | MFR-20 or MFR-30 | NA | 3* | n/a |
| 22 | Commercial | CM | C-C | 20-36 (43.2) | 6 | n/a |
| 23 | Park | PS | P-1 | NA | 3* | n/a |

| Sub Area | Land Use Category | GLUP Map | Corresponding Zoning | Density Range D.U./gross acre (PUD)** | Gross Acres | Dwelling Unit Range (PUD)** |
|---------------|-------------------|----------|----------------------|---------------------------------------|--------------|-----------------------------|
| 24 | Park | PS | P-1 | NA | 2 | n/a |
| Totals | | | | 4.1 to 8.5 (10.2) | 1,041 | 4,221–8,891 |

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

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

5.3 Southeast Village Center

Several Southeast Plan Map sub-areas in the central part of the SE Area have been combined to form the Southeast Village Center, which is one of the City's four adopted Transit-Oriented Districts (TODs) (see the Transportation System Plan for more detailed information about Medford's TODs). The land uses proposed for the Village Center include commercial, institutional, medium and high density residential, and a greenway/park. The Southeast Village Center TOD consists of three concentric areas nestled within one another. The Village Center of approximately 178 acres contains sub-areas 5, 6, 7A, 7B, 10, 12, 13, and 14. Sub-areas 7A and 7B make up the 53-acre Commercial Center.

The Commercial Center Core Area (7A) of approximately 18 acres is the primary retail center located along Barnett Road extending from North Phoenix Road to a point east of Stanford Avenue. The Commercial Center Core Area (7A) will contain retail and commercial businesses with residential uses allowable above ground floor level in mixed use buildings. A portion of the Greenway is also located within the Core Area (7A) boundary. These areas are depicted in the Southeast Village Center Map.

The Village Center's Commercial Center area is surrounded by medium and high density residential uses to assure that many residents are within a five-minute walking distance. The Village Center is intended to be the main neighborhood activity center for the SE Area, and may also include a church, park, community center, and fire station (already constructed), besides locally-oriented shopping and services. Providing higher residential densities within one-quarter mile of shopping and employment areas, along with safe and convenient pedestrian and bicycle circulation, will also foster future transit viability. Specific Village Center regulations have been developed in the Southeast Overlay Zoning District.

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

- a. Foster a clear sense of place by establishing a geographical focal point, central area, and gathering place for the social, cultural, political, and recreational interaction of people living and working in the SE Area;

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

6. CONCLUSIONS

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

7. GOALS, POLICIES, AND IMPLEMENTATION STRATEGIES

Goal 1. To assure that development in the SE Area occurs in a manner that reduces reliance on automobile travel within the area and promotes multi-modal travel, including pedestrian, bicycle and transit.

Policy 1-A: The City of Medford shall assure that circulation and development design in the SE Area emphasizes connectivity and promotes multi-modal transportation viability.

Implementation 1-A(1): Do not allow private streets to prevent vehicular or pedestrian connectivity or public access to greenways, parks, schools, or other activity centers.

Implementation 1-A(2): Discourage gated or dead-end developments because they prevent connectivity and neighborhood formation. Require adjacent developments to integrate with one another.

Implementation 1-A(3): Assure that development design and street improvements on North Phoenix Road promote non-vehicular access across this major arterial at intersections.

Implementation 1-A(4): Discourage development site design along collector and arterial streets from creating a walled effect near the sidewalk.

Implementation 1-A(5): Encourage the Rogue Valley Transportation District (RVTB) to serve the SE Area with transit service as soon as feasible.

Policy 1-B: The City of Medford shall assure that the Village Center is developed as a pedestrian-oriented, mixed use, higher density central core (Transit Oriented District) for the SE Area.

Implementation 1-B(1): Require special design for development within the Village Center, affecting such elements as building location and orientation, lighting, signage, parking, outdoor storage and display, greenway/wetlands treatment, etc.

Implementation 1-B(2): Limit the commercial zoning districts and permitted uses within the commercial portion of the Village Center to assure pedestrian-oriented development.

Implementation 1-B(3): Require master planning of the entire Commercial Center Core Area of the Village Center prior to development approval.

Implementation 1-B(4): Promote the location of public and quasi-public uses within the Village Center, such as a fire station, day care center, community center, church, park, public plaza, etc.

Policy 1-C: The City of Medford shall support the location of small neighborhood commercial sites in the SE Area outside the Village Center.

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

Policy 2-A: The City of Medford shall strive to provide a system of interconnected open spaces in the SE Area utilizing drainageways and stream corridors open to public view and access.

Implementation 2-A(1): Accentuate drainageways and stream corridors by locating street rights-of-way collinear and adjacent to them in order to open them for public view and access. Such placement should be outside the Greenway, should not disturb the riparian area, and should be in conjunction with enhancement and/or restoration. Creekview Drive in particular should be so located in relation to the North Fork of Larson Creek.

Policy 2-B: The City of Medford shall strive to protect natural features and resources in the SE Area, including restoration when necessary.

Implementation 2-B(1): Encourage clustered development to avoid alteration of important natural features.

Implementation 2-B(2): Apply best management practices for private and public development activities that affect streams, drainageways, and wetlands, including reducing impervious surfaces so that runoff is slowed and filtered.

Implementation 2-B(3): Require hillside development to meet stringent standards limiting grading and vegetation disturbance, and minimizing visual intrusion.

Implementation 2-B(4): Require tree preservation plans indicating existing trees of more than six inches in diameter, in conjunction with development applications.

Policy 2-C: The City of Medford shall pursue the continuing evaluation of the SE Area's natural resources to determine which should be protected by permanent use restrictions or public ownership, and which can be included in environmentally sensitive development.

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

Policy 3-A: The City of Medford shall use zone change procedures as the timing mechanism to control development within the SE Area, based upon the availability and adequacy of public facilities and services, as required by the Medford Comprehensive Plan and Medford Municipal Code. However, future zone changes in the City will be exempt from meeting the minimum transportation LOS standard for the intersection of Stanford Avenue and Barnett Road, because Stanford Avenue within the Commercial Center is desired to have a high level of slow moving traffic.

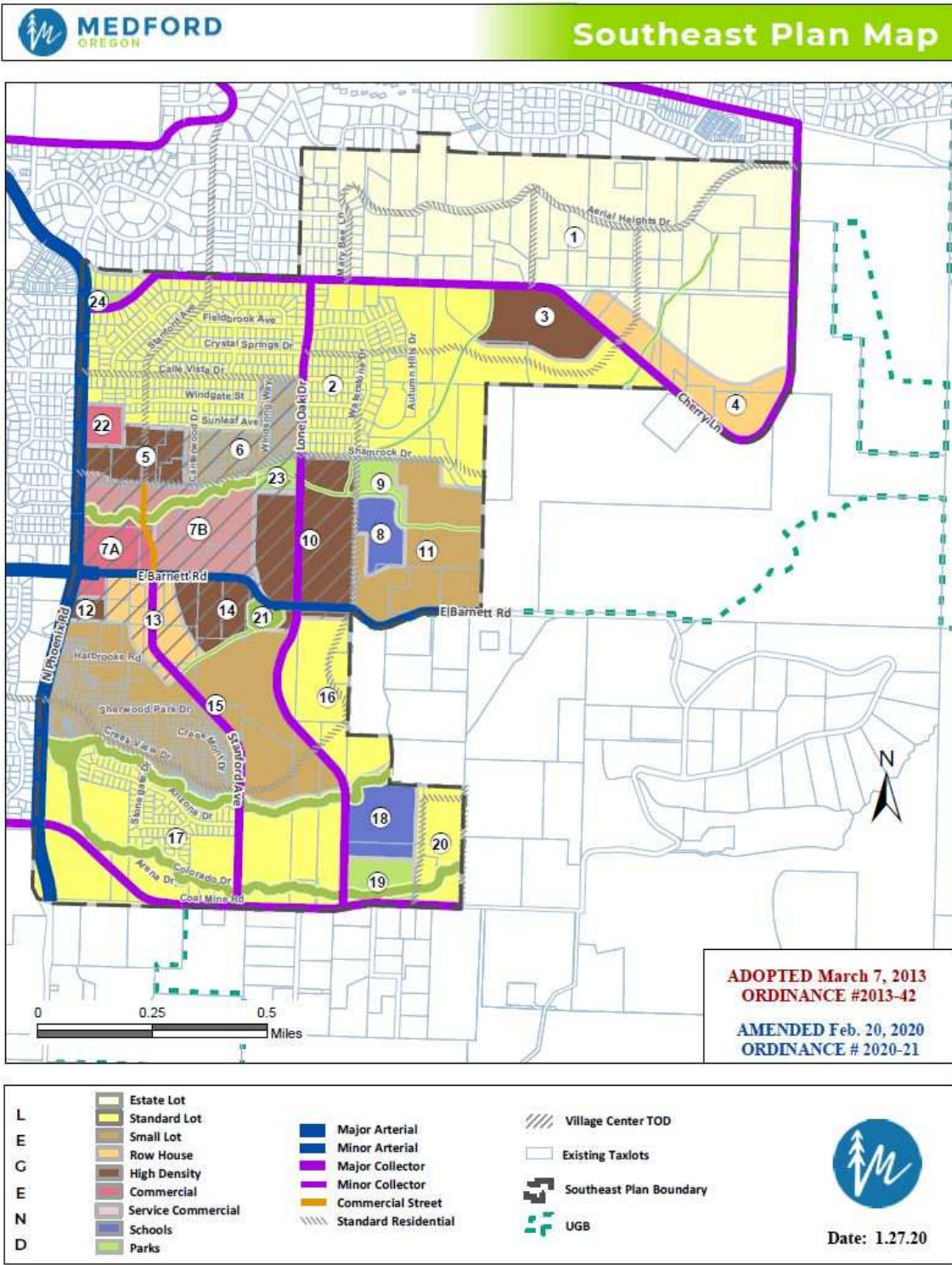
Policy 3-B: Where a street functions as the boundary separating two land use designations or categories in the SE Area, changes to the street location resulting from planning actions shall shift the designations or categories accordingly. Encourage similar land use types to be located facing one another across streets with changes in land use types occurring at the backs of lots where possible.

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

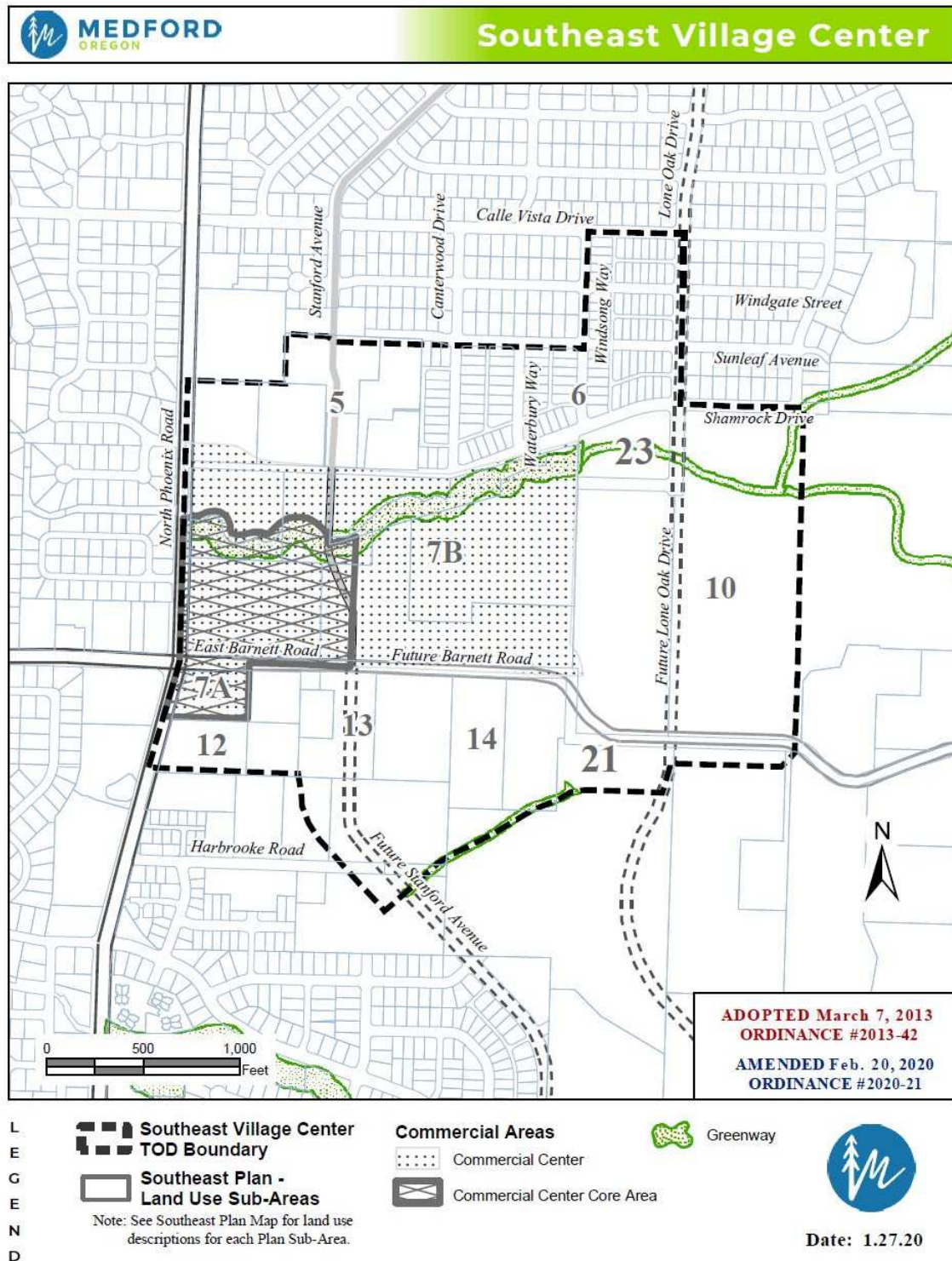
Policy 3-D: The City of Medford shall assure that notice is provided to the Medford and Phoenix-Talent School Districts that land designated for future schools and/or parks in the SE Area may be acquired by the City or school district for such purposes. The City shall notify the applicable school district of pending development permit applications on such land. The City shall not withhold the approval of zoning or development permit applications solely on the basis that a school district or the City has not acquired title to the property. Nothing in this policy prohibits the location of a school or park from changing.

Policy 3-E: The City of Medford shall seek to expend parks systems development charges (SDCs) collected within the SE Area on park-related improvements within the same SE Area.

8. SOUTHEAST PLAN MAP



9. SOUTHEAST VILLAGE CENTER MAP



10.2 Southeast Circulation Plan

1. PLAN OBJECTIVE

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

2. HISTORY

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

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

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

This Neighborhood Circulation Plan is intended to fulfill that policy. The purpose of this plan is to implement the Southeast Plan through adoption of guidelines and regulations relating to the detailed design of a multi-modal transportation system. Subsequent to adoption of the *Rogue Valley Regional Transportation Plan*, the City of Medford adopted the *Medford Transportation System Plan* (TSP) in November 2003, with an updated TSP being adopted in 2018. The Medford TSP and the *Medford Land Development Code* provide for the development of Neighborhood Circulation Plans. The 2003 TSP also adopted the Southeast Village Center as a Transit Oriented District (TOD) explained more fully in Part I of this document.

3. SOUTHEAST AREA NEIGHBORHOOD CIRCULATION PLAN MAP

The adopted Southeast Area Neighborhood Circulation Plan Map (Appendix A) provides the location of streets and other transportation facilities classified and arranged in such a manner as to meet the objectives and policies of this plan and the TSP. Street arrangement and design is reviewed and approved by the Planning Commission in the land division and development review process. The Planning Commission must find that proposed transportation improvements conform to any adopted Neighborhood Circulation Plan as well as the TSP. Transportation system features, such as street arrangement and location, may depart from the adopted plan if it can be found that the principles and objectives of the adopted plan will be carried out.

TSP Action Item 10-e directs the City to “Ensure implementation of the Southeast Medford Area Plan with regard to greenways, land use, paths, trails, roadways, and other transportation related facilities.” This Neighborhood Circulation Plan and Map is adopted by the City Council as a part of the Southeast Plan, as well as part of the Medford Street Classification Map, which is in the Transportation System Plan Element of the *Medford Comprehensive Plan*. It is supplemental to and takes precedence over the *Medford Transportation System Plan* (TSP) in cases of disagreement.

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

4.1 Designated Transit-Oriented District

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

4.2 Southeast Village Center

The Southeast Village Center TOD is to contain a Commercial Center Core Area (7A) with community commercial uses, including up to 50,000 square feet for a grocery store, residential uses of up to sixty units per acre, and a Greenway with shared-use paths. The TOD will also contain an additional 35 acres of service and professional office commercial and high-density residential uses, and a surrounding 150 acres of other residential uses, ranging from small lot single-family and medium density (rowhouses), to high-density residential, including retirement facilities. The streetscape and street/alley designs in this area will have special character to assure pedestrian friendliness and a “town center” atmosphere. Rogue Valley Transportation District (RVTD) transit service is being extended to the area from the west via Barnett Road. Initially, a transit stop will be provided in the Commercial Center Core Area (7A).

4.3 Lennertz–Coyle Commercial Center Plan

The Commercial Center area, including the Core Area and Greenway, encompasses approximately 53 acres located east of north Phoenix Road and north of Barnett Road. A detailed planning effort for this site was undertaken in 2000 through an Oregon Transportation and Growth Management (TGM) Program *Quick Response Grant*. The results of that plan, prepared by *Lennertz–Coyle and Associates*, have been incorporated into this document. The plan recommended realigning Barnett Road, a minor arterial street, east of the

intersection with North Phoenix Road to create a pedestrian-friendly retail *main street* with commercial buildings on both sides. According to the study, for the retail uses to be viable, a high level of slow moving traffic with on-street parking, similar to a traditional main street, is necessary. The planned realignment was originally shifted approximately 400 feet further east as a result of a more detailed Commercial Center Core Area (7A) master planning process. That location coincides with the intersection at East Barnett Road and Stanford Avenue; however, the 2018-2038 City of Medford *Transportation System Plan* recommended that the planned realignment be straightened out through an amendment to the Southeast Plan.

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

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

4.4 Larson Creek Shopping Center

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

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

4.5 Parks and Schools

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

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

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

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

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

4.6 Other Existing Facilities

Other existing facilities in the Southeast Plan Area include the Court House Family Fitness facility on North Phoenix Road, the Medford Fire Station on Barnett Road, and a fraternal lodge. A regional fiber optic network hub facility is

also sited adjacent and to the east of the fire station. Adequate access for the fire station located on the south side of Barnett Road in the Commercial Center Core Area (7A) will be critical.

4.7 Existing and Planned Streets

Table 1: Southeast Plan Area Existing and Planned Major Streets

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

5. PART II: GENERAL CIRCULATION SYSTEM POLICIES AND GUIDELINES

5.1 Interconnected Street Network

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

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

The purpose of a densely-gridded street system is to avoid concentrating motor vehicle traffic onto a few wide auto-oriented pedestrian-unfriendly major streets, and to allow residents and employees to choose a direct route to neighborhood activity centers, making it more likely that motor vehicle trips will

be short or substituted by alternatives such as walking, bicycling, or taking transit. Street design that results in traffic calming will assure that the densely-gridded street system produces livable neighborhoods.

5.2 Street Alignment

Street alignment should ensure that direct routes to neighborhood activity centers (schools, parks, Greenways, Commercial Center, etc.) are provided. The alignment should also consider natural features, such as topography and natural resources, including established trees and groves of trees. Medford Land Development Code Section 10.426 requires street arrangement to take into consideration existing natural features such as topography and trees. Streets should abut public facilities and features such as Greenways, parks, schools, and open space. The provision of pedestrian/bicycle connections that provide direct convenient routes to neighborhood activity centers should also be ensured.

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

Policy 3-B: Where a street functions as the boundary separating two land use designations or categories in the SE Area, changes to the street location resulting from planning actions shall shift the designations or categories accordingly. Encourage similar land use types to be located facing one another across streets with changes in land use types occurring at the back of lots where possible.

By encouraging changes in land use types to occur at the back of lots instead of along streets, this policy aims to achieve a more consistent and integrated streetscape.

5.3 Maximum Block Length

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

5.4 Street Design Standards

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

5.5 Steep Slopes

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

5.6 Access Management

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

The use of residential through-lots should occur only when no other site design options are available. Such through-lots tend to produce an undesirable walking environment by creating the need to “wall-off” the street with tall fencing or walls at the right-of-way line. In addition, walled-off neighborhoods or

commercial centers do not promote community-building. An even poorer condition is created when through-lot development is located adjacent to or interspersed with front-facing development along the same street.

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

Another option is the use of frequent lower order street intersections that produce side yards abutting the higher order street. This design is less pedestrian-friendly but does not create a continuous walled effect. Other, but less desirable, options are creation of frontage streets (commercial areas) or use of shared driveways. Shared driveways are not an available option on arterial streets.

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

5.7 Alleys

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

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

5.8 Streetscape Design

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

5.8.1 Traffic Calming

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

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

5.8.2 Right-of-Way Design

Right-of-way design in the Southeast Area is intended to be "context sensitive." This means that modifications to designs have been considered based upon the abutting planned land use. The needs of the abutting planned land use should be balanced with area-wide and citywide transportation needs. The context of the Southeast Village Center as a TOD will dictate the design of the rights-of-way in this area, and most particularly in the Commercial Center portion of the TOD.

The proposed street design in the Commercial Center is described in more detail under the Streetscape Design section for Barnett Road.

The City of Medford's standard is for intersections to operate with a Level of Service (LOS) "D" or better. This test usually occurs at the time facility adequacy is determined during consideration of a proposed zone change. However, future zone changes in the City will be exempt from meeting the minimum transportation LOS standard for the intersection of Stanford Avenue and Barnett Road, because Stanford Avenue within the Commercial Center is desired to have a high level of slow moving traffic.

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

5.8.3 Right-of-Way Landscaping

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

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

As noted above, right-of-way landscaping and street tree installation and maintenance responsibility is that of the abutting property owner except in

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

5.8.4 Street Lighting

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

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

5.9 PEDESTRIAN/BICYCLE CIRCULATION

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

Sidewalks

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

5.9.1 Accessways

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

5.9.2 Shared Use Paths

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

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

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

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

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

5.10 TRANSIT

Transit service by the Rogue Valley Transportation District (RVTD) will initially be extended easterly on Barnett Road to the Commercial Center. In the future, a major transit stop or station will be provided within the Southeast Village Center TOD. For viable transit service, generally a residential density of at least seven units per acre is needed. The Southeast Village Center TOD is expected to contain over 2,000 dwelling units at build-out with a gross density of 12 units per acre or more. Since transit users are also pedestrians, the overall pedestrian-friendly design of the area will be essential in encouraging transit use. The Commercial Center Core Area (7A) should include provisions for the major transit stop.

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

6.1 NORTH PHOENIX ROAD

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

6.1.1 Planned Intersections

a. **Calle Vista Drive with North Phoenix Road**

Standard Residential with Major Arterial

Single-family development is located at all corners of the intersection, including an existing historic home at the northeast corner. Completing the sidewalk and planter strip in North Phoenix Road in front of this home may be difficult due to a lack of space; however, alternatives should be studied because the missing 150 foot+/- section of sidewalk will force pedestrians to use the bicycle lane in the roadway. Completion by the City of the missing 150 foot+/- sidewalk and planter strip in Calle Vista Drive at the side of the existing home should be considered, as adequate room exists. When warranted, further analysis regarding the appropriate type of intersection control at this intersection, will be evaluated.

b. **Barnett Road with North Phoenix Road**

Major Arterial with Major Arterial

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

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

c. **Creek View Drive with North Phoenix Road**

Standard Residential with Major Arterial

This intersection will provide important east-west connectivity between the Southeast Area and the remainder of the City. It will also provide the point at which users of the Larson Creek shared-use paths will cross North Phoenix Road. Single-family residential development will be located at three corners of the intersection with the Larson Creek Shopping Center at the northwest corner. When traffic volume warrants a traffic signal at this intersection, the relocation of the signal from the

center point of the Larson Creek Shopping Center to this intersection will be necessary. However, new homes to the east will generate pedestrian and bicycle traffic crossing North Phoenix Road at this intersection to access the shopping center before signalization of the intersection. When the signal is relocated, the center point access to the shopping center will be redesigned to limit turning movements to right in/right out. Pedestrian and bicycle traffic continuing to cross at this location from the Southeast Area may be an issue.

d. Shamrock Drive with North Phoenix Road
Standard Residential with Major Arterial

This intersection will be realigned to coincide with Shamrock Drive on the west side. No new development, other than what is allowed under the current zoning, will be allowed to take access from Shamrock Drive 500 feet east of North Phoenix Road, until it is aligned. The realignment will include work on the slope of the east side of North Phoenix Road to ensure the sight distance is adequate. Commercial development is to be located at the southeast corner of the intersection and high density residential development at the northeast corner, with existing single-family development to the west. This intersection will be located at the top of a rise resulting in possible visibility issues. Further analysis regarding the appropriate type of intersection control will be evaluated at the time of the realignment and easterly extension of Shamrock Drive, or when warranted.

e. Coal Mine Road with North Phoenix Road
Major Collector with Major Arterial

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

6.1.2 Streetscape Design

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

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

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

6.2 BARNETT ROAD

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

6.2.1 Planned Intersections

f. **Stanford Avenue**

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

This signalized intersection will be the key intersection in the town center, Commercial Center Core Area (7A). The intersection must be located to the east of the US Sprint Communications facility due to the location of underground facilities that may be too costly to move. The intersection will have retail buildings close to the street on all corners and will convey the identity and character of entire town center. It will have on-street parking and features to aid in pedestrian crossing, such as curb extensions and medians. Short pedestrians crossing of no more than 50 feet are needed in town centers. These must be designed so as to facilitate emergency vehicle movement due to the close proximity of the

fire station. The Commercial Center Core Area (7A) will extend approximately 300 to 400 feet east of the intersection. Stanford Avenue to the south of the intersection will contain bicycle lanes, but to the north will not. The intersection must be designed to convey to all users the location, in all four directions, where bicyclists are to be expected.

g. Lone Oak Drive

Major Collector with Minor Arterial

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

h. Standard Residential Street B

Major Collector with Minor Arterial

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

i. Future Collector Street

Minor Collector with Minor Arterial

This intersection will generally be located west of the crossing of North Larson Creek by Barnett Road, to achieve a Collector Street spacing of approximately one-quarter to one-half mile. The future abutting land uses are unknown.

6.2.2 Streetscape Design

Commercial zoning on both sides of Barnett Road will be essential to creating a town center. The recommended speed in town centers is 25 mph. Stanford Avenue, north of East Barnett Road, will also be constructed as a commercial street with retail shops and parking on both sides.

A high volume of slow moving traffic is critical to a successful retail main street. A lowered design speed will allow smaller main street style businesses to capture

traffic without long frontages or large signs (Lennertz-Coyle Commercial Center Plan).

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

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

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

6.3 CHERRY LANE

Cherry Lane is designated a Major Collector Street. Those planned intersections with Cherry Lane in the Southeast Plan include: Stanford Avenue; Lone Oak Drive; Standard Residential Street B; and Future Standard Residential Streets.

6.3.1 Planned Intersections

a. **Stanford Avenue**

Standard Residential with Major Collector

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

b. **Lone Oak Drive**

Major Collector with Major Collector

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

c. **Collector Street C**

Minor Collector with Major Collector

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

d. **New Standard Residential Street B**

Standard Residential with Major Collector

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

e. **Future Standard Residential Streets**

Standard Residential with Major Collector

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

f. **Shared Use Paths**

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

6.3.2 Streetscape Design

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

The City will strive to complete the street improvements in front of existing homes expeditiously, including sidewalks, planter strips, pedestrian scale street lighting where appropriate, street trees, and bicycle lanes. The ultimate cross section will include sidewalks and planter strips, with bicycle lanes on both sides. Along the street frontage where the street abuts the city owned Chrissy Park, the right-of-way will be designed to facilitate safe and convenient pedestrian and bicycle use of the park as well as an enhanced streetscape.

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

6.4 COAL MINE ROAD

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

6.4.1 Planned Intersections

j. **Stanford Avenue**
Major Collector with Major Collector

This will be a T-intersection with the possibility of Stanford Avenue being extended to the south if the Future Growth Area is added to the UGB. There will be a shared-use Greenway path crossing Stanford Avenue at the intersection. The land uses will be single-family at the northwest corner of the intersection, Greenway at the northeast corner, and rural outside the UGB to the south. A Conditional Use Permit will be required for the Stanford Avenue crossing of the riparian corridor and associated

wetland near the intersection. Sidewalks, or shared use Greenway paths in lieu of sidewalks, and planter strips will be constructed on the north side only of Coal Mine Road unless, or until, the UGB is expanded to the south.

k. **Lone Oak Drive**

Major Collector with Major Collector

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

l. **Standard Residential B Street**

Standard Residential with Major Collector

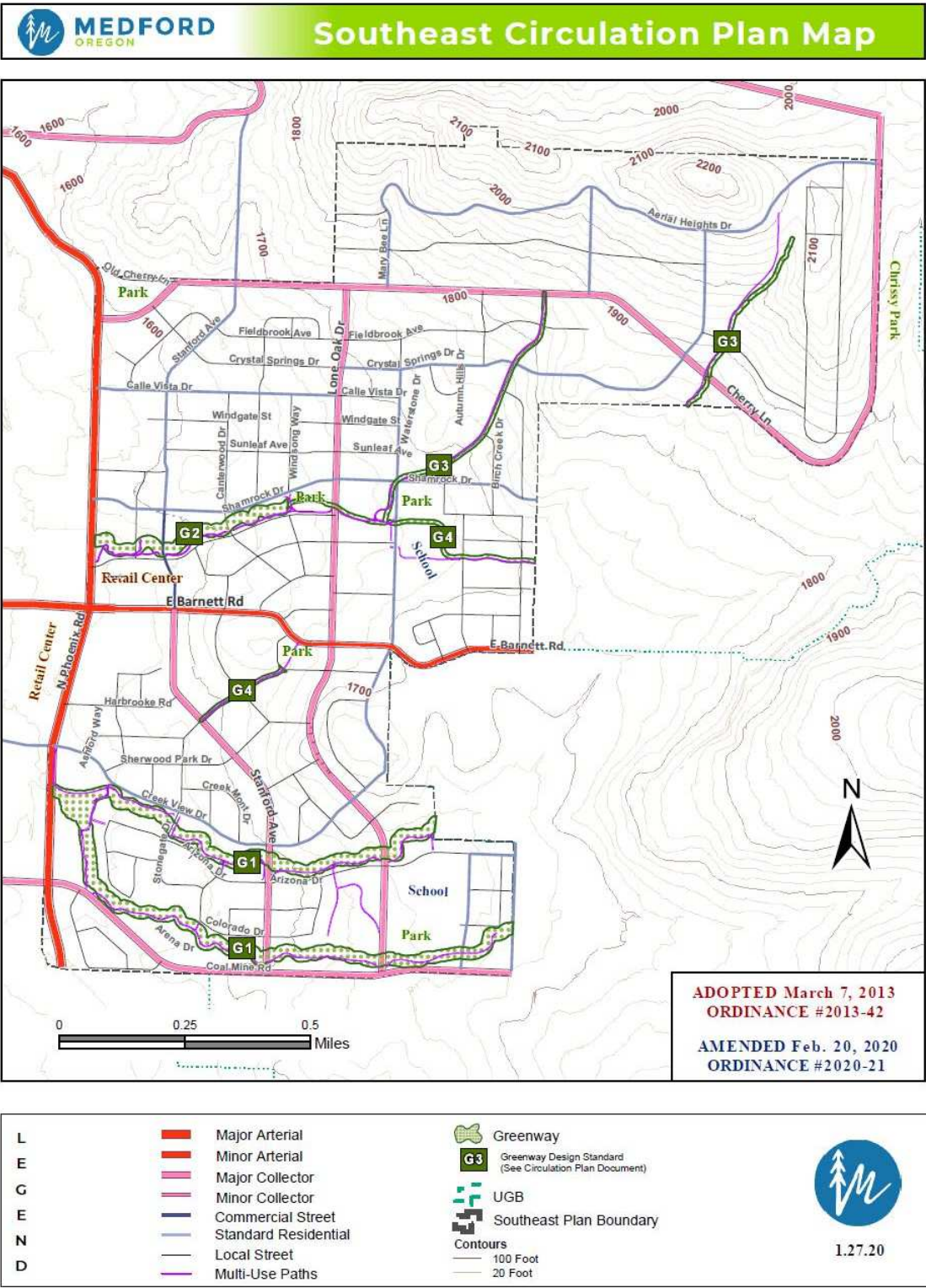
This will be a T-intersection with the possibility of the street being extended to the south if the Future Growth Area is added to the UGB. The intersection will have single-family uses on the northwest corner and will be located on the UGB line to the east and south, with rural uses outside the UGB.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

6.4.2 Streetscape Design

Except where the Greenway or other public facilities abut the street, site design along Coal Mine Road will have residential lots and dwellings fronting on the street. This will be accomplished through use of alleys or shared driveways. The use of side yards is also acceptable. Coal Mine Road will not contain on-street parking. The City will strive to complete the street improvements in front of existing homes inside the UGB expeditiously, including sidewalks, planter strips, pedestrian-scale street lighting, street trees, and bicycle lanes. Because the edge of the southerly right-of-way serves as the UGB, most of the future widening of the right-of-way to 74 feet in width will take place on the north side of the street opposite the UGB. The ultimate cross section, until such time the UGB may be relocated, will include sidewalks and planter strips on the City side only, with bicycle lanes on both sides. Abutting property owners will be responsible for the landscaping and maintenance of planter strips.

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

APPENDIX A
Southeast Area Neighborhood Circulation Plan Map



10.3 Bear Creek Master Plan

Adopted by Medford City Council on November 6, 2003

Ordinance no. 2003-285

The entire Bear Creek Master Plan, adopted as a part of the Medford Comprehensive Plan, has been printed as a separate document which contains all of the chapters and appendices, and is available for review or purchase from the City of Medford Planning Department, 200 South Ivy Street, Medford, Oregon 97501, phone 541-774-2380, and is online on the City of Medford website at www.ci.medford.or.us.

10.4 Urbanization Planning

Adopted by Medford City Council on November 15, 2018
Ordinance no. 2018-131
Amended by Medford City Council on November 3, 2022 Ordinance No. 2022-123

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1. OBJECTIVE

To adopt land use and circulation maps that assure that the Regional Plan Element (RPE) requirements under section 4.1.8 are being met for all areas added to the urban area from the urban reserve before the land can be annexed. Urbanization plans must show compliance with the minimum residential density standard of RPE 4.1.5, the requirement for mixed-use, pedestrian-friendly development of RPE 4.1.6, and compliance with the land use distribution requirements of RPE 4.1.8 (b).

Urbanization plans will encompass cohesive “planning units” within the expansion area. In this context “planning unit” means an area that is bounded by streets, natural features, and/or existing property lines in such a way that it is logical to plan as a unit. The cohesive units are mapped at the end of this division.

2. LEGAL EFFECT

An urbanization plan is a “Special Area Plan” as defined in the General Land Use Plan Element, a “conversion plan” as termed in the Urban Growth Management Agreement, and a neighborhood circulation plan as used in Chapter 10 of the Municipal Code. As such, an urbanization plan may specify zoning district options and future development patterns in greater detail than the General Land Use Plan (GLUP) and Transportation System Plan maps.

Adopted urbanization plans become appendixes to this division.

3. HISTORY

The City of Medford adopted its portion of the Greater Bear Creek Valley Regional Plan as the Regional Plan Element of the Comprehensive Plan in 2012. Through this adoption the City established an urban reserve, from which land will be selected for inclusion into the UGB. The Regional Plan Element established a set of “performance indicators” (standards) that must be met as land is brought into the UGB from the urban reserve. These performance indicators played a role in determining where the UGB would be expanded to meet the City’s land need at the time of UGB expansion. However, further detail is needed in order to ensure that these areas will meet all applicable performance indicators as they are developed. The urbanization plans adopted into this division of the Neighborhood Element demonstrate that all applicable performance indicators from the Regional Plan Element will be addressed as areas develop.

4. PROCEDURE

Prior to or concurrently with annexation, urbanization plans must be submitted for each planning unit added to the UGB from the urban reserve. An urbanization plan shall be submitted for the identified planning units. The individual identified planning units are the smallest geography the City will evaluate for urbanization planning. The City may review multiple planning units concurrently.

- 4.1 Pre-Applications: A pre-application meeting is required. The purpose of the meeting is for staff of various departments and agencies to convey objectives and warn of obstacles or concerns before applicant has begun significant work on plans. All property owners within the planning unit shall be notified of the pre-application conference date, time, and location.
- 4.2 Urbanization Plan Administration: Submittal of an urbanization plan is a Major Comprehensive Plan amendment application.
 - 4.2.1 An urbanization plan is a special area plan that refines the existing GLUP map, therefore it is not subject to the General Land Use Plan map amendment criteria in the Review & Amendments chapter. The applicable criteria are established within sections 5 and 6, below.
 - 4.2.2 A property owner initiated urbanization plan application must contain the written consent of property owners who own at least 50 percent of the tax lots and the acreage of the tax lots must represent at least 50 percent of the total property area for each planning unit. Urbanization plans that demonstrate coordination and consensus with all the property owners within a planning unit may be prioritized for review.
 - 4.2.3 The urbanization plans will be adopted as appendixes to the Neighborhood Element of the Comprehensive Plan.
 - 4.2.4 The submittal requirements are outlined in Chapter 10 Section 10.220(3) of the Municipal Code.

- 4.2.5 Applicants must conduct a neighborhood meeting in accordance with Section 10.194 of the Municipal Code.
- 4.3 Land Supply Categories: There are alternative approaches to land supply for urbanization planning described generally below. Urbanization plans should identify which approach to land supply is being pursued:
 - 4.3.1 No Spatial Changes: No significant GLUP map changes are proposed from those established for the planning unit at the time the planning unit was included in the UGB.
 - 4.3.2 Minor Spatial Adjustments: GLUP map amendments are proposed within the planning unit but the total acreage for each GLUP Map designation is not significantly changed.
 - 4.3.3 Moderate Spatial Adjustments: Some GLUP map amendments are proposed but the total acreage for each GLUP Map designation within the applicable MD area and inside the UGB has not changed. Spatial exchanges of land use designations proposed under 4.3.3 shall be coordinated with other planning units in the MD; it is recommended that urbanization plans proposed under 4.3.3 be reviewed in a coordinated manner.
 - 4.3.4 Complex Spatial Adjustments: More complex land supply changes are proposed in the urbanization plan such as spatial exchanges of GLUP designations outside the applicable MD elsewhere within the UGB or concept plan refinements for lands not yet included in the UGB within a specific MD. Urbanization plans of this type would typically require extensive city-wide and/or regional plan land supply analyses.
- 4.4 Exemptions. Areas that have only industrial or open space designations are not required to develop urbanization plans. In the 2016 expansion those areas are MD-2a, MD-5h, MD-6b, and Prescott and Chrissy parks.

5. PLAN CONTENTS

In order to adopt an urbanization plan, the City Council shall be satisfied that the plan substantially conforms to the performance measures outlined in the Regional Plan Element and the submitted plan adequately demonstrates each of the following:

- 5.1 RPS Density Requirements: Compliance with the Regional Element minimum gross density performance measures. The urbanization plan shall include specific zoning designations or text that assures development under the minimum densities will meet or exceed the density expected to be achieved for the planning unit(s) in the UGB Amendment residential land supply analysis. Plan techniques that can be employed to achieve this standard include but are not limited to the following:
 - 5.1.1 Specify residential zoning districts for certain areas.

5.1.2 Commit to specific quantities of residential development in commercial areas.

The findings supporting the urbanization plan submittal shall include density calculations that explain how the plan complies.

5.2 Transportation Planning: A neighborhood circulation plan map showing:

5.2.1 Locations of higher-order streets. Locations and alignments of higher-order streets should be planned in appropriate locations.

The plan will depict how local streets, alleys and paths could be arranged to comply with the City's applicable street connectivity requirements. Typically, a well-connected street grid is desirable both for efficient utilization of urban land and to serve the transportation needs of all modes.

The urbanization plan may seek approval for local street arrangements with less connectivity (fewer intersections, longer block lengths, more dead-ends, greater potential out-of-direction travel) that is otherwise allowed by the code. Such arrangements may be justified on the basis of topographical and other environmental or development constraints, access management requirements, and/or the particular needs of adjacent land uses and those of the surrounding vicinity.

Proposed networks with lower vehicular connectivity may also include mitigation measures including enhanced pedestrian and other active transportation facilities. An example of an active transportation facility may include off-road multi-use paths.

Maps depicting street functional classifications shall utilize a system that is the same as or readily convertible to the City's adopted Transportation System Plan.

5.3 Compliance with the open space allocation for an urban reserve area (see land use distribution table in RPE or Table 9-1 below). Units that contain only Industrial GLUP designations are exempt from this requirement. Urbanization plans approved prior to the changes in 5.3.5, the addition of 5.3.7, and the clarification of net acreage in Section 9 may request inclusion or recalculation of these items as part of the open space calculation at the time of submittal of a Type II or III land use application³. The following classifications count as open space for purposes of fulfilling the RPE requirements:

³ Ordinance No. 2022-123, Adopted November 3, 2022

- 5.3.1 Parks, both public and private shall be counted as open space. Schools (public or private) may be counted as open space. Where land acquisition is not complete or where specific open space dedications were not offered and accepted as part of the UGB process, park and school sites may be identified as opportunity areas on maps and the acreage planned may be described in text form that explains how the planning unit can satisfy the open space requirement. Areas where specific open space dedications were offered and accepted as part of the UGB review process shall be depicted and the acreage counted toward open space percentages.
- 5.3.2 Agricultural buffers. Proposed agricultural buffers within the UGB shall be counted as open space. Interim agricultural buffers shall not be counted toward open space percentages unless an additional legal or planning mechanism is imposed to render such areas as open space even after a future UGB amendment in the applicable MD area.
- 5.3.3 Riparian corridors shall be counted.
- 5.3.4 Areas under an “open space” deed restriction shall be counted.
- 5.3.5 Wetlands, locally significant wetlands, and any associated regulatory buffer shall be counted.
- 5.3.6 Slopes greater than 25 percent.
- 5.3.7 Storm water management systems (located inside or outside of the public right-of-way) such as vegetated stormwater facilities, water quality conveyance swales, or extended detention basins as identified in the *Rogue Valley Stormwater Quality Design Manual* (July 2021 or as amended). Such facilities can serve as open space when built to be integrated into the site development and serve as a storm water facility and site amenity. It is preferred such facilities are publicly maintained.
- 5.4 Compliance with the requirements of Regional Plan Element, section 4.1.6, for mixed-use/pedestrian-friendly development and any specific land use performance obligation. Planning units containing only an Industrial GLUP Map designation are exempt from the mixed-use pedestrian friendly development evaluation.
- 5.5 Preliminary coordination and discussions with public utility providers, including water, sewer, transportation, and irrigation districts.
 - 5.5.1 Coordination may include identifying any existing infrastructure on or adjacent to the site and determining whether it can be maintained or needs to be moved.
- 5.6 Location or extensions of riparian corridors, wetlands, historic buildings or resources, and habitat protections and the proposed status of these elements.
- 5.7 Compliance with applicable provisions of the Urban Growth Management Agreement.

- 5.8 Compliance with the terms of special agreements between the landowners and other public entities that were part of the basis for including an area in the urban growth boundary, as detailed in the Urban Growth Management Agreement.
- 5.9 Coordination with the Parks and Recreation Department for adherence to the Leisure Service Plan related to open space acquisition and proposed trail and path locations.
- 5.10 Vicinity map including adjacent planning units and their General Land Use Plan designations.
- 5.11 Property lines for the subject planning unit and adjacent properties, particularly where new streets are proposed.
- 5.12 Existing easements of record, irrigation canals, and structures.
- 5.13 Areas designated as unbuildable per the Urban Growth Boundary City Council Report dated August 18, 2016 (Map A-1), and the status of those areas, including agricultural buffers.
- 5.14 Contour lines and topography.
- 5.15 In the interest of maintaining clarity and flexibility for both the City of Medford and for landowners, **no urbanization plan may be submitted with or contain the following items**, which are only appropriate at the time of development:
 - 5.15.1 Deviations from Municipal Code provisions, including exceptions to Chapter 10. This prohibition does not function to limit specific neighborhood circulation plan requirements hereinabove.
 - 5.15.2 Limitations on development due to facility capacity shortfalls.
 - 5.15.3 Architectural details.
 - 5.15.4 Specifics about building types and building placement.
 - 5.15.5 Access and internal circulation on prospective lots or development sites.

6. GLUP AMENDMENTS

- 6.1.1 Minor Spatial Adjustments: If GLUP map amendments are proposed within the planning unit but the total acreage for each GLUP Map designation is not significantly changed, the urbanization plan can be the basis for GLUP amendments without the need for complex land supply analysis.
- 6.1.2 Moderate Spatial Adjustments: If land supply GLUP map amendments are proposed that change the spatial arrangement of GLUP designations beyond the boundary of a particular planning unit but maintain the total acreage for each GLUP Map designation within the applicable MD area that is now inside the UGB, then the urbanization plan shall be

accompanied by a mapping analysis that explains how the total land use allocations are maintained by GLUP. Spatial exchanges of land use designations such as this shall be coordinated with other planning units in the MD and an analysis urban land use value equity shall be provided.

- 6.1.3 Complex Spatial Adjustments: More complex GLUP Map amendments that have the potential to alter the land supplies in more fundamental ways will typically require extensive city-wide and/or regional plan land supply analyses. This analysis shall demonstrate that both the urban land needs described in the City's Housing Element and Economy Element will be served and that the resulting amendment will continue to comply with all applicable provisions of the Regional Plan for the area specifically and the City as a whole.

7. URBANIZATION PLAN AMENDMENTS

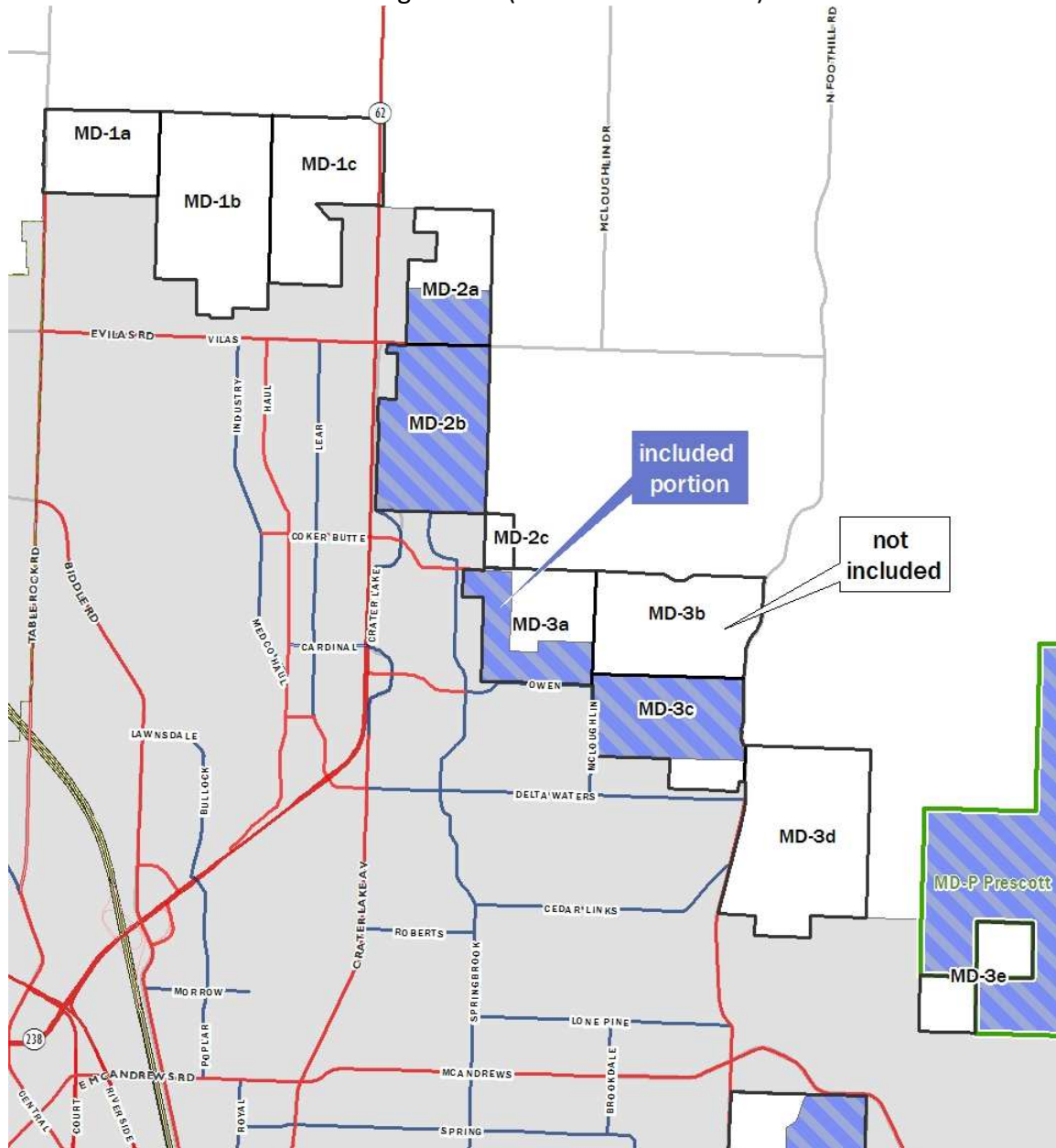
This section prescribes the process for amendments when part of a planning unit has developed, but there is a desire to change the urbanization plan for the undeveloped remainder of the planning unit.

- 7.1.1 Follow the procedures in Sections 4–6, except that the ownership calculation for eligible applicants (see 4.2.2.) includes only the areas of the original extent that have not been developed.
- 7.1.2 The amended plan will replace the previously adopted plan in this chapter.

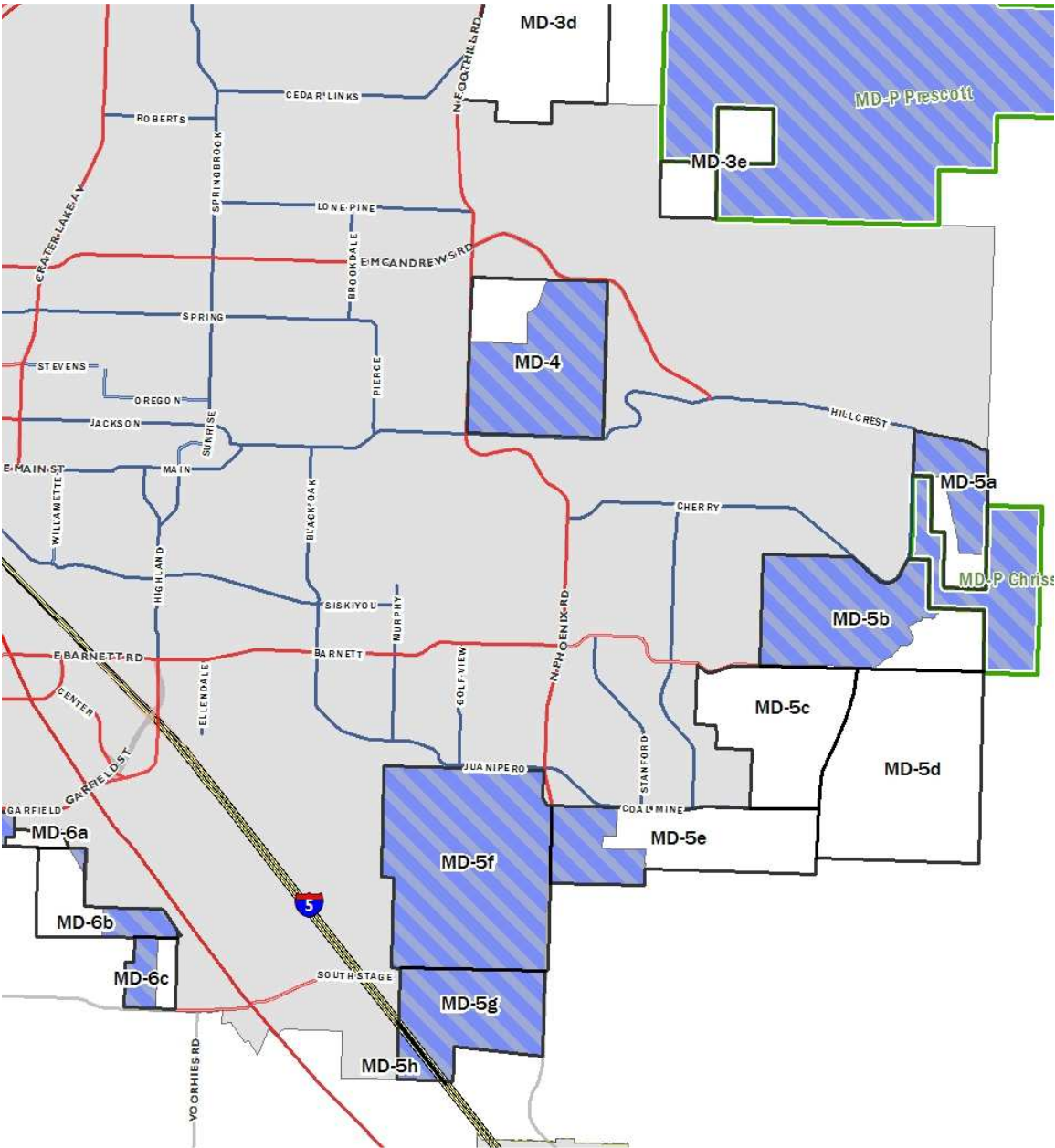
8. PLANNING UNIT MAPS

The following maps identify the cohesive planning units for the purposes of administering this chapter. The dark striped areas show the latest UGB expansion.

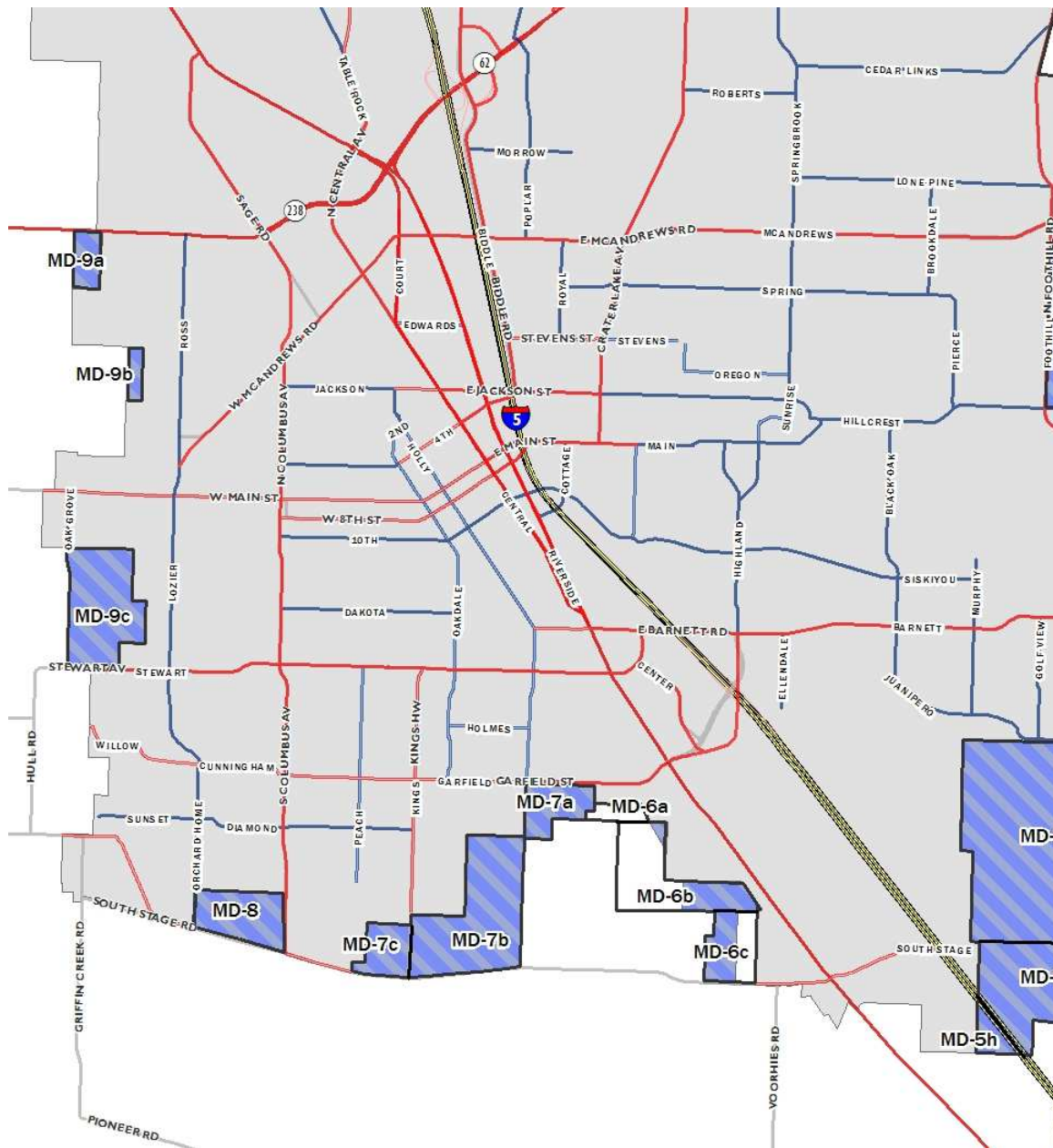
8.1.1 Areas MD-1 through MD-3 (north and northeast)



8.2 Areas MD-4 through MD-5 (southeast)



8.3 Areas MD-6 through MD-9 (south and southwest)



9. OPEN SPACE REQUIREMENTS BY PLANNING UNIT

The open space requirements for each of the designated MD areas is identified in the Regional Plan. The percentages have also been identified for each of the planning units below in Table 9-1. Development constraints may prevent strict adherence to the exact number of acres required based on the percentages in Table 9-1. Therefore, the Open Space proposed within an Urbanization Plan may not be reduced by more than one percent from the required percentage. The amount of Open Space provided in the Urbanization Plan is allowed to exceed the required percentage.

The Open Space percentage is calculated on net acreage of the MD area property boundaries. The acreage of the proposed rights-of-way (higher order and lower order public streets) identified on the concept circulation plan may be deducted from the total net acreage. The remaining number is used to calculate the open space percentage requirement for the planning unit.

(Formula: Total Net Acreage – Proposed R-O-W = Remaining Acreage X Open Space %)

Example: 100 acres – 10 acres of R-O-W = 90 acres X 6% = 5.4 acres

Table 9-1

| Planning Unit Number | Regional Plan Open Space Percentage | Planning Unit Number | Regional Plan Open Space Percentage |
|----------------------------|-------------------------------------|----------------------------|-------------------------------------|
| MD-1a, MD-1b, MD-1c | 6% | MD-6a, MD-6b, MD-6c, MD-7a | 0% |
| | | MD-7b | 22% |
| | | MD-7c | 13% |
| MD-2a | 0% | MD-8 | 29% |
| MD-2b | 11% | MD-9a, MD-9b, MD-9c | 18% |
| MD-3a, MD-3b, MD-3c, MD-3d | 16% | | |

| | | |
|--|-----|--|
| MD-4 | 15% | |
| MD-5a, MD-5b, MD-5c, MD-5d, MD-5e, MD-5f, MD-5g* | 19% | |
| Notes: All of MD-5h is identified as open space and counts toward the MD-5 overall requirement | | |
| *Only the Service Commercial acreage in MD-5g is calculated for the open space requirement | | |

10.5 Liberty Park Neighborhood Plan

Adopted by Medford City Council on January 16, 2020; Ordinance no. 2020-11

1. Introduction
2. Public Engagement
3. Land Use Recommendations
4. Transportation Recommendations
5. Transportation Projects

Appendix A - Comprehensive Plan and Zoning Amendments

Appendix B - Technical Memoranda

Appendix C- Public Involvement and Title IV/Environmental Justice Summary

The entire Liberty Park Neighborhood Plan, as adopted as part of the Medford Comprehensive Plan, has been printed as a separate document which contains all of the chapters and appendices noted above. The plan and appendices can be viewed in paper format at the Medford Planning Department (200 South Ivy Street, Medford, Oregon 97501) and is available on the City's website at the following link:

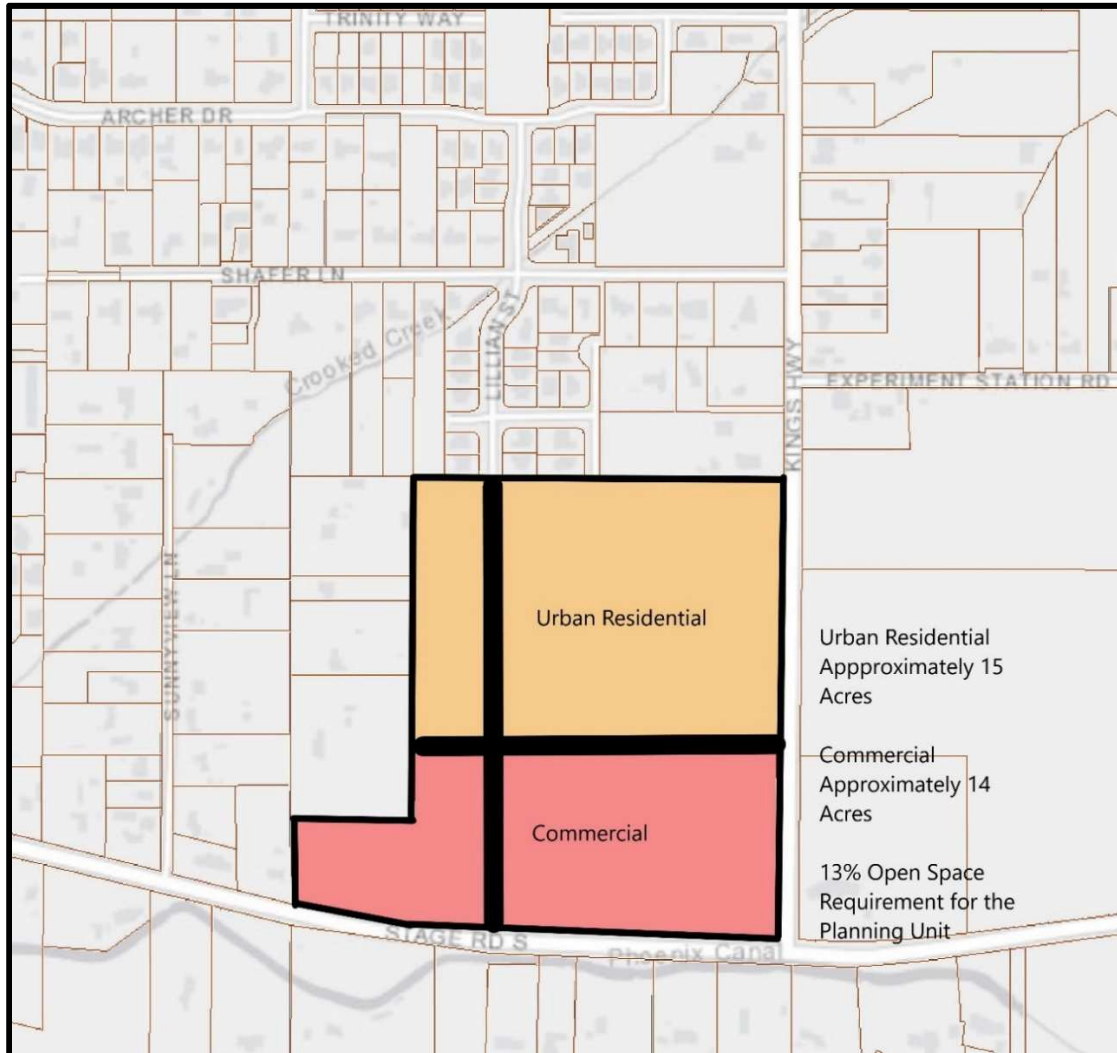
Adopted Plan: [liberty_park_nhplan_finaladopted_2019.pdf \(medfordoregon.gov\)](#)

Plan Appendix: [liberty_park_nhplan_appendix_2019.pdf \(medfordoregon.gov\)](#)

10.6 Adopted Urbanization Plans

URBANIZATION PLAN FOR PLANNING UNIT MD-7c

Adopted by Medford City Council on May 7, 2020; Ordinance no. 2020-56



PROJECT DETAILS:

The planning unit is approximately 29.72 acres in size located at the northwest corner of South Stage Road and Kings Highway. The property has a General Land Use Plan (GLUP) Designation of approximately 15 acres of Urban Residential (UR) and 14 acres of Commercial (CM). The open space requirement for the planning unit is 13 percent. The minimum residential density to be met in the Urban Residential GLUP is 6.6 dwelling units per acre. Two standard residential streets are planned to bisect the planning unit, one is the north-south extension of Lillian Street and the other is an unnamed east-west street to be located along the Commercial and Urban Residential GLUP boundary.

URBANIZATION PLAN FOR PLANNING UNIT MD-5f

Adopted by Medford City Council on July 16, 2020; Ordinance no. 2020-98

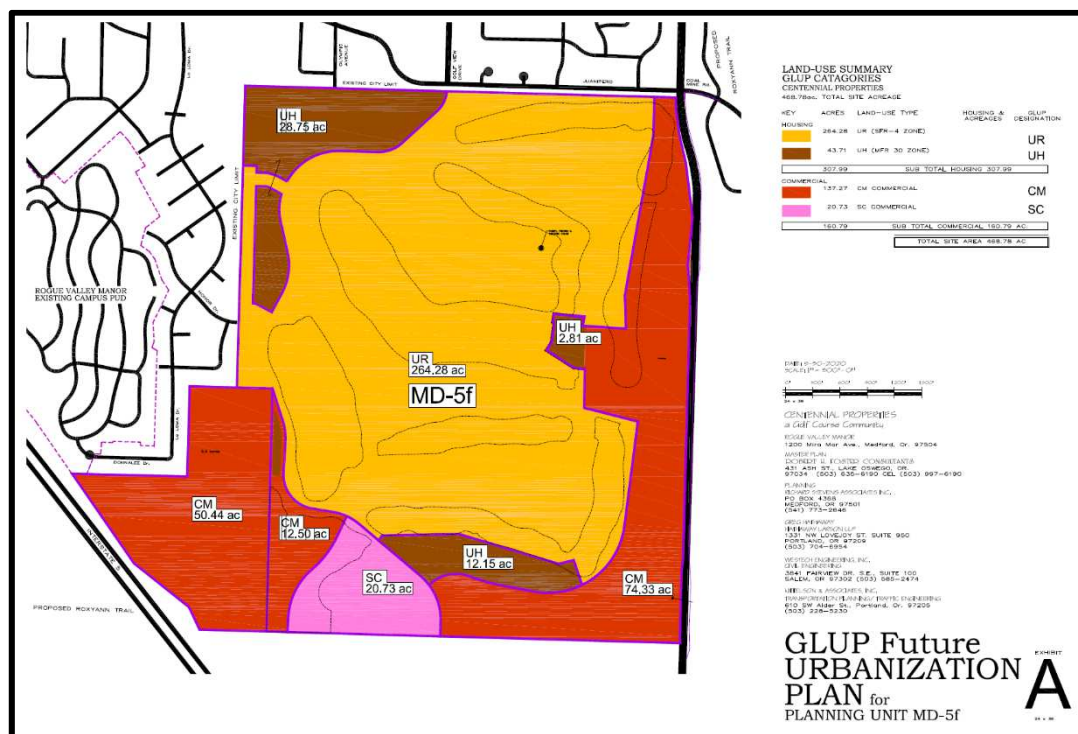


Exhibit A includes 50.44 acres of tax lot 381W04 200 already included in the City

PROJECT DETAILS (MD-5f):

The planning unit is approximately 416 acres in size and is located south of Juanipero Way and west of North Phoenix Road. The property has the following four General Land Use Plan designations: Urban Residential, Urban High Density Residential, Service Commercial, and Commercial. The existing golf course totaling approximately 120 acres will be reserved through a deed restriction on the property, exceeding the 19 percent open space requirement for the planning unit. The applicant proposes a minimum of 1,527 dwelling units to be constructed within the residential GLUP designations on the property. Street extensions include Golf View Drive, Olympic Way, Honor Drive, South Stage Road, and the conversion of the main entrance into the golf course into a public street to extend from North Phoenix Road to Golf View Drive.

URBANIZATION PLAN FOR PLANNING UNIT MD-3a

Adopted by Medford City Council on August 20, 2020; Ordinance no. 2020-111

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1. CHILSONRISE NEIGHBORHOOD VISION AND OPPORTUNITIES

The Chilsonrise Neighborhood Plan has been developed through cooperative planning efforts by the two largest landowners in the planning area, Veritas Properties LLC and Steven Skinner; a list of all the acreages and ownerships at the time the plan was developed is provided in the Ownerships Background document, see Section 6. The Veritas and Skinner ownerships comprise ~89.5 percent of the total planning area. The planning area is identified in the City's Urbanization Planning Areas Map as MD-3a. MD-3a is a subarea of the much larger Urban Reserve area that was analyzed, and ultimately planned as an Urban Reserve, through the Regional Problem Solving (RPS) planning process. In 2017, the City of Medford included the "MD-3a" area along with the "MD-3c" area into its Urban Growth Boundary. Approximately half the MD-3 Urban Reserve area remains outside the Urban Growth Boundary (UGB). The inclusion of this area into Medford's UGB was acknowledged by the State of Oregon in 2018.

Following the 2017 UGB amendment, the City of Medford established criteria and identified sub-areas for Urbanization Planning. The City adopted an updated Transportation System Plan (TSP) at the end of 2018. The new TSP planned transportation facilities for the areas added to the UGB in 2017 and considered the planned land uses for the areas added to the UGB.

The Chilsonrise Neighborhood Plan is the Urbanization Plan for the MD-3a sub-area. It has been developed to comply with the Urbanization Plan criteria and to implement the TSP. The Plan provides a vision that balances planned land uses and transportation improvements with the physical conditions of the site, existing and planned land uses for the area, and market potential.

1.1 CREATING OPPORTUNITIES OUT OF PHYSICAL CONSTRAINTS

The Chilsonrise Neighborhood is constrained by the following physical and environmental conditions:

- Rogue River Irrigation District's Hopkins Canal meanders through the southwest corner of the area.
- A creek cuts across the plan area running from east to west, separating the southern ~34 ½ acres of the neighborhood from the northern ~54 acres. The creek is mapped with different naming conventions, primarily being called Midway Creek or Garrett Creek. This plan refers to the creek as Garrett Creek as it empties into the Garrett Creek drainage on the west side.
- There are potential wetlands in the low-lying areas of the site near the creek and adjacent to irrigation features.
- There is a rock outcrop and shallow depth to bedrock in the northwest corner of Tax Lot 1000.

All the above constraints affect the potential urban form of the Chilsonrise Neighborhood. These features cross through the middle of the neighborhood planning area. The plan seeks to design around these features and retain them as natural area open space in the plan. The Garrett Creek Greenway also presents opportunities for targeted wetland mitigation in MD-3a and perhaps as a site for additional mitigation from development elsewhere in the City. Portions of the area may also be well-suited for storm drainage detention to be integrated with other hydric open space uses

for a more natural open space experience. The Garrett Creek Greenway will become a natural area amenity to the neighborhood. The proposed higher-order street arrangement advances this concept by minimizing crossings of the Garrett Creek Greenway.

1.2 HIGH DENSITY CORRIDOR ON OWEN DRIVE

The area between Owen Drive and Garrett Creek Greenway is planned for High Density Residential in the GLUP Map that was adopted through the City's UGB amendment process. The adjacent Garrett Creek Greenway will provide open space proximity for people living in multi-family housing in this area. The Garrett Creek Greenway also provides a natural separation from the medium density and single-family densities in the northern part of the neighborhood. The center of the high-density area is about a third of a mile from RVT's Route 26. Owen Drive is a minor arterial in this location and separates high density residential from the single-family densities to the south. It will provide excellent bike and pedestrian access to commercial areas to the west. For kids in the neighborhood, a single crossing of Owen Drive is all that would be required to walk or bike to Lincoln Elementary School at a distance of about half a mile. The rest of the route can be biked or walked by kids through the Delta Estates Subdivision on well-connected local streets with relatively low traffic volumes and speeds.

1.3 MULTI-USE PATH

The City's Leisure Services Plan depicts a multi-use path along the Garrett Creek Greenway. The Chilsonrise Neighborhood Plan depicts this multi-use path. This path will create an active recreation and bike/ped transportation facility to derive further benefits from the Greenway. The path west of Cheltenham is contemplated to be co-located with the Rogue River Irrigation District's maintenance road; this area is narrow between the location where future streets will need to go and the irrigation canal maintenance road. It is anticipated that the City, the District and a future developer will need a coordinated management plan this portion of the path.

1.4 COMMERCIAL/SERVICE COMMERCIAL MARKET OPPORTUNITIES

An array of market opportunities may arise for the commercial and service commercial land uses in the southeast corner of Tax Lot 1000 as the plan is implemented. Medford's commercial and service commercial zoning regulations are flexible and allow for multi-family, commercial office, retail and many institutional uses as either permitted or conditional uses. This site could be desirable for many of these uses as the neighborhood plan is implemented. The flexibility of Medford's commercial use regulations will allow this area to respond to market conditions as opportunity arises and the land use plan for the neighborhood will assure that the most intensive land uses will be located nearest to the planned higher-order intersection within the neighborhood.

1.5 NEIGHBORHOOD URBAN DESIGN CONSIDERATIONS

The Chilsonrise Neighborhood Plan does not propose design themes or architectural standards. Medford's Urbanization Plan criteria 5.15 arguably prohibits these. Nevertheless, implementation of the Chilsonrise Neighborhood Plan may ultimately benefit from neighborhood-specific development or architectural design standards. Refinement plans may be appropriate as urban design implementation unfolds.

1.6 RELATIONSHIP TO EXISTING AND PLANNED DEVELOPMENT IN NORTHEAST MEDFORD

Lands to the north across Coker Butte Road were not added to the UGB in the 2017. Lands south of Coker Butte and east of the planning area were also not part of the UGB amendment. These areas remain Urban Reserve. It is expected that these areas will retain the rural land use character as the Chilsonrise Neighborhood Plan is building out, but future urbanization must be considered as they are Urban Reserve. It is not expected that the Chilsonrise Neighborhood Plan will adversely affect future urbanization of any of those lands. The plan proposes specific changes to the future alignment of McLoughlin Drive north of its intersection with Owen Drive, see Section 4 below for more detailed discussion of that issue.

Lands to the southeast of the MD-3a planning area were also added in the 2017 UGB Amendment as Planning Area MD-3c. This area is being planned as the “Autumn Hills” Neighborhood. These two Urbanization Plans have been coordinated and are intended to complement one another. Importantly, the Autumn Hills plan implementation will extend Owen Drive all the way to Foothill Road.

Lands to the south across Owen Drive are comprised of the phases of a single-family neighborhood, the Delta Estates Subdivision. By virtue of the GLUP Map designations applied during the UGB process, Owen Drive and two storm detention ponds serve to separate the multi-family in the Chilsonrise Neighborhood from the single-family to the south.

Lands to the west are a mix of single-family vacant land designated medium density. The single-family off of Sharman Way is separated from the multi-family by the detention ponds for Delta Estates. The medium density is near the medium density on Tax Lot 500 to the west. The remaining portion of the Chilsonrise Neighborhood is single-family and adjacent to other single-family to the west.



3. LAND USE DESIGNATIONS AND MARKET POSITION ANALYSIS

The overall land use arrangement proposed in the Chilsonrise Neighborhood Urbanization Plan reflects minor adjustments to the arrangement adopted through the Urban Growth Amendment process. This section analyzes the proposed Urbanization Plan by GLUP. Summary analysis is provided for areas where GLUP changes are proposed as well as for key Urbanization Plan criteria; see the Technical Findings and Conclusions of Law document for specific detailed findings and analysis concerning applicable criteria.

3.1 GLUP ARRANGEMENT NARRATIVE

The General Land Use Plan (GLUP) Map arrangement retains, for the most part, the land use arrangement originally applied to the planning area in the UGB amendment process. The Commercial and Service Commercial areas have been slightly reconfigured and acreages adjusted to focus the Commercial on the higher traffic areas of Owen Drive with the Service Commercial further to the north between the Commercial and Open Space area. The other change is from UH to UR north of Garrett Creek. High density multi-family development would be confronted with significant challenges from a constructability standpoint in this area.

The resulting plan has a nice mix of single-family on the gently sloped lands and the tighter areas along the northern boundary of the UGB area with medium and high density housing on the north and south sides of the open space area. The commercial areas are located near to the only highest volume intersection in the planning area. Each of the land uses are analyzed and described in subsequent sections.

3.2 DENSITY OBLIGATIONS NARRATIVE

Expressed in dwelling units, the UGB amendment process assumed that the MD-3a area would provide ~434 dwelling units. When developed at the minimum densities under the zoning designations required by the Chilsonrise Neighborhood Urbanization Plan, the plan will deliver ~443 dwelling units. Applying the minimum density for each zone specified for the planning areas in the plan and after properly accounting for the additional land as a result of the Ag Buffer relocation, the plan will yield at least 9 more dwelling units than projected for the planning area during the UGB process. Detailed analysis of the City's criteria for Urbanization Plan density obligations are provided in the Density Obligation Calculations, Reference Document 6.6.

3.3 URBAN RESIDENTIAL GLUP AND ZONING FOR SINGLE-FAMILY RESIDENTIAL

The plan includes areas for standard single-family in Sub-Area 1 of the plan and "small-lot" single-family/duplex/townhomes in Areas 2 and 4 of the plan. The Urban Residential acreage is approximately 41.5 acres.

Sub-Area 1 of the plan is required to be zoned SFR-6. This standard single-family zone is located in the northern portion of the planning area. There is more topographic relief in Sub-Area 1 so it is a logical place for standard single-family development which can overcome topographic challenges more easily than many other types of development. This also locates new single-family

development adjacent to existing single-family zoning and development to the west. Standard lots in this portion of the City have been demanded by the market in recent years as evidenced by the build-out of the Delta Estates Subdivision. Many of the homes in this area should have views to the south towards Mount Ashland and Wagner Peak. SFR-4 would be allowed in this area in the future if it is accompanied with a density analysis that shows that actual constructed densities elsewhere in the Chilsonrise Neighborhood Plan Area have exceeded minimum densities to a degree that some SFR-4 can be zoned and still remain in compliance with the density obligations for the planning area.

Sub-Area 2 is planned as a SFR-10 zoning area that allows small-lot single-family as well as duplex, cottage, and townhome style housing development. This area functions as a transition block between the standard single-family in Sub-Area 1 to the medium density multi-family in Sub-Area 3. SFR-6 would also be allowed in this area in the future if it is accompanied with a density analysis that shows that actual constructed densities elsewhere in the Chilsonrise Neighborhood Plan Area have exceeded minimum densities to such a degree that SFR-6 can be applied to some areas and still remain in compliance with the density obligations for the planning area. From a market standpoint, it is expected that there is demand for smaller units that would be attractive to first-time home buyers, rental investors and people looking to downsize.

Sub-Area 4 is also planned to be zoned SFR-10. SFR-10 zoning allows small-lot single-family as well as duplex, cottage, and townhome style housing development. SFR-10 is one of the City's most flexible zoning districts and this flexibility is critical for urban design in this area. Even after a portion of the Agricultural Buffer is relocated outside the UGB to the north, this area is still challenging to develop. The eastern end of Sub-Area 4 is only 160 feet deep. By the time a half street is constructed (really a $\frac{3}{4}$ street) that leaves an area that would work well for small lots with small dwellings that could still have reasonably sized backyards. The one area that is wider in the northeast corner of Sub-Area 4 is impacted by shallow depth to bedrock. The flexibility of the SFR-10, potentially applying the PUD ordinance as well, would allow for the arrangement of "skinny streets" and houses with small footprints. This would allow for more complex design work based upon detailed geotechnical work that would occur prior to development design so that cuts and fills can be designed around bedrock and minimize the need for large-scale filling and/or extensive bedrock cutting. If the relationship to the Garrett Creek Greenway is fostered during the urban design process, there is an opportunity to create a development area with a small-scale built environment that is complemented by open space amenities to create a desirable market position.

3.4 URBAN MEDIUM DENSITY RESIDENTIAL GLUP

Sub-Area 3 is planned as Urban Medium-Density Residential (UM) during the UGB process and no changes the GLUP Map in this area are proposed. The Urban Medium Density residential Plan area is approximately 6.3 acres. The area would be zoned MFR-15 as that is the only zone that corresponds to the UM GLUP Map designation. Relocation of the Agricultural Buffer outside the UGB increases the "planning calculation" buildable acreage by ~.8 acres, from ~4.3 acres to ~5.1 acres. However, streets are allowed in the Agricultural Buffer and most of the relocated Agricultural Buffer area will necessarily be used up by local streets to attain required block lengths and connectivity. Four to five acres is an appropriate size for a cohesive medium density

development in a transition area from single-family to the north and west to the higher densities to the south. Medium density developments can be challenging from an economic feasibility standpoint and the market viability tends to vary over time. The size of the area is relatively small so it is expected that favorable market conditions will arise during the planning period to support plan implementation. The proximity to the Garrett Creek Greenway open space should also enhance market acceptance when opportunities for this housing type arise.

3.5 URBAN HIGH DENSITY RESIDENTIAL GLUP AND ZONING FOR HIGH DENSITY RESIDENTIAL

Sub-Area 5 was planned as urban High-Density Residential (UH) during the UGB process and no changes to the UH high density GLUP Map are proposed in this area. The Urbanization Plan allows either of the two multi-family residential districts for this area, either the MFR-30 zoning or the MFR-20 zoning. The Urban High Density acreage is approximately 32.6 acres (including adjacent right-of-way on Owen Drive); most of the Open Space area is located in the UH designation and this is consistent with assumptions made in the UGB amendment. This area slopes gently to the north toward Garrett Creek. This gentle slope tends to be ideal for efficient building designs and parking lot layouts associated with higher density multi-family uses. A major consideration for higher density uses is proximity to transit. RVTD's Route 26 is just over a third of a mile away. This area is also a reasonable walking distance to Lincoln Elementary School. This high-density area will back up to the Garrett Creek Greenway which will provide a natural amenity. This area is also located nearest to the commercial designated areas which may create opportunities for interaction between commercial uses and higher density residential uses. All these factors combine to create an opportunity for higher-density residential development that should exhibit some market demand.

3.6 SERVICE COMMERCIAL GLUP MAP DESIGNATION

Sub-Area 6 of the plan is Service Commercial and has a single zoning designation associated with it, C-S/P. The Service Commercial area is approximately 4.6 acres. This zoning district supports office commercial uses and some retail uses. It allows multi-family residential as well. The zoning district is relatively flexible and allows for a variety of urban land uses. Market demands for residential or office uses would be expected to occur earlier in the development cycle and market demand for more retail-oriented uses will increase as build-out of Delta Estates Subdivision, Autumn Hills, and Chilsonrise occurs over time.

3.7 COMMERCIAL GLUP MAP DESIGNATION

Sub-Area 7 of the plan is Commercial and is planned to be zoned Community Commercial C-C. The Commercial area of the plan is approximately 4.9 acres. This zoning district supports retail uses and allows for office and commercial uses. It also allows multi-family residential. The zoning district is relatively flexible and allows for a variety of urban land uses. Market demands for residential or office uses would be expected to occur earlier in the development cycle and market demand for more retail-oriented uses will increase as build-out of Delta Estates Subdivision, Autumn Hills, and Chilsonrise occurs over time. This may also be an opportunity for some live-work development patterns that would allow smaller retail and commercial office lots with accessory housing.

3.8 GARRETT CREEK OPEN SPACE

The plan includes an area planned as a greenway centered on Garrett Creek. This area is planned for land uses properly considered as “Open Space” under the Regional Plan. Residential and commercial structural development in the greenway area is not planned as allowed uses. Structural development associated with public, quasi-public, development common buildings, or institutional uses are planned to be allowed. Natural and man-made open space uses are planned to be allowed in this area; use examples would include detention ponds, natural wetlands, wetland mitigation sites, and multi-use trails.

3.9 HILLSIDE OVERLAY

The Atlas of Maps includes a slopes map that identifies the Hillside Overlay area where future development would be subject to the City’s Hillside Development Ordinance.

4. CHILSONRISE NEIGHBORHOOD TRANSPORTATION PLANNING

This section discusses the transportation planning issues for the planning area.

4.1 CHELTENHAM WAY

The City’s Transportation System Plan (TSP) depicts the extension of Cheltenham Way to the north across Garrett Creek. The TSP classifies the section of Cheltenham Way between Owen Drive and Coker Butte Road as a Minor Collector. The Urbanization Plan adjusts the alignment to the east somewhat, from the unrefined connectivity location depicted in the TSP, to the most logical and least environmentally impactful location for the stream crossing. The plan expects to apply the City’s standard minor collector cross-section for Cheltenham Way except at the stream crossing location where the cross-section would be reduced to eliminate planter strips; other crossing specific changes would be evaluated at the time of development permits for the crossing design. Adjusting the alignment to the east also has the advantage of improving sight distance by moving any future intersection of Cheltenham Way with Coker Butte Road away from the crest of the hill on Coker Butte Road, for whenever that future connection is ultimately created. The precise crossing location and alignment will be refined through the development design process as there is a complicated design balance between centerline radii, design speed, super-elevations and the crossing location.

4.2 OWEN DRIVE

The City’s Transportation System Plan (TSP) depicts Owen Drive as a Minor Arterial. Implementation of the Chilsonrise Neighborhood Plan will build-out the remaining portion of Owen Drive not being constructed as part of the Delta Estates Subdivision. Two projects by others outside of the Planning Area are required to complete the Owen Drive Corridor. West of the MD-3a planning area there is a ~380-foot gap in Owen Drive that is planned for construction as a short-term Tier 1 project. Owen Drive is planned to continue east to meet Foothill Road. Once both are completed Owen Drive will connect Highway 62 with Foothill Road.

4.3 McLoughlin Drive

The City’s Transportation System Plan (TSP) depicts the extension of McLoughlin Drive to the north across Garrett Creek. The TSP classifies the section of McLoughlin Drive between Owen

Drive and Coker Butte Road as a Major Collector. The Urbanization Plan adjusts the alignment to the east somewhat, from the location depicted in the TSP. The TSP simply plots McLoughlin Drive directly north of its intersection with Owen Drive. The alignment depicted in the TSP is problematic from an environmental perspective. The TSP alignment appears to run directly within the Garrett Creek drainage and wetland area. It is expected to be challenging, or even impossible, to get State and Federal removal-fill permits for the alignment shown on the TSP when an alternative alignment a short distance to the east would substantially reduce potential wetland impacts. For this reason, the Urbanization Plan aligns the McLoughlin Drive extension by curving east, north of its intersection with Owen Drive.

4.4 HONDELEAU LANE

The City's Transportation System Plan (TSP) depicts the extension of Hondeleau Lane from the west across the Chilsonrise Neighborhood to connect outside the UGB with the future extension of McLoughlin Drive and Cheltenham Way. The TSP classifies the section of Hondeleau Lane between Springbrook Road and McLoughlin Drive as a Minor Collector. The plan expects to apply the City's standard minor collector cross-section for Hondeleau Lane.

4.5 LOCAL STREET DISCUSSION

The Chilsonrise Neighborhood Urbanization Plan does not plan local streets. However, there are a number of factors about this urbanization planning area that will dictate future local street locations to a significant degree, including the following:

- There are four existing street stubs on the west property boundary. Future local streets will need to extend these street stubs eastward.
- The "L" shape of the area combined with the Garrett Creek Greenway area limits connectivity locations north of Garrett Creek to connect with the proposed crossing location at the Cheltenham Way extension location.
- The irrigation canal, wetlands and Garrett Creek drainage significantly affect north-south local street connectivity.

The planned Cheltenham Way crossing is approximately equidistant from the planned Springbrook Road crossing and the planned McLoughlin Drive extension crossing, at a distance of about 1,500 feet. As such, when the full transportation network in this area is ultimately constructed, and under the current UGB boundary conditions, the maximum out-of-direction travel is around 750 feet. This is a relatively small out-of-direction travel configuration given the environmental constraints in the area. Two additional crossings would be required to reduce the distance by half both directions. A reduction potential on the order of 325 feet does not balance against the great expense and environmental impacts of additional local street crossings of the Garrett Creek Greenway. Therefore the location of the Neighborhood Plan's single crossing of Cheltenham Way is sufficient to supply adequate north-south street connectivity across the Garrett Creek Greenway.

4.6 McLOUGHLIN DRIVE AND OWEN DRIVE ROUNDABOUT DISCUSSION

The coordinated urbanization planning of the Chilsonrise Neighborhood and the Autumn Hills Neighborhood has raised the question of future traffic control measures along Owen Drive. Preliminary investigations reveal that a roundabout location at the future intersection of

McLoughlin Drive and Owen Drive may make sense. Roundabouts are efficient from a traffic operations standpoint. Roundabouts are cost-effective to maintain and they can be cost-effective to construct if they are planned well in advance, before structural development occurs within a future roundabout footprint which escalates right-of-way costs dramatically.

Phase 8b of the Delta Estates Subdivision has tentative plat approval and will construct the southwest corner of this intersection. The lot on the southwest corner of the intersection is occupied by a recently constructed cell tower. As such, some right-of-way constriction has already occurred. However, with three corners of the intersection still unoccupied and planter strips on the southwest corner that could be sacrificed to accommodate a new roundabout footprint, future roundabout cost control is still an option. The urbanization plan recommends further coordination between the two urbanization plans in MD 3 and City traffic engineering on the roundabout question. This transportation planning evaluation should be prioritized so that a roundabout determination is made by the City well in advance of development approvals in the area.

4.7 TSP PROJECTED TRANSPORTATION FACILITY CAPACITY DISCUSSION

The recently adopted TSP projected future traffic volumes to 2038 assuming urban development of the areas added to the UGB in 2017 as well as the GLUP Map amendments completed through the “internal study area” process. TSP Figures 3A and 3B of Appendix H depict the intersection capacity analysis results in and around the Chilsonrise Neighborhood with the planned mitigations and improvements identified and planned by the TSP.

Figure 3B depicts intersections in the immediate vicinity. With planned improvements in the TSP, Figure 3B indicates transportation facilities will be adequate in the area immediately around the Chilsonrise Neighborhood.

Figure 3A shows four intersections south of Delta Waters not meeting applicable mobility standards:

- Poplar Drive/Bullock Road with Highway 62
- Biddle with Hilton/Crater Lake Ramp connector
- N Pacific Highway with West Table Rock Road
- Highway 99/Riverside/Court St with Highway 62/Highway 238

Figure 3A also shows Vilas and Highway 62 (old highway) not meeting applicable mobility standards.

The projected facility operational capacities immediately around the neighborhood is a significant positive. The intersections projected to exceed applicable standards are about two miles from the centroid of the neighborhood. At these intersection locations, the direct traffic impacts from the neighborhood’s development is starting to diffuse and impacts at those intersections would occur as more of a regional growth function contributor than a direct impact.

4.8 TRANSIT, BICYCLE AND PEDESTRIAN FACILITIES

The Chilsonrise Neighborhood is planned for alternative transportation modes and facilities. Development throughout the neighborhood will have sidewalks and the City's block standards will assure appropriate local street connectivity. A multi-use path or trail is planned along the Garrett Creek Greenway. Owen Drive is planned to have dedicated bike lanes. RVTD Route 26 is approximately a third of a mile from the center of the neighborhood at the planned crossing of Garrett Creek at Cheltenham Way.

5. CHILSONRISE NEIGHBORHOOD GOALS AND POLICIES

Goal CN1: The city will work with property owners and affected agencies to advance implementation the Neighborhood's Land Use Plan and provide flexibility where appropriate.

Policy CN1-1: Apply the zone designations set out by Area in the plan, allow the lower of the two described densities in the plan only where analysis shows that actual delivered densities have exceeded minimums and the committed number of dwelling units in the planning area will not be reduced below the amount required in to satisfy Urbanization Plan Criterion 5.1.

Policy CN1-2: Consider Initiating Development Code Amendments for sub-area specific design or development standards for one or more of the Chilsonrise Neighborhood subareas if the owner of a sub-area requests one or more amendments. Initiation of the amendment request shall not require the City to ultimately the adopt the code amendments.

Policy CN1-3: At the time of a future UGB amendment adding land from MD-3, give appropriate consideration to the MD-3a owners who provided open space in MD-3a in excess of their proportionate regulatory share.

Goal CN2: The City will work with property owners and affected agencies to advance implementation of the Neighborhood's Transportation Planning and provide flexibility where appropriate.

Policy CN2-1: Coordinate with Rogue River Irrigation District to co-locate the proposed multi-use path with the Hopkins Canal Maintenance Road if possible.

Policy CN2-2: Consider updates to the TSP to adjust the higher order street extension alignments of Cheltenham Way and Mcloughlin Drive identified in the Chilsonrise Neighborhood Plan.

Policy CN2-3: Consider updates to the TSP to evaluate intersection treatment options at the intersection of Mcloughlin Drive and Owen Drive to determine if a roundabout is the best option.

6. BACKGROUND AND REFERENCE DOCUMENTS:

The documents described below provide the foundational information for development of Sections 1 through 5 of the Chilsonrise Neighborhood Urbanization Plan. These documents were included with the Urbanization Plan submittal in Planning File No. UP-20-00095. These documents are Comprehensive Plan Reference Documents and are not intended to be included in the main body of the Comprehensive Plan, but may be used to explain or interpret the language in Sections 1 through 5 of the Chilsonrise Neighborhood Urbanization Plan. See also the City Council's adopting ordinance for Planning File No. UP-20-00095.

OWNER CONSENT DOCUMENTATION AND APPLICATION FORMS

A Type 4 Application Form and Agent Authorization provided by property owners who own a majority of the land area in MD-3a. Also, included is documentation of the process undertaken by CSA Planning Ltd. to coordinate with other property owners in the planning area. These materials are provided as Reference Document 6.1

TECHNICAL FINDINGS AND CONCLUSIONS OF LAW

Findings of fact and conclusions of law are provided as Reference Document 6.2.

NEIGHBORHOOD MEETING DOCUMENTATION

The neighborhood meeting requirement was completed. Documentation on the Neighborhood Meeting is provided as Reference Document 6.3

ATLAS OF MAPS

Maps to illustrate plans and provide information in support of the Neighborhood Plan.

PUBLIC FACILITIES AND SERVICES TECHNICAL MEMO

Tech Memo on Public Facilities and Services prepared by CSA Planning Ltd. and provided as Reference Document 6.5.

DENSITY OBLIGATIONS CALCULATIONS TECHNICAL MEMO

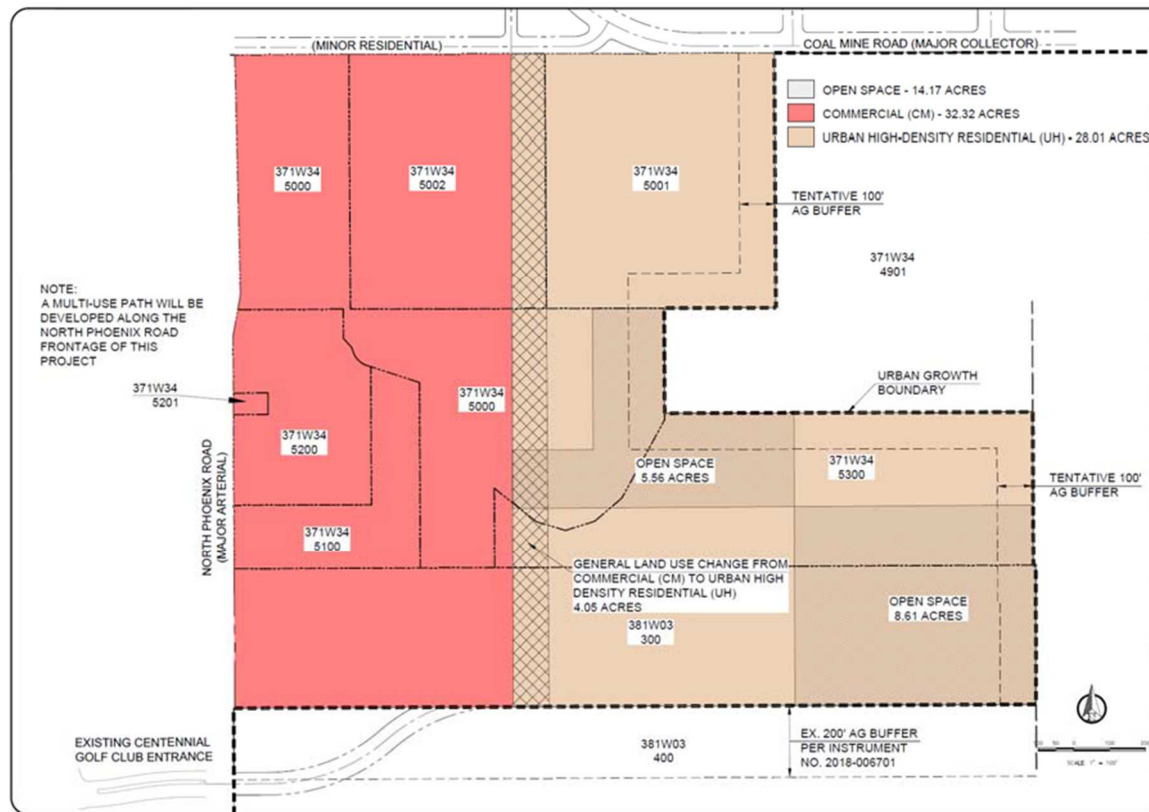
Tech Memo prepared by CSA Planning Ltd. explaining methodology and analysis of compliance with applicable density obligation criteria and provided as Reference Document 6.6.

AGRICULTURAL BUFFER RELOCATION LEGAL DOCUMENTATION

Tech Memo on Public Facilities and Services prepared by CSA Planning Ltd. and provided as Reference Document 6.7.

URBANIZATION PLAN FOR MD-5e

Adopted by Medford City Council on September 17, 2020; Ordinance no. 2020-122



Project Details - MD-5e

The planning unit is approximately 74.6 acres in size and is located south of Coal Mine Road and east of North Phoenix Road. The property has the following General Land Use Plan designations: Urban High Density Residential and Commercial. The applicant proposes 14.1 acres of open space, which meets the minimum amount of open space required for the planning unit. The applicant proposes a minimum of 420 dwelling units to be constructed within the residential General Land Use Plan designation in the planning unit. Street extensions include Quarter Lane, Packhorse Street, and Stanford Avenue.

URBANIZATION PLAN FOR MD-4

Adopted by Medford City Council on November 19, 2020; Ordinance no. 2020-137

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1. HILLCREST DISTRICT OVERVIEW

1.1 PREFACE

The Hillcrest District Neighborhood Plan is the urbanization plan for Planning Unit Map MD-4. This planning map unit includes approximately 224 acres located in East Medford north of Hillcrest Road and east of Foothill Road. The district is part of Urban Reserve Area MD-4 which has approximately 277 acres in total and is the only urban reserve area in Jackson County that is surrounded on all sides by an incorporated city. As described in the Regional Plan Element, Medford envisions this district as a master planned mixed-use area with residential and commercial uses, including a town center to support higher densities.

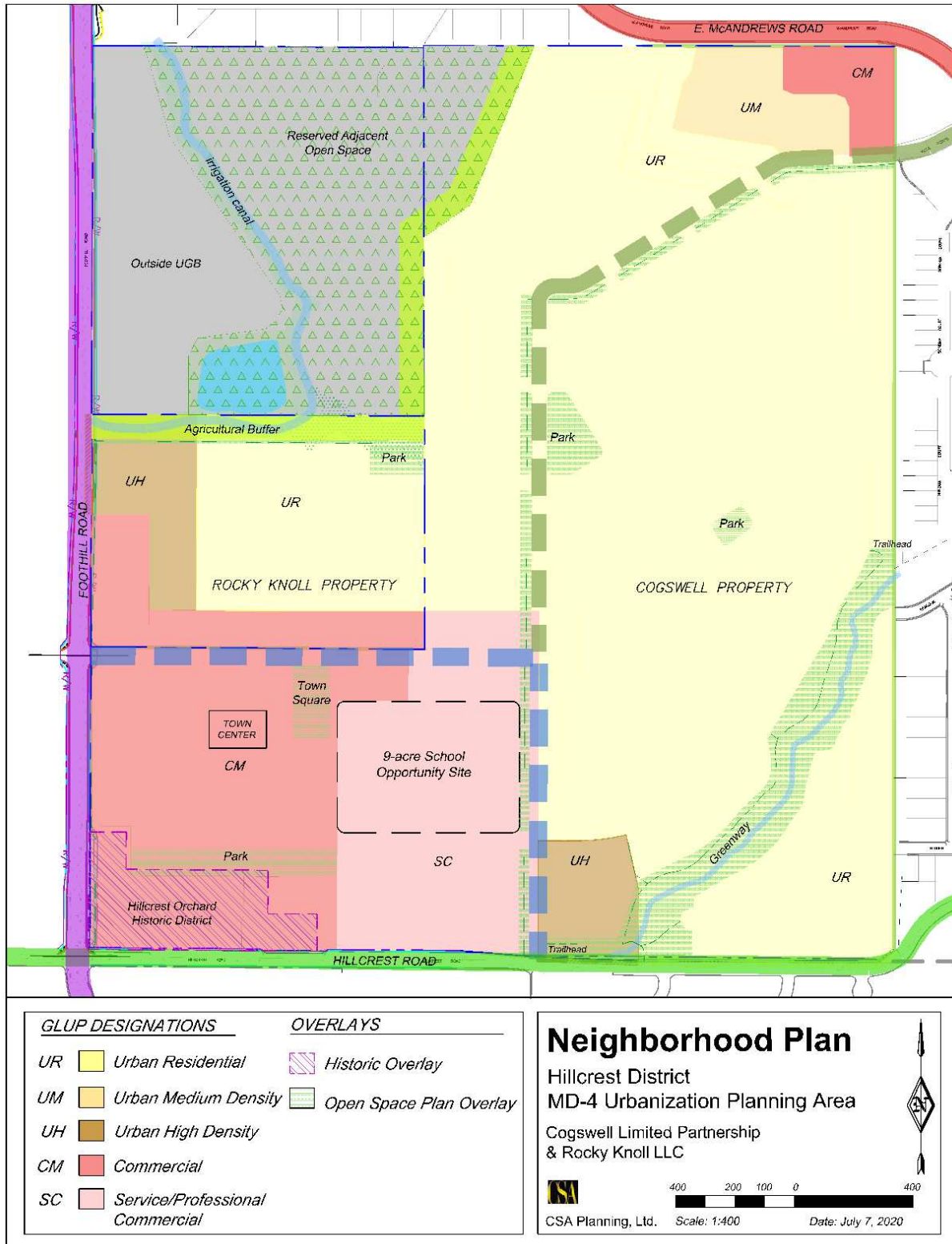


1.2 URBANIZATION PLAN DESIGN RATIONALE

The Hillcrest District Urbanization Plan design rationale begins with the need to provide a town center as envisioned in the Regional Plan Element. The Hillcrest Orchard Historic District, a 6.62 acre site designated in the National Historic Register, is an activity center along the intersection of Hillcrest Road and Foothill/North Phoenix Road which will be the focal point of the town center. The City's Historic Preservation Overlay zone will be applied to the historic district and a park is planned along the north side of the historic site to provide a transitional buffer from adjacent commercial uses. The town center location is also appropriate given that there are nearby existing and planned commercial areas to the south and west and there is a medium density residential area planned to the west. High density residential areas are designated in the Hillcrest District nearby to the north and east of the town center. Streets and trails, including a greenway along Lazy Creek and a 40-foot wide park strip ("Orchard Row") with a multi-use path connecting through from Hillcrest Road to Vista Pointe, will connect activity centers throughout the district to the town center and the surrounding neighborhoods. The land use arrangement also includes a node of commercial and medium-density residential in the northeast corner of the district adjacent to a commercial use area within the Vista Pointe Planned Unit Development.

The overall land use arrangement is intended to be compatible with adjacent neighborhoods, to foster a pedestrian friendly mixed-use community (every new home in the district will be within one-quarter mile of planned employment and neighborhood activity centers), and to preserve natural and historic resources. The plan also ensures compatibility with farm use of the approximately 52 acres of urban reserve land remaining outside the urban growth boundary. This land is in common ownership with the majority of the property now within the UGB and, as such, the urbanization plan includes a commitment to reserve the easterly half of the for open space/park use when brought into the urban growth boundary. The area will continue to be farmed as EFU zoned land and protected with interim agricultural buffering. Eventually, when the city absorbs the remainder of the urban reserve, a contiguous area of over 30 acres including the pond will be reserved as a park to serve the community.

2. HILLCREST NEIGHBORHOOD PLAN MAP



3. LAND USE DESIGNATIONS

3.1 CURRENT GENERAL LAND USE DESIGNATIONS

Land use designations depicted on the Hillcrest District Urbanization Plan correspond in location and configuration to the current base GLUP Map Designations as were adopted when the MD-4 planning area was included in the city's urban growth boundary.

3.2 OVERLAYS

3.2.1 OPEN SPACE PLAN OVERLAY

An open space plan overlay is added to identify planned open space elements to be reserved such as a greenway along the creek, a town square, and several parks.

3.2.2 HISTORIC OVERLAY

The Hillcrest Historic District boundary corresponds to the legal description at Item 10 in the National Register of Historic Places Inventory Nomination Form, being approximately 6.6 acres in the southwest corner of the planning area. The district includes an ensemble of fifteen historic buildings that are architecturally significant as the only documented example of agricultural work by Rogue Valley architect Frank Chamberlain Clark. The Roxy Ann Winery Tasting Room is located in the Historic Barn. The area will be separated from the commercial area to the north by a park or buffer garden, which will function as a transitional space between the historical district and the Town Center. Medford's Historic Preservation Overlay District will be applied the NHR boundary as a zoning overlay. Also, a legacy street plan will be applied to Hillcrest Road along the historic district to protect the historic structures that would otherwise have to be removed to accommodate widening to the full major collector street standard

3.3.3 SCHOOL OPPORTUNITY SITE

The opportunity site identified on the urbanization plan is approximately nine acres in area on level terrain that would be well positioned to site a school or other community service facility for the planned and existing neighborhoods nearby. It was anticipated that the Medford School District would need a site to fill the gap between Lone Pine Elementary and a planned site in the Southeast Neighborhood area. While the school district did not elect to identify this as a potential school site when it updated its long-range facility plan, it remains marked as an opportunity site on the urbanization plan to promote consideration for school or community service facility use given its ideal location for the same. In the alternative, development of the site will be allowed in accordance with the Service Commercial GLUP Map designation.

3.3 RESIDENTIAL AREAS AND DENSITY REQUIREMENTS

The Hillcrest residential neighborhood is arranged to provide for higher density housing near the town center, gradually getting less dense as the neighborhoods climb up the slopes to the east and north. Some medium density housing will be combined with a smaller commercial node at the northeast corner of the district adjacent to a mixed-use planned unit development (Vista Pointe).

3.3.1 RESIDENTIAL DENSITY OBLIGATIONS

Expressed in dwelling units, the UGB amendment process assumed that the MD-4 area would provide at least 734 dwelling units. An addition of 12 dwelling units (for a total of 746 dwellings) is a necessary adjustment to maintain density given that a portion of the agricultural buffer provided by this urbanization plan will be outside the UGB rather than inside as was assumed in the UGB amendment process. To ensure that at least 746 dwelling units are provided, the following minimum residential density requirements for each residential GLUP Map Designation within the Hillcrest District (MD-4) are hereby established which will yield a minimum of 750 dwelling units:

| | |
|---------------------------------|---|
| UH - URBAN HIGH DENSITY: | 16 dwelling units per acre |
| UM - URBAN MEDIUM : | 12 dwelling units per acre |
| UR - URBAN RESIDENTIAL: | 4.5 dwelling units per acre (Slopes up to 15%) |
| | 0.8 dwelling units per acre (Slopes greater than 15%) |

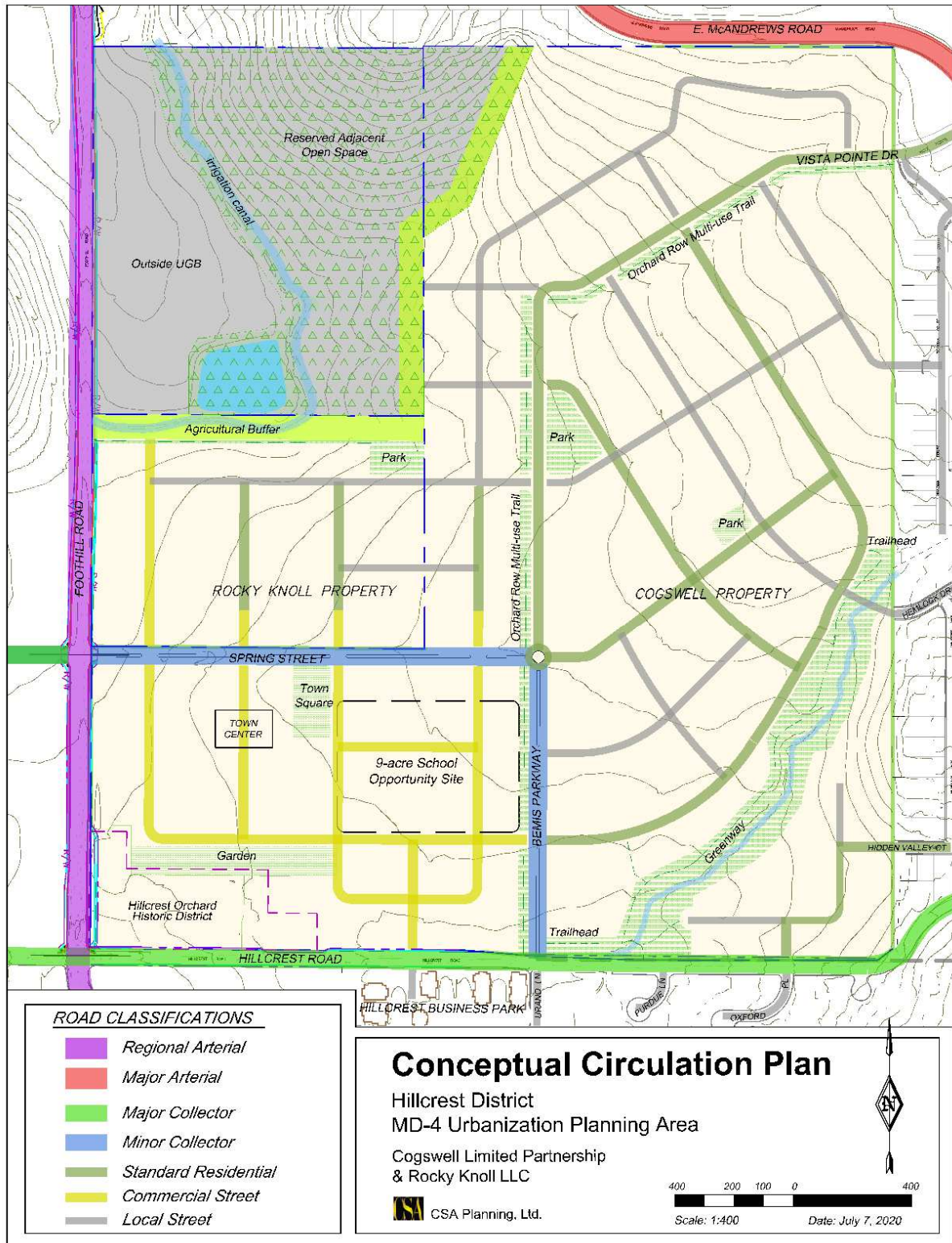
3.4 AGRICULTURAL BUFFERS

Agricultural buffering will be provided along the urban growth boundary as shown on the Hillcrest District urbanization plan. All of the area remaining area outside and adjacent to the urban growth boundary is EFU zoned land within the MD-4 urban reserve area.

The agricultural buffer area along the northern boundary of the Rocky Knoll LLC property includes a portion of the irrigation canal and, east of the canal, most of the 1.83 acre wetland area (Wetland ID W61, determined to be “not significant” within the Medford Local Wetlands Inventory Report). Although this wetland was not determined to be locally significant in the City’s LWI, it may still be regulated by the Oregon Division of State Lands and the U.S. Army Corps of Engineers. Therefore, the agricultural buffer area will need to be designed to appropriately integrate the irrigation canal and the wetland area. The urbanization plan concept anticipates that this area will be retained as open space and is planned to become part of the future parkland that will extend north onto the Cogswell property. The plan also includes a smaller park to be provided inside the current UGB at the northeast corner of the Rocky Knoll LLC property, where Wetland ID W61 extends more than 100-feet south of the UGB line.

The land along both sides of urban growth boundary extending north from the Rocky Knoll LLC tract is all owned by the Cogswell Limited Partnership. That being the case, the owner has elected to establish a 100-foot wide agricultural buffer along the outside of the urban planning area property line. This agricultural buffer will be designed as an interim (mid-term) mitigation area to be maintained while the land to the west remains outside the UGB and continues to be farmed. This buffer area itself will remain in agricultural use until such time as the urban property adjacent to the buffer is developed. At that time it will be planted as required for vegetative screening within a 100 foot agricultural buffer. At such time in the future as the City may include the remainder of the MD-4 urban reserve area into the urban growth boundary, the portion between the irrigation canal and the existing urban growth boundary is reserved to provide the balance of the 15 percent overall supply of open space as required in the Regional Plan Element for the MD-4 urban reserve area. The interim/mid-term agricultural buffer will then convert to a bordering element of the open space plan.

4. NEIGHBORHOOD CIRCULATION PLAN MAP



5. NEIGHBORHOOD CIRCULATION PLAN

The MD-4 urban reserve is a 277-acre enclave around which the City of Medford has already grown. All but 52 acres of the urban reserve is now within the city's urban growth boundary. The key facilities shown on the circulation plan for this district will fill in connections between the surrounding neighborhoods and within the district itself. Final local street layout may differ insofar as a similar level of connectivity is achieved in accordance with city requirements. Key facilities to be provided are discussed below.

5.1 HIGHER ORDER STREETS

5.1.1 NORTH FOOTHILL ROAD

North Foothill Road along the western boundary of the district is classified as a Regional Arterial to be widened with a five-lane cross section and a multi-use path. Access will be limited to the existing intersection with Hillcrest Road and the planned intersection with Spring Street. A local street located parallel to the east of North Foothill Road will provide access to individual properties. A possible connection of the frontage street is projected to ultimately connect through the remaining urban reserve area to the north should that area be included in the UGB in the future.

5.1.2 HILLCREST ROAD

Hillcrest Road is classified as a major collector which will be improved to include a three-lane section with bicycle lanes, planter strips and sidewalks. A legacy street design is planned to preserve the historic Hillcrest packing house. The design modifies the major collector standard cross section to bring the sidewalk "curb tight" where adjacent to the historic packing house. The legacy street design is incorporated as a necessary component of the Hillcrest District Neighborhood Circulation Plan to comply with the requirement to preserve historic resources.

5.1.3 BEMIS PARKWAY

Bemis Parkway will be a new street that begins at Hillcrest Road, opposite of the end of Urano Lane. It is classified as a minor collector where it bounds the commercial area from Hillcrest Road to its intersection with Spring Street. It then continues northward as a Standard Residential street terminating at its intersection with Vista Pointe Drive. A 40-foot wide linear park ("Orchard Row") will be provided on the west side of the entire length of the street. The parkway will include a 10-foot multi-use path for pedestrians and bicycles as well as potential storm detention areas. The circulation plan map depicts a possible roundabout intersection with Spring Street. Final intersection configuration will be subject to City approval based on design and traffic analysis.

5.1.4 SPRING STREET EXTENSION

The Medford Transportation System Plan (TSP) depicts the extension of Spring Street as a major collector from Pierce Road, approximately one-half mile to the northwest, to North Foothill Road just to the west of the Hillcrest District. Spring Street will extend due east through the Hillcrest District Town Center as a Minor Collector to Bemis Parkway.

5.2 LOWER ORDER STREETS/CONNECTIONS

5.2.1 SPRING STREET AND HEMLOCK DRIVE CONNECTION

East of Bemis Parkway, Spring Street will extend to the northeast as a Standard Residential street. The TSP shows Spring Street connecting directly to Hemlock Drive, a narrow (50-foot wide) street currently stubbed out from the Greyson Heights neighborhood to the east boundary of the Hillcrest District. The Neighborhood Circulation Plan alters the local street connection slightly to instead show Hemlock Drive extending westerly to cross Lazy Creek at a narrow point and then intersecting with Spring Street. The modification is intended to slow traffic through both Greyson Heights and the Hillcrest District by avoiding a straight downhill direct through connection as depicted on the TSP.

5.2.2 VISTA POINTE DRIVE

The extension of Vista Pointe Drive west into the Hillcrest District is planned as Standard Residential street. The “Orchard Row” linear park will run on the southeast side of the street and will include a 10-foot multi-use path for pedestrians and bicycles.

5.2.3 HIDDEN VALLEY COURT

Hidden Valley Court, an existing minor residential street, will be extended from the Greyson Heights neighborhood to connect with new residential streets southeast of Lazy Creek.

5.3 TRANSIT, BICYCLE AND PEDESTRIAN FACILITIES

5.3.1 TRANSIT

The Hillcrest District Town Center is designed as a nodal development adjacent to the North Foothill Road regional arterial connection. The Rogue Valley Transit District (RVTD) 2040 Transit Master Plan identifies a new Foothill Road route as part of the mid-term (2037) preferred system. Route 31 will connect east Medford to Phoenix with stops to be spaced approximately 1/3 mile apart. As planned, the route will operate at 15 to 30 minute frequencies every day of the week.

5.3.2 BICYCLE FACILITIES

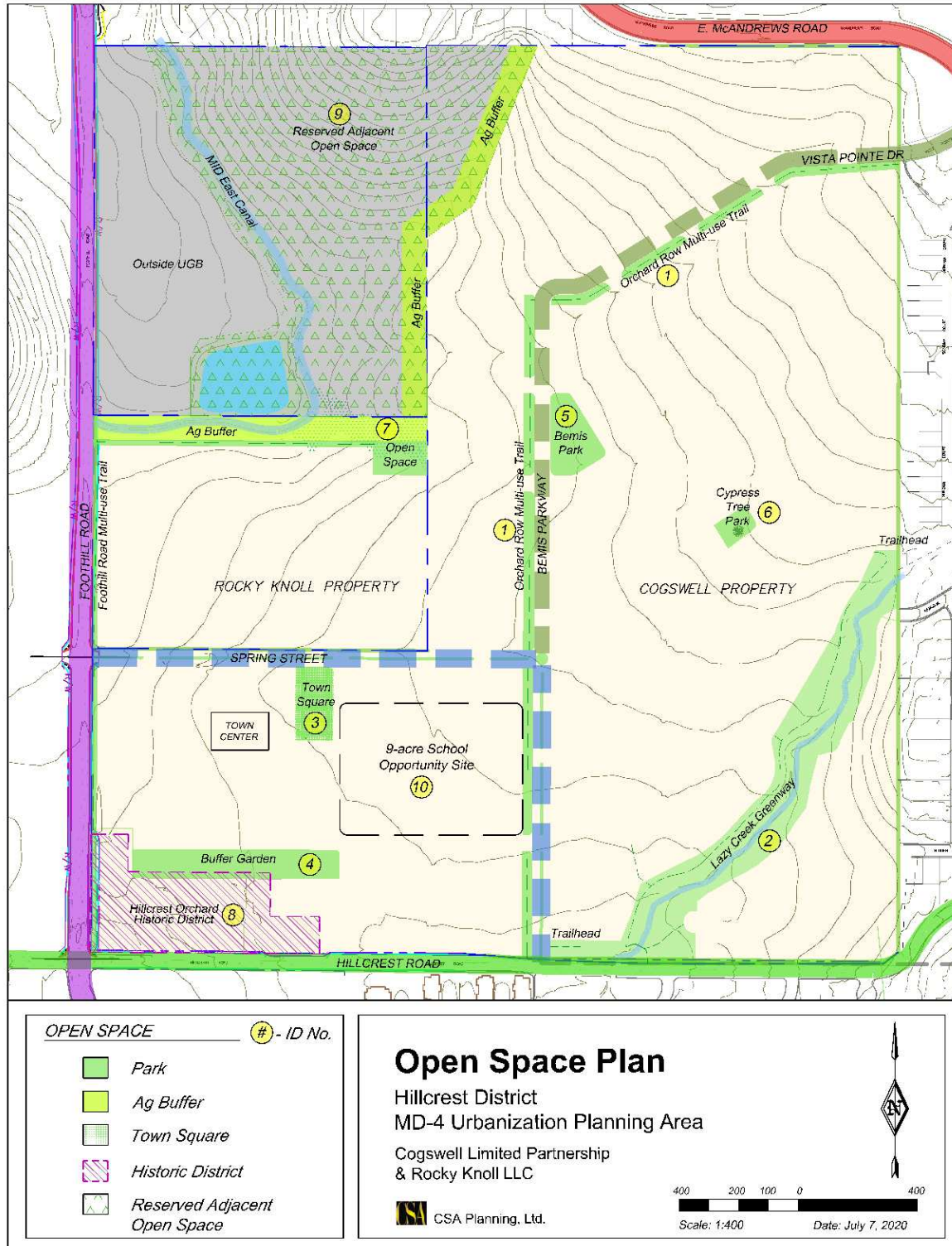
A 10-foot wide multi-use path is planned as part of the “orchard row” feature to support bicycle travel from Hillcrest Road to McAndrews Road. Bicycle lanes are also planned for the Spring Street extension and along Hillcrest Road, including the legacy street portion. In addition, the City of Medford has planned to install a multi-use path along Foothill Road when the road is widened. A multi-use trail is also to be provided in the greenway along Lazy Creek. Being located along the creek, that trail will be generally free of street intersection conflicts as Hemlock Drive will be the only new street crossing of the creek.

5.3.3 PEDESTRIAN FACILITIES

In addition to standard sidewalks, the “orchard row” multi-use path is also available to pedestrians. A multi-use greenway trail is planned along Lazy Creek with trailheads at the upper and lower reach at the creek crossings. The southern trailhead is located next to an existing

farm road crossing which will be retained for trail use only. The north trailhead is adjacent to the new Hemlock Drive crossing.

OPEN SPACE PLAN MAP



7. OPEN SPACE AND PARKS

None of land within the MD-4 area was designated specifically by the City as Parks and Schools (PS) or as Greenway. Therefore, parks and open space are to be provided in accordance with the Regional Plan's open space allotment of 15 percent for the entirety of the MD-4 urban reserve area. That allotment equates to just over 41.5 acres for the entire 277 acre urban reserve. Regional Plan methodology assumed that areas with natural features and constraints would be set aside as open space. The 52-acre portion of MD-4 that was not included in the recent urban growth boundary expansion happens to be where the steeply sloped knoll, irrigation canal and pond are located. The Hillcrest District Urbanization Plan reserves approximately 35 contiguous acres including the pond, the knoll and the moderately sloped area between these features as a future park. The final size of the park will be adjusted to meet the balance of the remaining open space allotment established by the Regional Plan at the time of inclusion into the urban growth boundary. Parks and open space areas are also planned throughout the district within the urban growth boundary. Any parks not accepted by the city for public use are to be maintained by private property owner associations for community use. Key open space elements are described in this section.

7.1 LAZY CREEK GREENWAY

A greenway area along Lazy Creek will include a multi-use trail located along the entire reach of the west bank. The greenway includes an area at least 50 feet from each top of bank to assure protection of the stream, plus additional areas at the trailheads. The final configuration of the greenway may be adjusted to accommodate the stream and the final trail design.

7.2 ORCHARD ROW PARKWAY

"Orchard Row", a linear park, is proposed to provide a pedestrian and bicycle link from Hillcrest Road to where Vista Point Drive intersects the northeast corner of the Hillcrest District (near East McAndrews Road). This parkway is to be planted as a 40-wide strip with ornamental pear and apple trees reminiscent of the past orchard use on the property. The park will include a 10-foot multi-use path for pedestrians and bicycles, and could potentially include areas for storm water treatment.

7.3 FOOTHILL ROAD MULTI-USE PATH

The Foothill multi-use path is part of the city's Regional Arterial improvement plan and its commitment to creating bicycle and pedestrian connections throughout the eastern part of the city. The path will meander through an easement at the southwest corner of the district so as to avoid disturbance of existing trees within the historic boundary and then continue north within the widened street right-of-way and past the district boundary to East McAndrews Road. Bicycle paths on Spring Street and Hillcrest will connect that path to both the Lazy Creek Greenway and Orchard Row.

7.4 TOWN SQUARE

The 1-acre town square is envisioned to be the gathering place for the neighborhood fronting on Spring Street in the middle of the shops and restaurants.

7.5 HILLCREST ORCHARD HISTORIC DISTRICT

The Hillcrest Orchard Historic District discussed in Section 3.2.2 above is a 6.6 acre site in the southwest corner of the planning area which is listed on National Register of Historic Places. The district includes an ensemble of fifteen historic buildings that are architecturally significant as the only documented example of agricultural work by Rogue Valley architect Frank Chamberlain Clark. The City's Historic Protection Overlay District will be applied to the site. The site will be zoned for commercial use as may be appropriately accommodated. For example, an historic barn on the property currently has been adapted for use as a commercial winery tasting room.

7.6 BUFFER GARDEN

An ornamental buffer garden is planned to provide a transitional space between the commercial town center and the historic district and winery.

7.7 SCHOOL OPPORTUNITY SITE

The opportunity site discussed in Section 3.3 above is approximately nine acres in area on level terrain that would be well positioned to site a school or other community service facility for the planned and existing neighborhoods nearby. If developed as a school or community service/civic use, the grounds would be counted toward the overall open space allotment.

7.8 RESIDENTIAL PARKS

A one-acre triangular park is planned along Bemis Parkway. Its location functions as an active park node along the Orchard Row linear park. Another small park is planned to the east is intended to preserve the large cypress tree in that location. A park will also be provided at the northeast corner of the Rocky Knoll property adjacent the agricultural buffer and wetland. A 20-foot wide park strip is to extend westerly from that park alongside the agricultural buffer. This strip may include a path to provide a connection to the multi-use path along North Foothill Road.

7.9 ADJACENT OPEN SPACE

The area between the UGB line on the east and the irrigation canal on the west was identified as future open space/park for the MD-4 urban reserve. The irrigation pond would also be included with the park. The northeastern portion of this area is quite steep. The area to be reserved for future park/open space would be 30 acres, more or less. Farm use under EFU zoning effectively maintains the remainder MD-4 area as open space in the interim. Interim (mid-term) agricultural buffering will be provided along the urban growth boundary. The remaining area will continue in agricultural use until brought into the city through a future UGB amendment when it is planned to become permanent open space for the district. Adjustment to the amount of land reserved as "Adjacent Open Space" may be made at such time as that area is included in the UGB to ensure that the overall open space allotment for the Hillcrest District (MD-4) does not vary by more than 1 percent below the required 15 percent by the Regional Plan Element. For example, if the full nine acres of the school opportunity site is developed as a qualifying open space area, the amount of Adjacent Open Space needed could be reduced. Enough Adjacent Open Space area is being reserved to accommodate flexibility in final design of open space areas elsewhere within the district.

8. HILLCREST DISTRICT GOALS AND POLICIES

Goal HD1: Create a master planned mixed-use area with residential and commercial uses, including a town center to support higher densities.

Policy HD1-1: The Hillcrest District Town Center shall be located in the southwest corner of the district as shown on the Hillcrest Neighborhood Plan Map.

Policy HD1-2: The Town Square, parks and open space elements depicted in the urbanization plan maps shall be provided and be connected by a network of sidewalks, trails and multi-use paths.

Policy HD1-3: Continue to coordinate with the Rogue Valley Transit District to extend transit service to the Hillcrest District Town Center.

Goal HD2: Preserve Natural and Historic Resources.

Policy HD2-1: The Historic Preservation Overlay District shall be applied to correspond with the Hillcrest Orchard Historic District (Reference Document Section 9.2).

Policy HD2-2: Improvement and widening of Hillcrest Road adjacent to the Hillcrest Orchard Historic District shall be in accordance with the approved Legacy Street design (Reference Document 9.1)

Policy HD2-3: A greenway extending at least 50-feet from both banks of Lazy Creek and generally as depicted on the urbanization plan maps shall be preserved for natural open space and a multi-use trail.

Goal HD3: Achieve the Residential Density Commitments of the Regional Plan Element.

Policy HD3-1: The minimum residential density requirements of Section 3.3.1 of the Hillcrest District Urbanization Plan shall be applied to the residential GLUP Map Designations. Zone Change Applications within the residential areas shall demonstrate that the minimum density obligations will be met by the zoning plans.

Goal HD4: Preserve natural and historic areas and provide open space and parks throughout the Hillcrest District.

Policy HD4-1: Provide open space in in accordance with the Hillcrest District Open Space Plan.

Policy HD4-2: The Adjacent Permanent Future Open Space outside the UGB area shall be reserved in the interim for farm use and agricultural buffering. Upon future inclusion into the UGB, the amount of permanent open space area can be

adjusted to match the remaining amount needed to meet the overall 15 percent open space allocation for the MD-4 Urban Reserve, based on the amount delivered within the current UGB area. A reservation to this effect shall be recorded as a deed declaration to the affected property prior to rezoning land within the UGB in the Hillcrest District.

9. HILLCREST NEIGHBORHOOD URBANIZATION PLAN REFERENCE DOCUMENTS:

The following reference documents are appended to the Hillcrest Neighborhood Urbanization Plan:

LEGACY STREET DETERMINATION FOR HILLCREST ROAD -N. PHOENIX TO URANO

(Medford Public Works Memorandum Dated March 27, 2020)

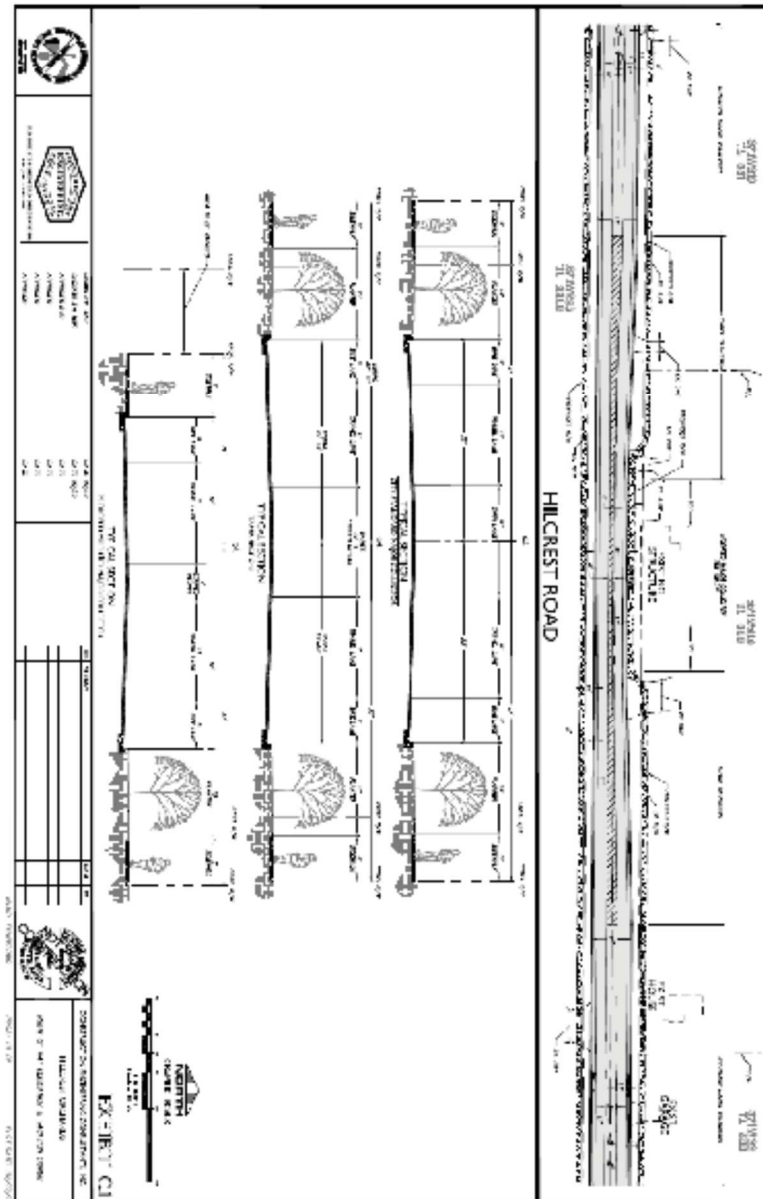


MEMORANDUM

To: Raul Woerner
From: Alex Georgevitch, PE, Deputy Public Works Director
CC: Planning Department
Doug Burroughs, Development Services Manager
Date: March 27, 2020
Subject: Legacy Street Determination for Hillcrest Road - N. Phoenix to Urano

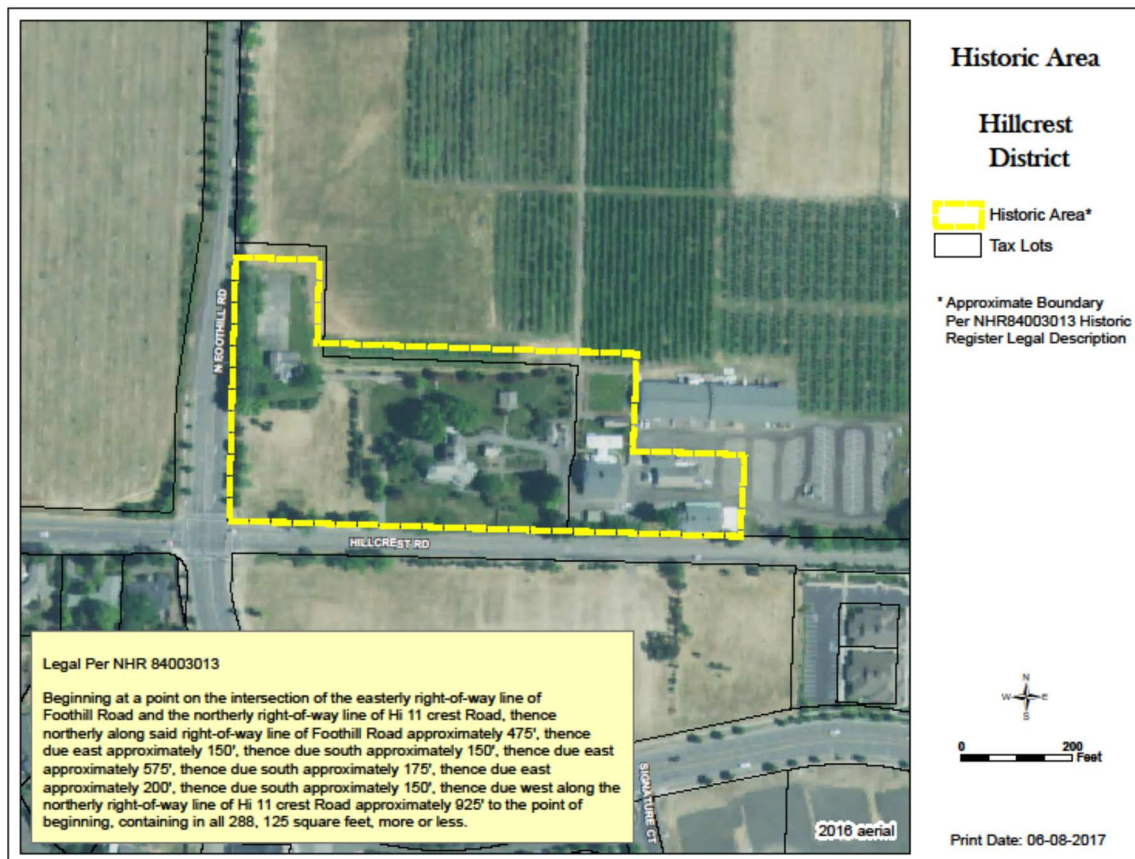
Hillcrest Road from North Phoenix Road to Urano is a County road with a minor section built to City standards along the south side of the road west of Urano. The north side of the road is a historic district known as Hillcrest Orchards and a portion of one of the significant buildings is in the existing right-of-way.

A legacy street definition is supported for a portion of this section of roadway per MLDC 10.427(D). In order to meet the context sensitive design for this neighborhood the developer shall dedicated enough right-of-way and construct improvements to support the cross sections shown on the attached exhibit.

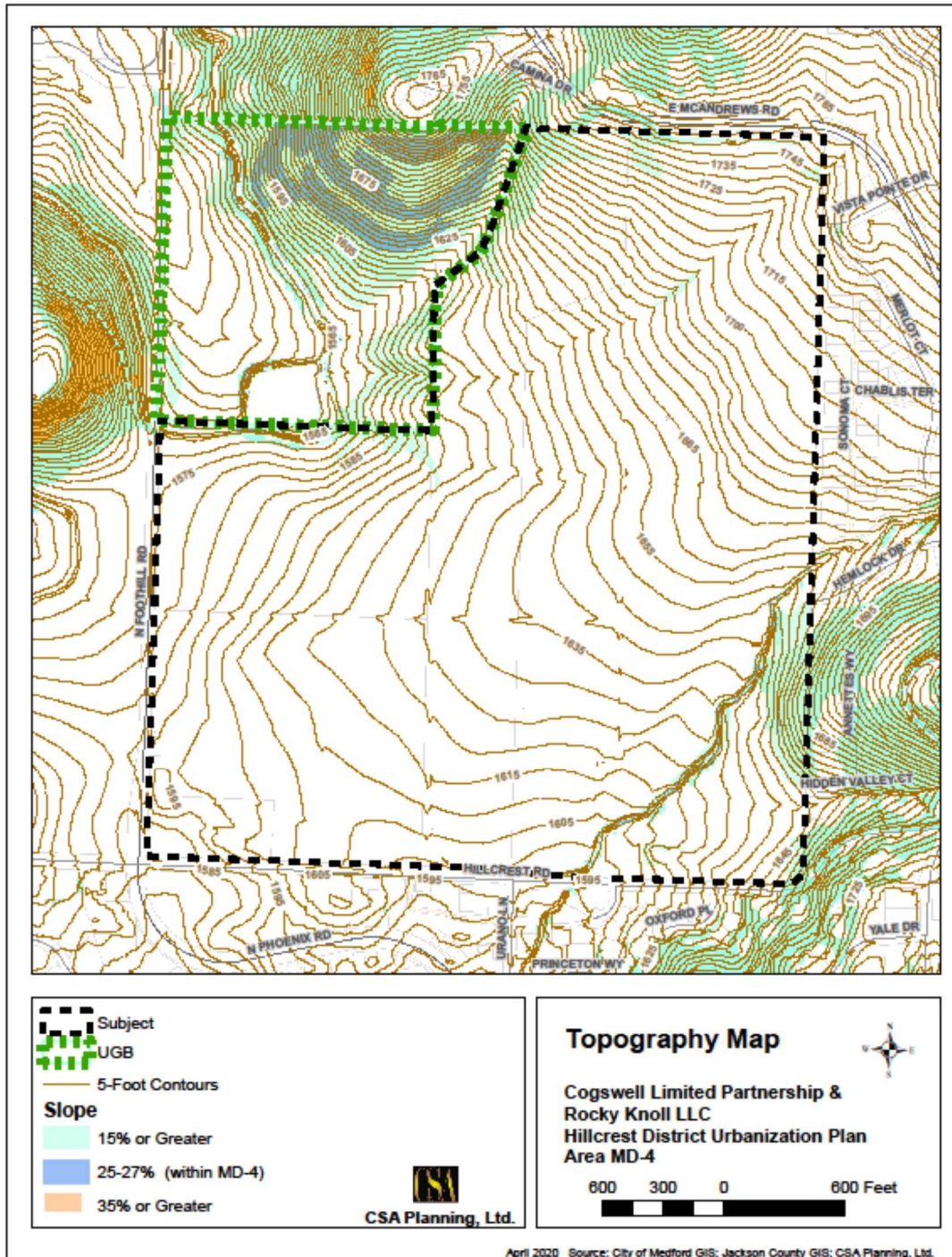


HILLCREST ORCHARD HISTORIC DISTRICT BOUNDARY MAP ON AERIAL

with National Historic Register Legal Description (Nomination No. 84003013)

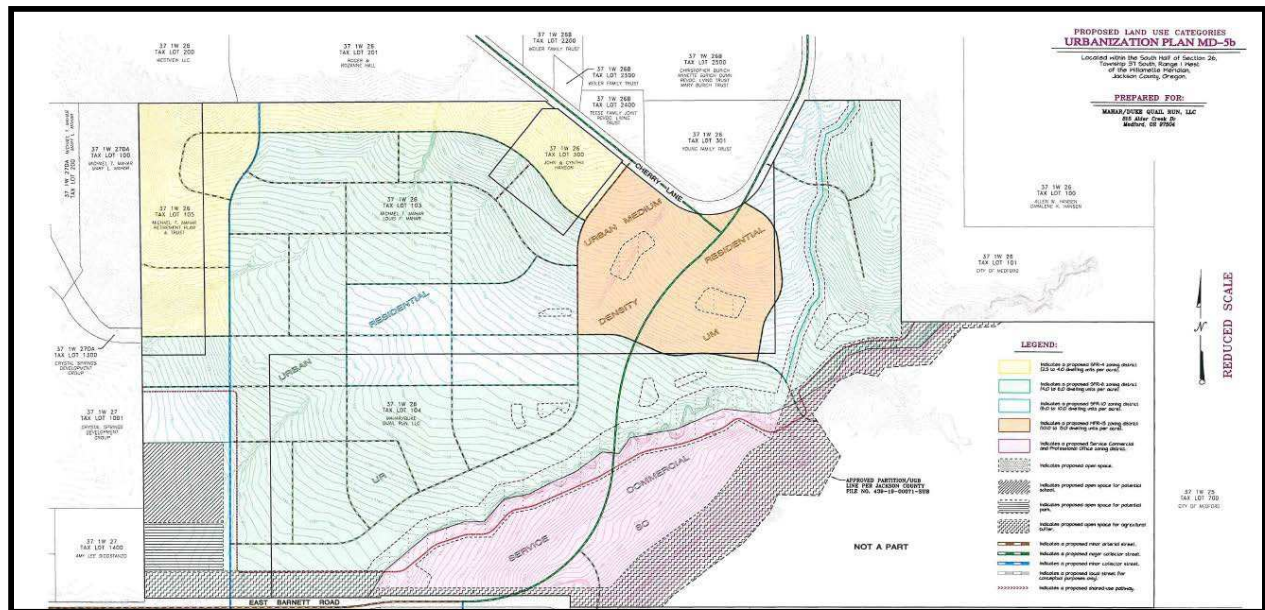


HILLCREST DISTRICT TOPOGRAPHY MAP



URBANIZATION PLAN FOR MD-5b

Adopted by Medford City Council on November 19, 2020; Ordinance no. 2020-144



Project Details – MD-5b

The planning unit is approximately 211 acres in size and is located north of East Barnett Road and south of Cherry Lane. The property has the following General Land Use Plan Designations: Urban Residential, Urban Medium Density Residential, and Service Commercial. The applicant proposes 40 acres of open space, which meets the minimum amount of open space required for the planning unit. The applicant proposes a minimum of 1,030 dwelling units to be constructed within the residential General Land Use Plan designations in the planning unit. Higher order street extensions include East Barnett Road, Cherry Lane, and an unnamed north-south minor collector street on the west side of the planning unit.

URBANIZATION PLAN FOR MD-3c

Adopted by Medford City Council on January 21, 2021; Ordinance no. 2021-05

AUTUMN HILLS NEIGHBORHOOD

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1. AUTUMN HILLS NEIGHBORHOOD OVERVIEW

The Autumn Hills Neighborhood Plan area is located within the Medford Urban Growth Boundary at the northeast edge of the City of Medford. The south and west sides abut an elementary school and existing and developing single-family residential neighborhoods in the City of Medford. To the north are MD-3 Urban Reserve lands dedicated for future urbanization, currently held in reserve as County agricultural lands. To the east are rural residential and agricultural lands in the County.

The Neighborhood is a one-quarter mile long by one-half mile wide 158-acre site primarily comprised of gentle slopes with few constraints. The following physical and environmental conditions impact the plan area to a minor degree:

- A patchy network of potential wetlands exists within the easterly, central and northwesterly portions of the plan area.
- A small area of moderate slopes is located within the easterly portions of the plan area, adjacent to Foothill Road.

Being situated adjacent to existing and planned higher order streets, rectangular in shape, and only having minor physical constraints allows the property to accommodate a wide range of land-uses and be developed in an efficient manner. The potential wetlands do however provide some limitations on layout, extension of streets and infrastructure. The plan seeks to design around the potential wetlands and retain portions as natural open space in the plan.

The plan area will provide an extension of existing neighborhoods from the south and west while also providing the necessary and incremental growth to the north into the remainder of MD-3.

1.1. PLANNING BACKGROUND

The Autumn Hills Neighborhood is part of the much larger Urban Reserve MD-3 analyzed and ultimately established through the Regional Problem Solving (RPS) planning process. Following a 2017 UGB amendment acknowledged by the State of Oregon in 2018, the City of Medford established criteria and identified sub-areas for Urbanization Planning (UP). The Autumn Hills neighborhood area was therein identified as Urbanization Planning area MD-3c. In 2017, the City of Medford included both “MD-3c” and the nearby “Chilsonrise MD-3a” areas into its Urban Growth Boundary. Approximately half the MD-3 Urban Reserve area remains outside the Urban Growth Boundary (UGB).

The City adopted an updated Transportation System Plan (TSP) at the end of 2018. The new TSP planned transportation facilities for the areas added to the UGB in 2017 taking into consideration

the anticipated land uses for the areas. The Autumn Hills Plan has been developed to comply with the Urbanization Plan criteria and to facilitate the implementation of the TSP.

1.2. URBANIZATION PLAN DESIGN RATIONALE

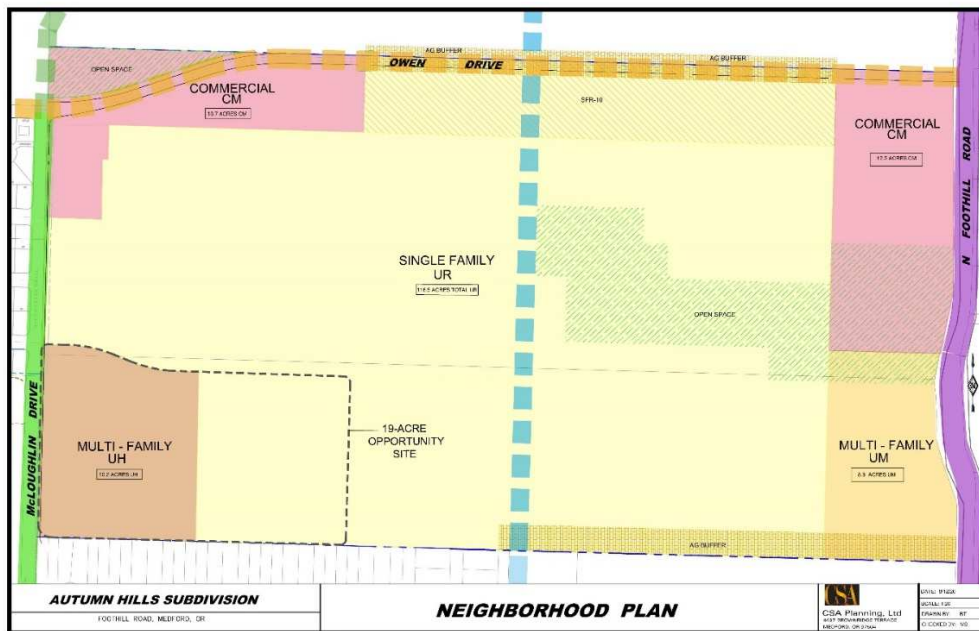
The Autumn Hills Neighborhood Plan provides the road map for implementing the City's General Land Use Plans within the MD-3c planning area by supplying land to accommodate a mixture of housing types and commercial uses. Implementation of the plan will establish the infrastructure and development necessary to orderly and efficiently carry-out the City's vision to extend further to the north into Planning Area MD-3b which comprises the northerly extension of Urban Reserve Area MD-3. The Plan balances land uses and transportation improvements with the physical conditions of the site, existing and planned land uses for the area, and market potential.

The City's 2017 UGB amendment process designated the northwesterly 25 acres of MD-3c as CM Commercial; the southwestern 34 acres as UH Multi-Family High Density and the remaining 100 acres as UR Single Family Residential. Through the development and refinement of the neighborhood plan, changes to the location and type of GLUP designations are found to be more supportive for the successful development of the neighborhood. The plan also serves as a means to balance supply changes made within other Urbanization Planning Areas.

As part of this redistribution of GLUP areas, the Autumn Hills Neighborhood Plan splits the planned commercial area into two nodes located at the two higher order street intersection in order to better utilize the increased visibility. Higher density housing is then located primarily around the project periphery. The highest concentration of multi-family housing is established within a 10.25 UH designated area situated in the neighborhood southwest corner, near major collector McLoughlin Boulevard and nearest the existing Abraham Lincoln School. Said area is also of the lowest slope providing for more efficient multi-family development. An area of medium-density multi-family development and an area of higher density single family SFR-10 development have been added the housing mix. The SFR-10 area of approximately 12.9 acres is located between the two commercial areas along the northerly border and adjacent to Owen Drive. The southeasterly corner of the property, adjacent to North Foothill Road is to include a UM Medium Density multi-family development comprising approximately 8.8 acres. The center of the planning area establishes Urban Residential necessary to accommodate standard single-family residential.

To accomplish these changes, a complex spatial adjustment is proposed and is discussed in detail in Section 3 below.

2. AUTUMN HILLS NEIGHBORHOOD URBANIZATION PLAN MAP



3. LAND USE DESIGNATIONS

The overall land use arrangement proposed in the Autumn Hills Neighborhood Urbanization Plan reflects minor and major adjustments to the arrangement adopted through the Urban Growth Amendment process. This section analyzes the proposed Urbanization Plan by GLUP. In significant part, changes are set forth to re-balance the supply of housing by GLUP category commensurate with the 2017 UGBA.

3.1 RESIDENTIAL DENSITY OBLIGATIONS NARRATIVE

The 2017 UGB amendment (UGBA) established the MD-3c Planning Area. Expressed in dwelling units, the 2017 UGBA assumed the neighborhood would provide ~779 dwelling units. That count was based on a Housing Element-based assumption that the area would build-out to the average densities for the applied GLUP designations and that certain lands would be utilized for public and semi-public uses. The bulk of that unit count was derived from UH designated multi-family land, comprising approximately 437 units and the remainder from UH standard single family residential, equating to approximately 342 units.

Through the 2020 adoption of Urbanization Plan MD-5f, a significant shift was made in the amounts of UH and UR lands, affecting the UGB-wide supply of said UH and UR lands. The MD-5f plan reduced the amount of UR land by approximately 70 acres, increased the amount of UH land by approximately 37 acres, increased the amount of CM by approximately 32 acres and committed to multi-family development within CM areas. With the reduced densities in UR, changes to UH and residential commitments in CM, the MD-5f plan committed to no less than

214 more residential units than what was required in order for the UGB-wide residential commitments to not decrease.

In evaluating the residential appropriateness and potential of the MD-3c planning area, the Applicants found that a reduction in the UH area, an addition of Medium-Density (UM), a commitment to SFR-10 within portions of the UR area and a slight increase in the overall UR would still be able to supply the minimum necessary dwelling units for the City of Medford, while allowing a wider variety of housing types and serve to rebalance the changes in supply established through the adoption of MD-5f.

In order to achieve compliance with overall UGB-wide densities, the Autumn Hills Neighborhood Urbanization Plan proposed specific zones with minimum densities. The northerly 12.9 acres of UR will include an SFR-10 zone with a minimum density of 8 units per acre. The remainder of the UR will include an SFR-6 zone with an overall minimum density of 5 units per acre. The UM area will include an MFR-15 zone and minimum 12 units per acre density. The UH area will include an MFR-20 zone with a minimum 15 units per acre. While the base zones and minimum density commitments represent the base unit or density counts obligated to be provided, it is generally feasible to develop at higher densities.

Assuming the base minimum densities and applied GLUP designations, the project will produce no less than 733 residential units, approximately 46 units less than what was anticipated for the area under the 2017 UGBA. However, when factoring the significant changes in land type and 214 additional residential unit commitment established for MD-5f, the total minimum UGB-wide residential units remain 168 more than anticipated at the time of the 2017 UGBA. Further, the MD-5f seventy (70) acre reduction in UR acres is partially rebalanced with the 16.8 acre increase in UR and 8.8 additional of UM acres in MD-3c. And the MD-5f thirty-six and one-half (36.5) acre increase in UH and commitment to provide multi-family in CM, is partially rebalanced with the MD-3c twenty-four (24) acre decrease in UH.

3.2 URBAN RESIDENTIAL GLUP AND ZONING

The plan includes approximately 104 gross acres dedicated for standard single-family residential with SFR-6 zoning and an overall minimum of 5 units per acre. The SFR-6 lands were analyzed as three sub-areas

The Autumn Hills SFR-6 Sub-Areas 1 and 2 contain the most level portions of the property. Sub-Area 1 contains approximately 36 acres and is located in the center of the western portion of the property. The land lends itself well to the smaller lot sizes allowed in the SFR-6 zone.

Sub-Area 2 contains approximately 22 acres and is located to the south of Sub-area 1 and east of the multi-family area. This area can be developed with small to medium-sized standard single family lots. A portion of this area has been identified as an Opportunity Site for a new middle school, civic center or other public/ semi-public use.

Sub-Area 3 contains approximately 46 acres and includes the gentle to moderately sloped areas to the north and south of the central wetland open space. This part of the property works well for larger lots that allow for more flexibility to handle a wider range of topography. If, in the future,

a density analysis that shows that actual constructed densities elsewhere in the Autumn Hills Neighborhood Plan Area have exceeded minimum densities, this sub-area could be down-zoned to SFR-4, while the MD-3c planning area will still stay in compliance with the overall density obligations for the planning area.

The plan includes approximately 12.9 gross acres of land dedicated for single family residential with SFR-10 zoning situated at the north end of the property, stretching between the two CM designated areas and adjacent to the southern boundary of future Owen Drive. The property is ideally situated for duplex or townhome development. The plan requires a minimum density commitment of 8 units per acre within this SFR-10 area.

3.3 URBAN MEDIUM DENSITY RESIDENTIAL GLUP AND ZONING

An area of Urban Medium-Density Residential (UM) has been included within the Autumn Hills Urbanization Plan. This area will be zoned MFR-15 with a minimum density commitment of 12 units per acre. Medium density developments can be challenging from an economic feasibility standpoint and the market viability tends to vary over time. The UM area is located in the southeast corner of the planning area along Foothill Road with views across the valley. This area contains the steepest slopes within the planning area and is crossed by potential wetlands. While the plan does not prescribe specific dwelling types, it is well situated to provide condominium or cottage development, which are flexible types of construction that can be adapted to slopes.

3.4 URBAN HIGH DENSITY RESIDENTIAL GLUP AND ZONING

The southwesterly corner of the plan area is slated for approximately 10.25 acres of Urban High-Density Residential (UH) with a zone of MFR-20 or MFR-30 and minimum density of 18.1 units per acre. This area is across the street from the Abraham Lincoln Elementary School and is walking distance from the commercial node at McLoughlin and Owen Drive. This area also has been identified as part of an Opportunity Site for a new middle school or civic/public semi-public facility. If the opportunity site is utilized as such, the displaced residential units will be provided-for within the commercial areas.

3.5 COMMERCIAL GLUP AND ZONING

The two Commercial (CM) nodes situated in the northwest and northeast corners of the neighborhood will likely be zoned Community Commercial C-C. The zoning district is relatively flexible and allows for a variety of urban land uses, including retail, services, restaurants and offices. It also allows multi-family residential. Both areas designated for Commercial are situated at the intersections of higher order streets, thereby providing maximizing visibility and desirability for commercial and/or multi-family development. Market demands for residential or office uses would be expected to occur earlier in the development cycle and market demand for more retail-oriented uses will increase as build-out of the subject and surrounding neighborhoods occurs over time.

3.6 ZONING OVERLAYS

3.6.1 HILLSIDE OVERLAY

The Atlas of Maps includes a slopes map that identifies the Hillside Overlay area where future development would be subject to the City's Hillside Development Ordinance. Only small portions of the urbanization plan area may be eligible for the Hillside Overlay, with most of those occurring within the prospective Wetland Open Space area.

3.6.2 AGRICULTURAL BUFFER

The lands lying north of the plan area are zoned Exclusive Farm Use (EFU) and are within an Urban Reserve. An Interim Agricultural Buffer is required to separate urban uses from EFU zoned lands and agricultural uses. Streets are allowed within the Agricultural Buffer and, in this case, much of the buffer area will be taken up by arterial Owen Drive which runs along the northern border. The owners of the lands to the north have accepted the remainder of the interim agricultural buffer to be on their property. Collectively, they provide the full width of the required buffer.

An additional Interim Agricultural Buffer is provided to the southeast adjacent to Urban Reserve lands lying to the south. At such time the Urban Reserve lands to the south are brought into the UGB and no longer EFU zoned, the Interim Agricultural Buffer is anticipated to be removed. Once that area of buffer is removed the underlying land will be converted to developable UR and UM lands commensurate with the underlying GLUP. A short section of EFU lands, lying outside an Urban Reserve, are situated to the southeast, across the wide regional arterial North Foothill Road. Despite the EFU zoning, said area is dedicated to mostly rural residential development with no to minimal commercial agriculture. The EFU zoned areas are also vertically separated from the subject property and there is mature vegetation along the easterly side of North Foothill Road. Collectively, the distance separation, vertical separation and vegetative buffering provide sufficient are found to provide sufficient buffering.

3.6.3 OPPORTUNITY SITE

The Autumn Hill Plan includes a 19-acre opportunity site for a school or civic use.

An analysis of the Medford 549C School District Master Plan and siting criteria indicate the site has great potential as a location for a new middle school. According to the Medford 549C School District Long Range Facilities Plan, five of the eight schools in north Medford will exceed their capacities by the year 2035 and two will be within 94% of capacity. Only one north Medford school, being Wilson Elementary is projected to remain within target capacity through the year 2035. The Autumn Hills Plan area is within the Abraham Lincoln Elementary boundary; Hedrick middle school boundary; and North Medford high school boundary. According to Medford 549C current enrollment data, Abraham Lincoln is currently near capacity or will exceed capacity within 5 years; Hedrick Middle School is forecast to exceed capacity by 2035; and North Medford High School is forecast to exceed capacity within 5 years.

For the same reasons the opportunity site makes for a great location to site a school, the site is also well situated for a community civic center or similar use. Given the proximity to the existing elementary school, existing neighborhood to the south, growing neighborhoods to the west, the neighborhoods that will be built as part of the Autumn Hills Plan and the planned neighborhoods to the north – the opportunity site provides for an ideal location for centrally located civic center or similar use.

Both school and civic uses would complement the new, anticipated, existing and surrounding neighborhoods.

As noted in Section 3.1 above, should the Opportunity Site be developed as such, the displaced residential development could be accommodated within the Commercial areas.

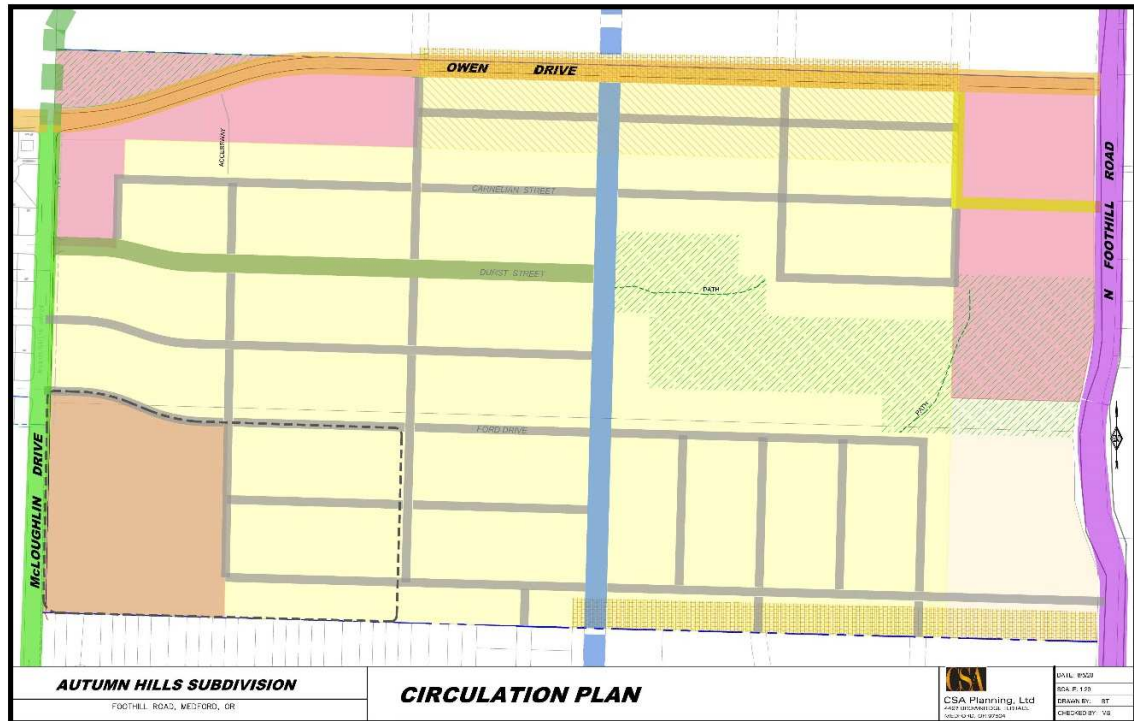
3.7 INVENTORY OF AUTUMN HILLS LAND SUPPLY BY GLUP

| MD-3c | | | | | | | | |
|-------------|-------|-------------|-----------|---------------|---------------|-------------------------------|-------------|-----------|
| GLUP | Gross | Unbuildable | Buildable | Potential PSP | Estimated PSP | Buildable After Estimated PSP | Min Density | Min Units |
| UH | 10.25 | 0 | 10.25 | 2.2 | 0.00 | 10.25 | 15.0 | 154 |
| UM | 8.8 | 2.5 | 6.3 | 1.7 | 0.00 | 6.3 | 12.0 | 76 |
| UR SFR-10 | 12.9 | 2.5 | 10.4 | 0.8 | 0.00 | 10.4 | 8.0 | 83 |
| UR SFR-6 | 103.7 | 15.7 | 88.0 | 7.0 | 4.00 | 84.0 | 5.0 | 420 |
| UR SFR-4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| Sum UR only | 116.6 | 18.2 | 98.4 | 7.9 | 4.0 | 94.4 | 5.3 | 503 |
| Res | 135.7 | 20.7 | 115.0 | 11.7 | 4.00 | 110.95 | | 733 |
| Res Change | 2.2 | -4.9 | 6.9 | -0.9 | -8.61 | | | |
| CM | 22.6 | 7.9 | 14.7 | 0.0 | 0.00 | 14.7 | 0.0 | 0.0 |
| CM Change | -2.2 | 4.9 | -7.0 | 0.0 | 0.00 | -7.02 | | |
| | 158.3 | 28.6 | 129.7 | 11.7 | 4.0 | 125.7 | | 733 |

4. AUTUMN HILLS NEIGHBORHOOD TRANSPORTATION PLANNING

The urbanization plan area is bordered by three higher order streets being North Foothill Road, Owen Drive, and McLoughlin Drive. The plan area is also to be crossed north-south by a new Minor Collector.

4.1 AUTUMN HILLS CONCEPTUAL CIRCULATION PLAN



4.2 NORTH FOOTHILL ROAD

North Foothill Road borders the east side of the MD-3c urbanization area. Currently a 2-lane County Rural Arterial with a variable right-of-way of 60 to 100 feet, North Foothill Road is planned in the Medford TSP to become a Regional Arterial. This means that the road will be improved and widened to between 92 to 100 feet right-of-way and that the fewest possible intersections will be allowed. At the time of Autumn Hills plan development, a build-grant to construct the North Foothill Road improvements has been awarded and the project is anticipated to be complete within the next couple years.

4.3 OWEN DRIVE

The City's Transportation System Plan (TSP) depicts Owen Drive as a Minor Arterial. Implementation of the Autumn Hills Neighborhood Plan will provide the necessary right of way to complete the east-west connection between Crater Lake Highway 62 and North Foothill Road. Owen Drive may be constructed as a single project or incrementally by either the City and/or private development. By accommodating Owen Drive, the plan will implement a critical east-west transportation improvement, identified in the Transportation System Plan as being necessary for the whole of Medford. There is a ~380-foot gap in Owen Drive west of Delta Estates subdivision that is planned for construction as a City short-term Tier 1 project.

The City's Leisure Services Plan depicts a multi-use path running from the MD-3a Chilsonrise Urbanization Area situated to the northwest to meet Foothill Road to the east. In keeping with the City's Leisure Services Plan, the Autumn Hills Plan for Owen Drive proposes to select either

the Minor Arterial section with separated bike lanes and sidewalks, or to include a multi-use path from McLoughlin Drive to Foothill Road.

4.4 McLOUGHLIN DRIVE

McLoughlin Drive is a Minor Collector that borders the western boundary of the planning area. Most of the street will be constructed as part of the neighboring Delta Estates subdivision, with the developer of the Autumn Hills completing the eastern sidewalk and planter strip.

4.5 NEW NORTH-SOUTH COLLECTOR

The Medford TSP Functional Classification includes a north-south Minor Collector located near the center of the property. The Autumn Hills Neighborhood Circulation Plan includes the portion of this Collector that runs from Owen Drive to the southern border of the planning area. Eventually when the property to the south is developed, the street will be extended to meet Delta Waters Road.

4.6 LOCAL STREET DISCUSSION

The Autumn Hills Neighborhood Urbanization Plan shows conceptual locations for local streets. There are a number of conditions in this urbanization planning area that will dictate future local street locations to a significant degree, including the following:

- There is one existing street stub on the south property boundary from the neighboring residential subdivision, located approximately 1650 feet east of McLoughlin Drive. A future local street will need to extend this street stub.
- There are three local street intersections on McLoughlin Drive along the western border of the planning area coming from the neighboring single-family residential subdivision. Local streets are anticipated to be extended at those locations to provide the primary east-west connections through the property.
- New local north to south street locations will be based on the City's block length standards and relationship to the location of new north-south collector.
- Local streets may need to exceed block lengths where physical constraints, such as the Wetland Open Space area, are located.
- Within the first 1600 feet east of McLoughlin Drive, there are no local street connections stubbing to the property from the fully developed single family neighborhood to the south. Thus, local streets will exceed block length standards at that location.

4.7 TRANSIT, BICYCLE AND PEDESTRIAN FACILITIES

The Autumn Hills Neighborhood is planned to provide alternative transportation modes and facilities. The RVTD Route 26 stops are just over a mile from the intersection of McLoughlin Drive and Owen Drive at the northwestern corner of the neighborhood.

Sidewalks are planned throughout the neighborhood and the City's block standards will assure appropriate local street connectivity. A street or multi-use path is anticipated to run through the center of the Wetland Open Space area to assure bike and pedestrian connectivity. A well-connected system of local streets with relatively low traffic volumes and speeds will allow kids to walk or bike to Abraham Lincoln Elementary school from anywhere within the plan area. For

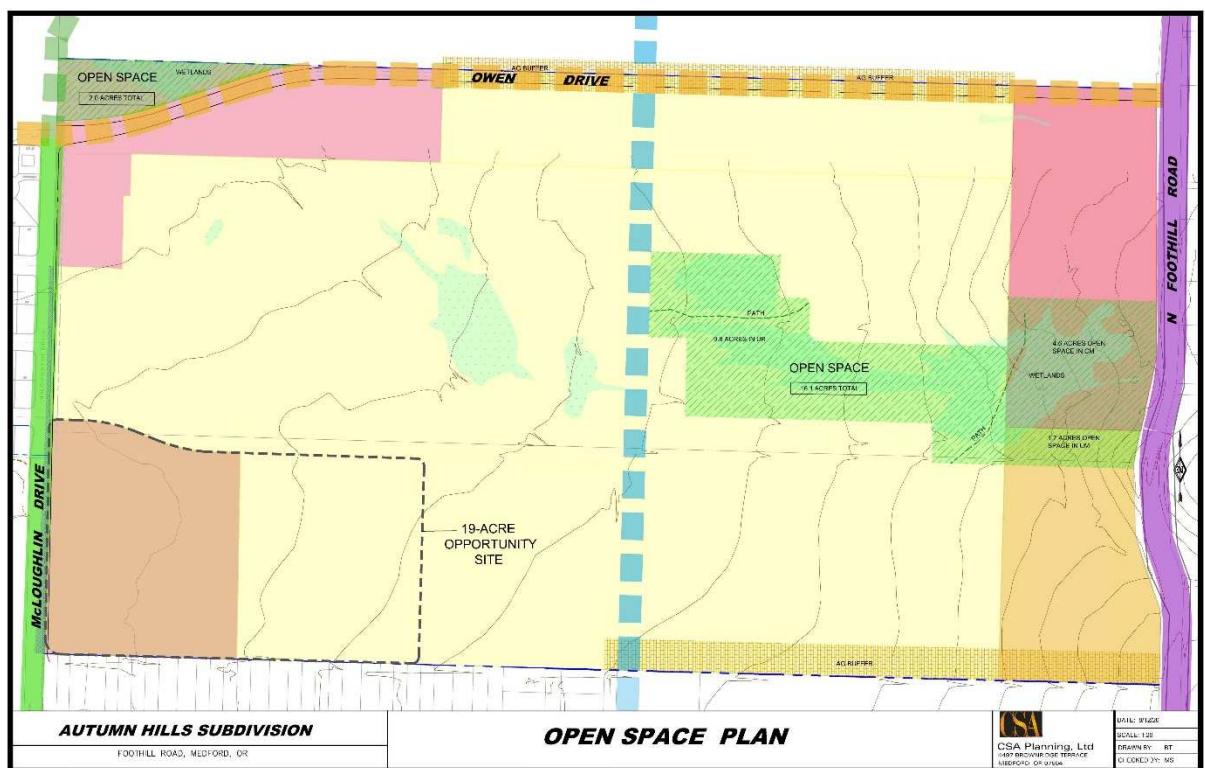
students in the neighborhood, a single crossing of McLoughlin Drive is all that would be required to walk or bike to Abraham Lincoln Elementary School.

Separated bike and sidewalks or multi-use path are planned along this portion of Owen Drive. They will connect at McLoughlin Drive to the bike paths to the west on Owen Drive and the Garrett Creek Greenway. At North Foothill Road they will connect to the future bike lanes and sidewalks.

5. AUTUMN HILLS OPEN SPACE

Pursuant to Regional Plan obligations, the overall MD-3 area is required to accommodate at least 16% open space, translating to approximately 25 acres of open space within the MD-3c Autumn Hills Neighborhood Plan area, assuming an even distribution across each of the MD-3. The current plan can accommodate the necessary open space in a number of ways. Open space within the Autumn Hills Neighborhood is made of multiple types including potential wetland; dedicated open space areas around wetlands; Opportunity Site (School or Civic Use); and Public or Semi-Public areas.

5.1 AUTUMN HILLS OPEN SPACE PLAN



5.2 WETLAND OPEN SPACE

A loose network of potential wetlands exists across the property. Some of these potential wetlands may be jurisdictional, while others are likely related to man-made improvements and farm uses that may disappear as the farm use ends or the man-made improvements are removed or

modified. Until such time that a delineation with DSL concurrence is provided, all potential wetlands identified in the City's LWI shall continue to be projected as open space and/or mitigated for. There are approximately 10 acres of potential wetlands affecting the property that, if concluded through delineation to be jurisdictional, shall be protected and remain as open space. The bulk of the potential wetlands are situated within the easterly center of the subject property. Applicant's open space plan reflects a prospective open space overlay that would be applied to those wetlands and additional lands immediately surrounding them. The open space area reflected on the Open Space plan includes an additional 9 acres of open space outside of and in addition to the wetlands.

5.3 PUBLIC & SEMI-PUBLIC

Based on the Housing Element and Public/Semi-Public (PSP) tables and percentages adopted through the 2017 UGBA, approximately 7.9 acres of UR, 1.7 acres of UM and 2.2 acres of UH for a total of 7.9 acres within the project are estimated to be utilized for PSP uses. Based on the layout of the area and anticipated market demand, the Autumn Hills Plan currently assumes a conservative estimate of 4 acres are likely to be put to PSP uses within the UR designated areas. The same 4 acres qualifies as Open Space.

5.4 OPPORTUNITY SITE

The nineteen-acre (19) opportunity site identified in the southwestern corner of the planning area is a distinct public or semi-public use that would count as open space if it is developed as a school or with other institutional / civic use. The same 19-acres would qualify toward and count as Open Space.

5.5 AGRICULTURAL BUFFERS

Agricultural buffers are required along the northern border of the property and a portion of the southern boundary due to the adjacent EFU zoned land. As both of these buffers are not intended to be permanent, they are considered "interim" buffers and are not counted toward the required open space for the planning area, though they will function as such until no longer needed.

5.6 OPEN SPACE SUMMARY

There are a number of mechanisms available to the Autumn Hills Neighborhood to assure minimum open space acreage commitments are met. The manner in which open space is ultimately provided is highly dependent on wetlands delineation and whether the opportunity site is put to its intended use. The following table illustrates three possible scenarios for which open space commitments may be achieved and each is available to be utilized. Developing a solution that includes City of Medford Parks and the City of Medford School District is encouraged.

| Open Space | | | |
|---|--------------|--------------|--------------|
| Category | Option 1 | Option 2 | Option 3 ** |
| Wetlands * | 10.05 | 3.5 | 6.75 |
| Other Dedicated Open Space | <u>11</u> | <u>2.2</u> | <u>11.25</u> |
| Storm Detention | <u>2.5</u> | <u>2.5</u> | <u>2.5</u> |
| Opportunity Site / PSP | 0 | 19.37 | 0 |
| Additional PSP | 4 | 0 | 7 |
| Total acres | 25.05 | 25.07 | 25 |
| Percent of Site | 16% | 16% | 16% |
| * Amount of wetlands subject to DSL concurrence with delineation | | | |
| ** Wetlands acreage in Option 3 reflects only wetlands within the easterly portion of the property and the other dedicated Open Space matches Applicant's Open Space Plan | | | |

6. AUTUMN HILLS NEIGHBORHOOD GOALS AND POLICIES

Goal AH1: To support the overall City Goal of meeting the RPS Density Standards, the MD-3c Planning Area shall achieve the Residential Density Commitments set by the 2017 UGB Amendment.

Policy AH1-1: Apply the zone designations as set out by Area in the plan.

Policy AH1-2: Lower density zones can be allowed only where analysis shows that actual delivered densities have exceeded minimum for that area and that with the lower density the overall planning area will still meet the committed number of dwelling units.

Policy AH1-3: Higher density zones commensurate with the underlying GLUP designations can be allowed subject to demonstration of facility adequacy.

Policy AH1-4: Residential units displaced by development of the Opportunity Site with a qualifying use public or semi-public use, shall be allowed and provided for within the Commercial Areas

Goal AH2: To support the overall City Goal of supplying the amounts and types of land commensurate with the needs established in the City Housing Element and Economy Element; and in a manner consistent with the 2017 UGB Amendment

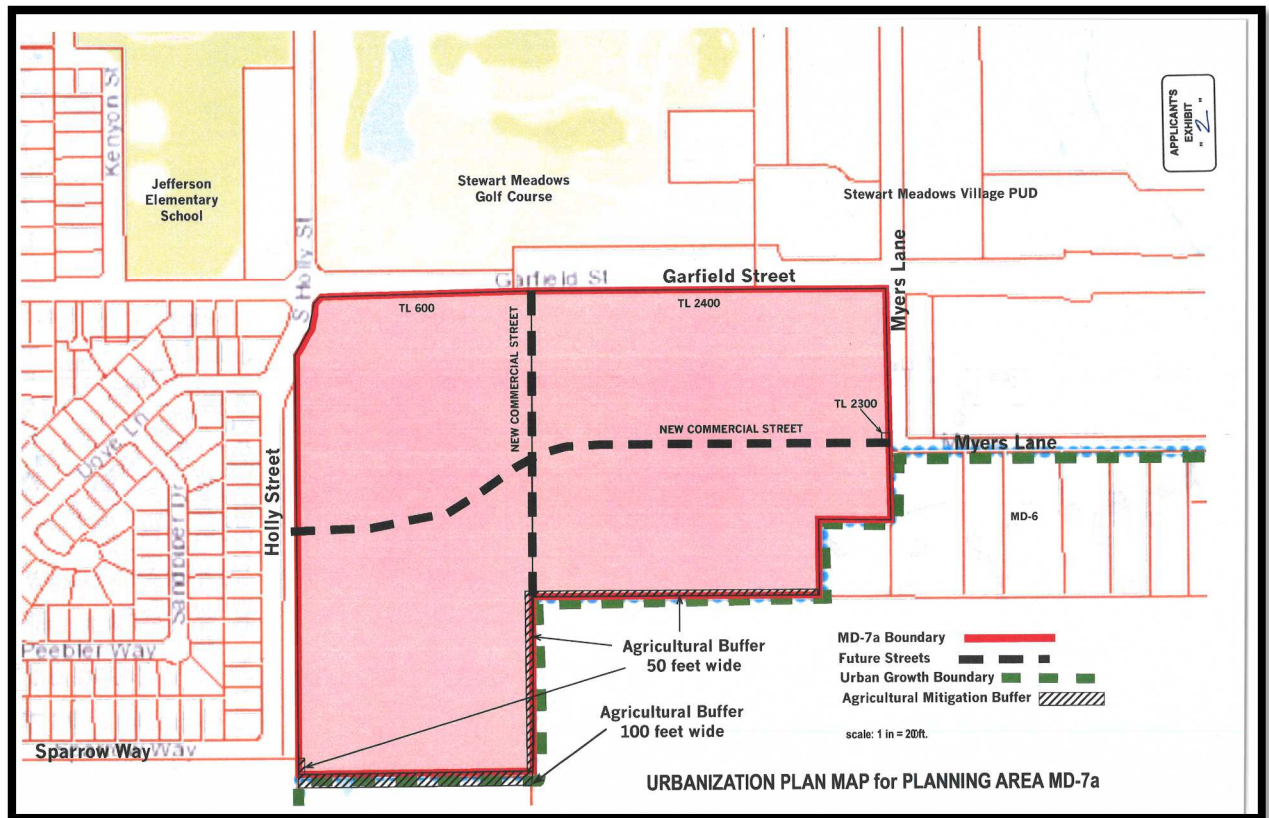
Policy AH1-1: Apply the GLUP and zone designations as set out by the plan.

Goal AH3: Ensure sufficient open space is provided to yield acreage within 1 percent of the RPS MD-3 Urban Reserve Area commitment of 16 percent.

Policy AH2-1: Provide open space in accordance with Section 5 of The Plan.

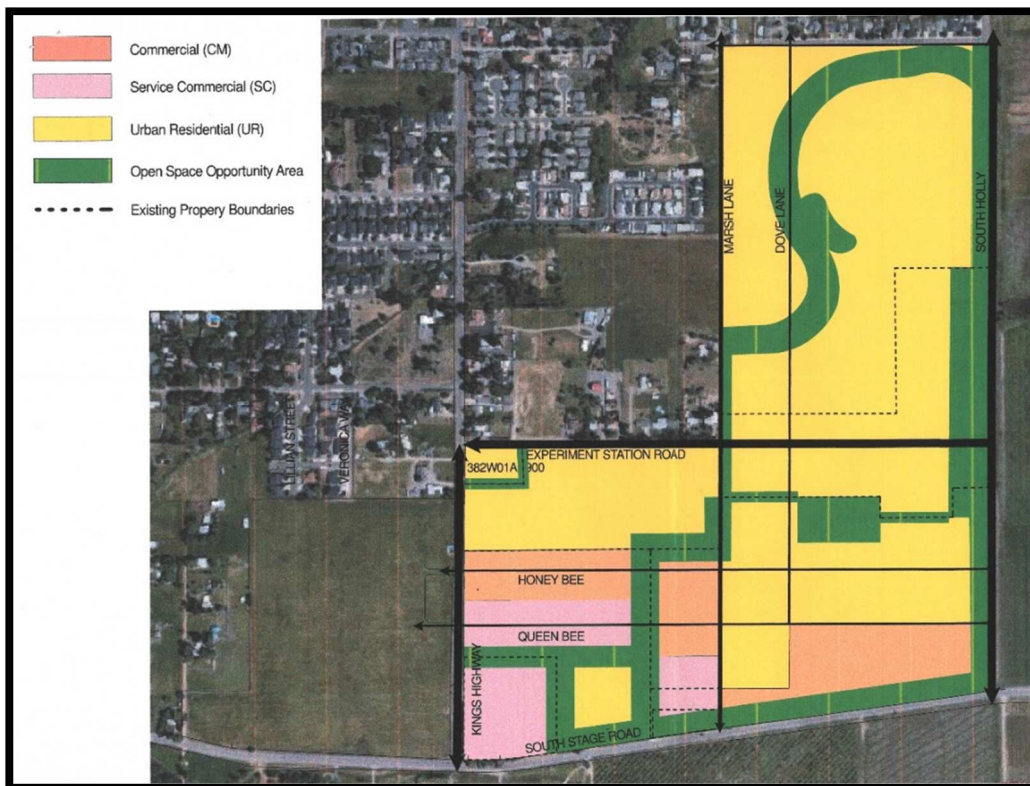
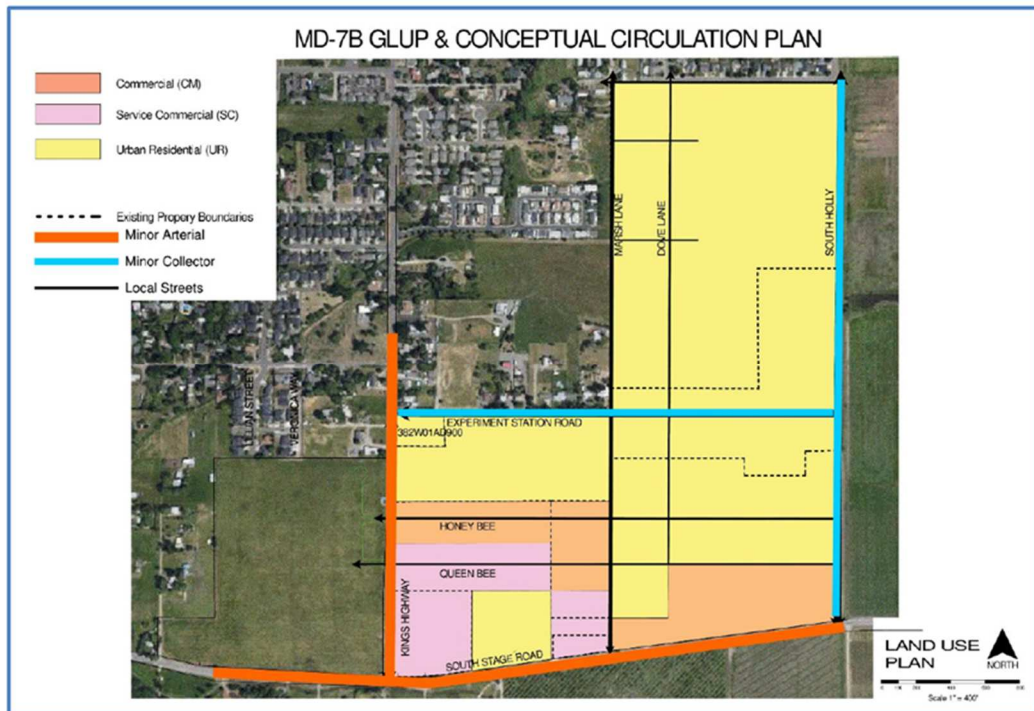
URBANIZATION PLAN FOR MD-7a

Adopted by Medford City Council on April 1, 2021; Ordinance no. 2021-24



URBANIZATION PLAN FOR MD-7b

Adopted by Medford City Council on December 16, 2021; Ordinance no. 2021-164



Planning Unit MD-7b Details:

The planning unit is located north of South Stage Road, east of Kings Highway, south of Experiment Station Road, east of Marsh Lane, and south of Sparrow Way. The Planning Unit totals approximately 143 acres with 110 acres in the Urban Residential (UR) General Land Use Plan (GLUP) designation, 19 acres in the Commercial (CM) GLUP designation and 14 acres in the Service Commercial (SC) GLUP designation.

The planning unit has a requirement for 22% open space. The Opportunity Area indicates a series of connected open spaces for potential pedestrian paths linking the southwest area with the northeast area of the planning unit and providing connections to other adjacent planning units and developments.

The minimum residential density for the Urban Residential GLUP in the planning unit is 6.6 dwelling units per acre which equates to 574 dwelling units. The dwelling units will be built within the UR GLUP as well as portions of the Commercial and Service Commercial GLUPs.

The planning unit abuts Kings Highway and South Stage Road, existing minor arterial streets. Experiment Station Road and South Holly Streets are minor collector streets to be extended within the properties. Adjacent local streets abutting the planning unit will be extended as identified in the concept circulation plan.

URBANIZATION PLAN FOR PLANNING UNIT MD-9c

Adopted by the Medford City Council on July 7, 2022; Ordinance No. 2022-71

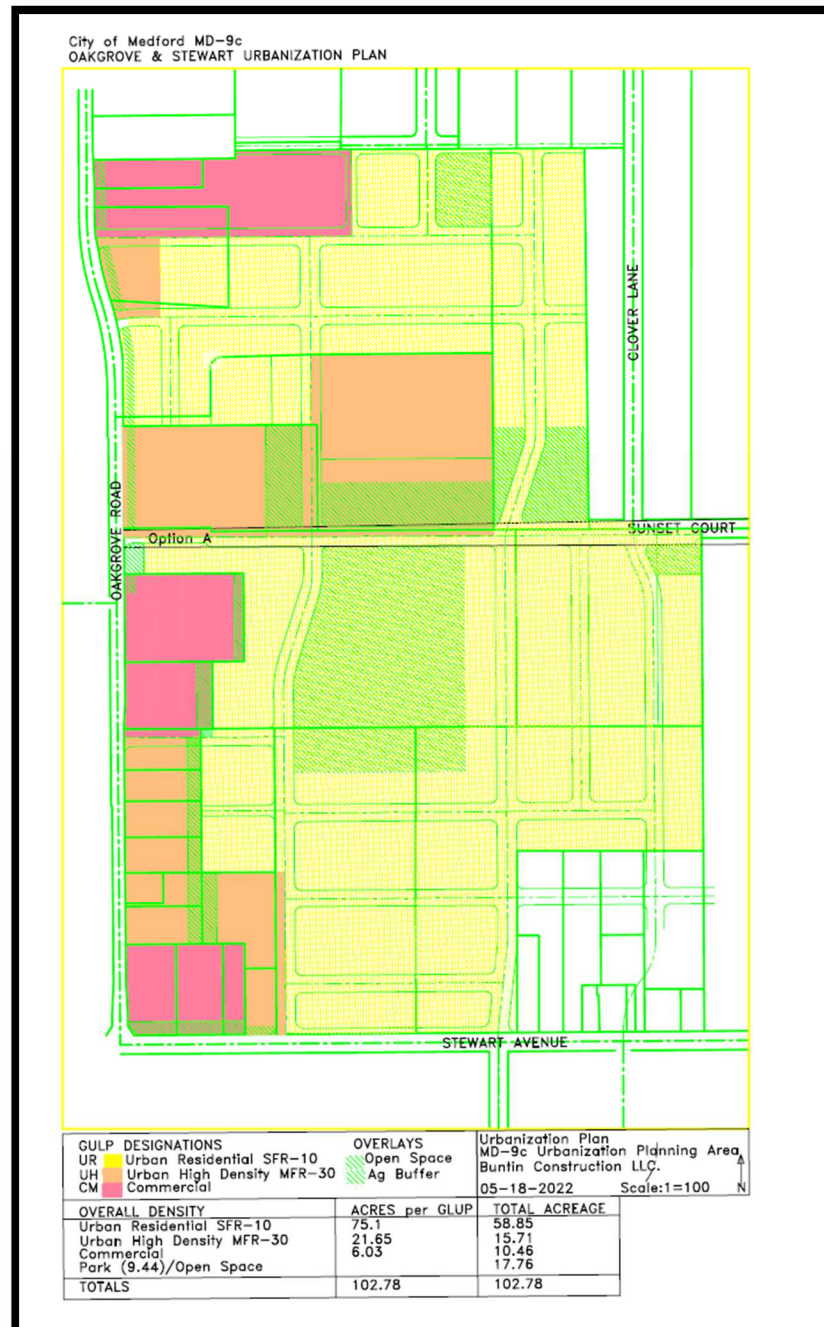
Planning Unit MD-9c Details:

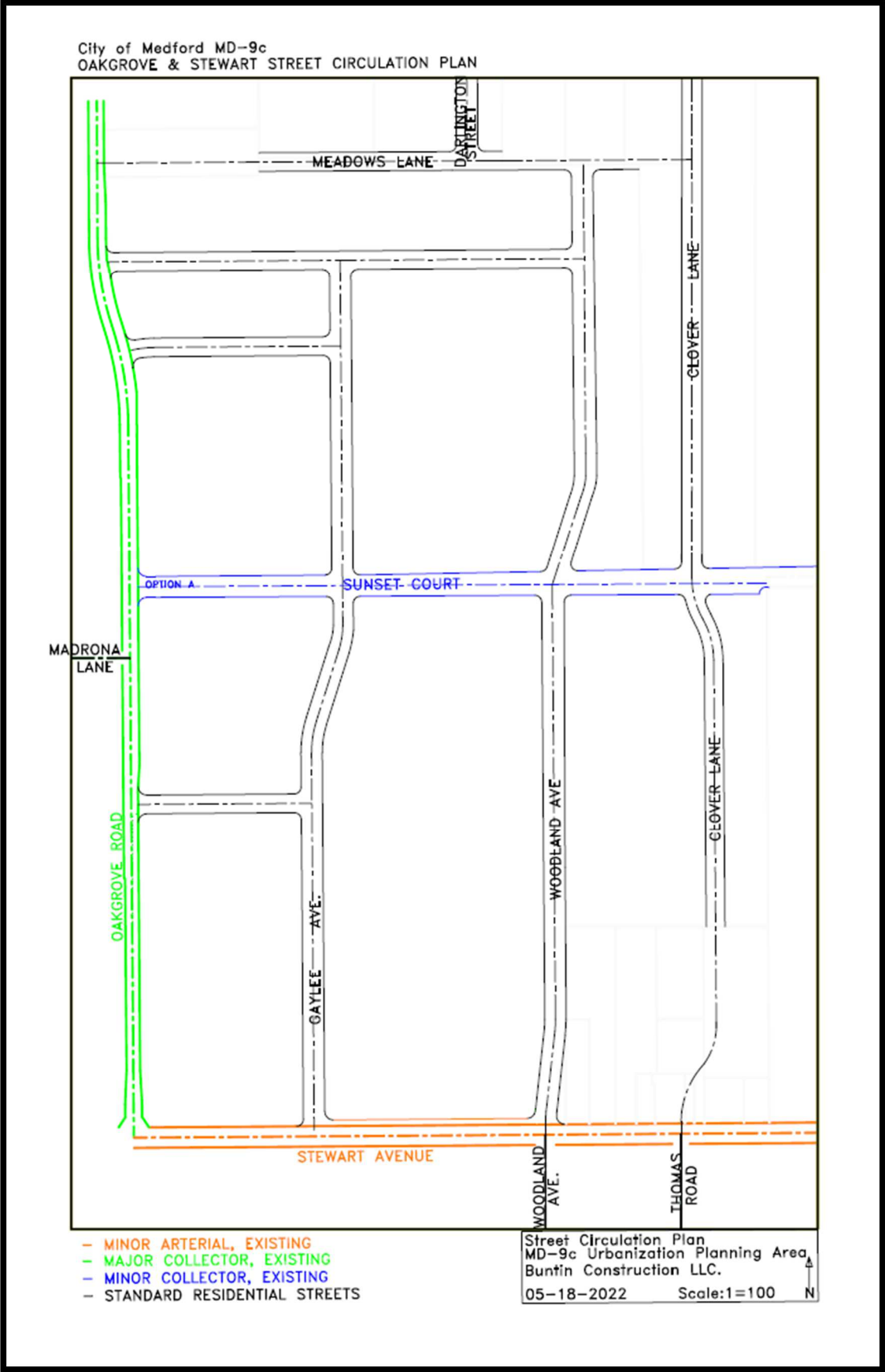
The planning unit is located east of Oak Grove Road, north of Stewart Avenue, and south of Meadows Lane. The acreage for the site totals approximately 102 acres with 70.35 acres in the Urban Residential (UR) General Land Use Plan (GLUP) designation, 21.37 acres in the Urban High Density Residential (UH) GLUP designation, and 10.46 acres in the Commercial (CM) GLUP designation.

The planning unit has a requirement for 17% open space. A large portion of the open space will be centralized within the planning unit, an agricultural buffer will be located along the northwest boundary of Oak Grove Road, and the remaining acreage will be distributed throughout the various properties.

The minimum number of required dwelling units between the Urban Residential and Urban High Density Residential GLUP designations is 667.

The planning unit abuts Oak Grove Road and Stewart Avenue. Sunset Court is proposed to be extended westerly and connect to Oak Grove Road.





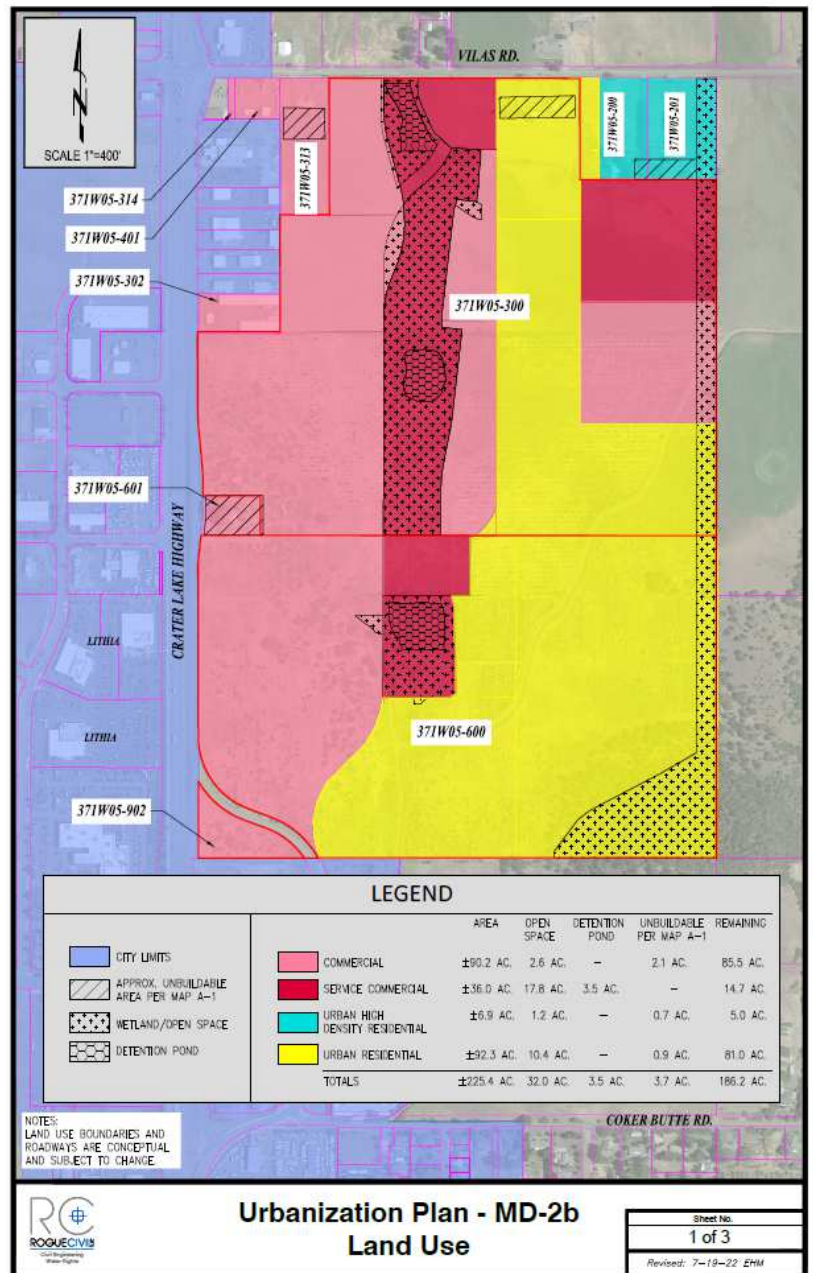
URBANIZATION PLAN FOR PLANNING UNIT MD-2b

Adopted by the Medford City Council on September 1, 2022; Ordinance No. 2022-91

Planning Unit MD-2b Details:

The MD-2b planning unit is located south of Vilas Road and east of Crater Lake Avenue and Crater Lake Highway. The proposed Urbanization Plan for MD-2b includes 10 tax lots. The whole area totals 225.36 acres. The subject properties are described as: T.37S-R.1W-SEC 05, Tax Lots 313, 314, 401, 300, 302, 200, 201, 600, 601, and 902. The amended GLUP designations approved for the MD-2b planning unit are Commercial (CM), Service Commercial (SC), Urban Residential (UR), and Urban High Density Residential (UH).

The planning unit has a requirement for 11% open space or 24.7 acres. A large portion of the open space will be centralized within the existing and proposed wetlands, an agricultural buffer will be located along the eastern boundary of the planning unit, and portions of the steeper slopes along Coker Butte are included.



The minimum number of required dwelling units between the Urban Residential and Urban High Density Residential GLUP designations is 548.

Major street extensions include Crater Lake Avenue, Springbrook Road and Burlcrest Drive. The conceptual circulation plan is below.

