Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
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NOTICE OF ADOPTED AMENDMENT

07/05/2011

TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Phoenix Plan Amendment
DLCD File Number 003-09

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, July 15, 2011

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Laura LeCornu, City of Phoenix
Gloria Gardiner, DLCD Urban Planning Specialist

Bill Holmstrom, DLCD Transportation Planner

<paa> YA

FORM 2

DLCD Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

☐ In person ☐ electronic ☐ mailed

DATE STAMP

DEPT OF

JUN 27 2011

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **City of Phoenix**

Local file number: **CP09-01 & ZO 09-03**

Date of Adoption: **2/10/2011**

Date Mailed: June 24, 2011

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 3/27/2009

☒ Comprehensive Plan Text Amendment

☒ Comprehensive Plan Map Amendment

☒ Land Use Regulation Amendment

☒ Zoning Map Amendment

☒ New Land Use Regulation

☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

1. Adopt the IAMP as part of the Phoenix Comprehensive Plan, amend the TSP to replace Figure 9-2, Street System Classification, and amend Policy 4.2 of the Economic Element.
2. Add a new chapter to the Phoenix Development Code to implement the Trip Budget Overlay Zone measure, a new chapter to implement the OR 99 Setback Overlay Zone measure, and add a new section to implement the Motor Vehicle Trip Reduction Designs and Programs measure.
3. Provide a new Land Use Districts map that shows the boundaries of the Trip Budget and OR 99 Setback Overlay Zones

Does the Adoption differ from proposal? No, no explaination is necessary

Plan Map Changed from: to:

Zone Map Changed from: to:

Location: : **Exit 24 Interchange along Interstate 5** Acres Involved:

Specify Density: Previous: New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☒	☒	☐	☐	☐	☐	☐	☐	☒	☐	☒	☐	☐	☒	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing? ☒ **Yes** ☐ **No**

If no, do the statewide planning goals apply? ☐ **Yes** ☐ **No**

DLCD File No. 003-09 (17463) [16687]

ORDINANCE NO. 933

AN ORDINANCE IMPLEMENTING OREGON STATE INTERCHANGE AREA MANAGEMENT AND TRANSPORTATION SYSTEM MANAGEMENT POLICIES

WHEREAS, the City Council of the City of Phoenix held continued public hearings regarding implementation of interchange area management and transportation system management policies at its City Council meeting on October 19, 2009 and closed the public hearings; and,

WHEREAS, at that meeting, the City Council reviewed a proposed ordinance implementing the Oregon State Interchange Area Management and Transportation System Management Policies; and

WHEREAS, at that meeting, the City Council directed staff to prepare, in final form, "...ordinances approving quasi-judicial amendments to the Phoenix Land Development Code adding section 2.9, trip budget overlay zone; section 2.10, Oregon 99 setback overlay zone; section 3.10, motor vehicle trip reductions designs and overlay zone; and approving legislative amendments adding chapter 6.3 to the land development code, and amending the comprehensive plan, economic element and transportation element;" and

WHEREAS, at that meeting, the City Council further directed that "these ordinances shall provide for an effective date consistent with adoption of an intergovernmental agreement with Oregon Department of Transportation (ODOT) and a funding agreement with Home Depot and Pacific Western;" and

WHEREAS, City staff has prepared the above-mentioned ordinances in final form (herein referred to as "components"); and

WHEREAS, the City and ODOT have satisfactorily agreed to modify the intergovernmental agreement; and

WHEREAS, it appears that the funding agreement with Home Depot and Pacific Western will be extended under terms and conditions that are satisfactory to all parties; and

WHEREAS, the City and ODOT have agreed to an effective date of the components of this ordinance that will be the date that bids are let for the build alternative of the Fern Valley Interchange project.

NOW THEREFORE, The City Council of the City of Phoenix ORDAINS as follows:

Section 1. Subject to the effective date set forth in Section 3 below, the City of Phoenix adopts the following components implementing the Oregon State Interchange Area Management and Transportation System Management Policies, full copies of which are attached hereto and made a part hereof:

1. AMEND THE CITY OF PHOENIX COMPREHENSIVE PLAN BY ADOPTING THE INTERCHANGE AREA MANAGEMENT PLAN AS PART OF THE TRANSPORTATION SYSTEM PLAN (SECTION X, TRANSPORTATION ELEMENT), AND AMEND APPENDIX F OF THE TRANSPORTATION SYSTEM PLAN

2. AMEND POLICY 4.2 OF THE ECONOMIC ELEMENT OF THE CITY OF PHOENIX COMPREHENSIVE PLAN

3. AMEND THE CITY OF PHOENIX LAND DEVELOPMENT CODE BY ADDING CHAPTER 2.9, TRIP BUDGET OVERLAY ZONE, AND AMEND THE CITY'S OFFICIAL LAND USE DISTRICTS MAP BY INCLUDING THE BOUNDARIES OF THE TRIP BUDGET OVERLAY ZONE

4. AMEND THE CITY OF PHOENIX LAND DEVELOPMENT CODE BY ADDING SECTION 2.10, OREGON 99 SETBACK OVERLAY ZONE, AND AMEND THE CITY'S OFFICIAL LAND USE DISTRICTS MAP BY INCLUDING THE BOUNDARY OF THE OREGON 99 SETBACK OVERLAY ZONE

5. AMEND THE CITY OF PHOENIX LAND DEVELOPMENT CODE BY ADDING CHAPTER 4.11 – TRANSPORTATION FACILITIES

6. AMEND THE CITY OF PHOENIX LAND DEVELOPMENT CODE, CHAPTER 3.10, BY ADDING SECTION 3.10.2, MOTOR VEHICLE TRIP REDUCTION DESIGNS AND PROGRAMS, AND AMEND THE CITY'S OFFICIAL LAND USE DISTRICTS MAP BY INCLUDING THE BOUNDARY OF THE MOTOR VEHICLE TRIP REDUCTION DESIGNS AND PROGRAMS OVERLAY ZONE

Section 2. Effective Date of this Ordinance: This ordinance shall become effective immediately pursuant to City Charter Section 17(b).

Section 3. Effective Date of Components Set Forth in Section 1: The effective date of the components set forth in Section 1 above shall be the date that the Oregon Department of Transportation lets bids for construction of the Fern Valley Interchange project.

Section 4. Emergency Adoption Provision. The City of Phoenix finds it necessary and desirable that this ordinance take effect immediately. It is hereby adjudged and declared that the existing conditions are such that this ordinance is necessary for the immediate preservation of the public health, welfare, and safety of the City of Phoenix, and an emergency is hereby declared to exist and this ordinance and components shall take effect and be in full force and effect as provided in Sections 2 and 3 and authentication by the Mayor.

PASSED AND ADOPTED by the City Council and signed by me in authentication thereof this tenth day of February, 2011.

Carlos DeBritto, Mayor
City of Phoenix

Attest

Jane Turner, City Manager/Recorder

ORDINANCE NO. 933

Attachment 1

ATTACHMENT 1

AMEND THE CITY OF PHOENIX COMPREHENSIVE PLAN BY ADOPTING THE INTERCHANGE AREA MANAGEMENT PLAN AS PART OF THE TRANSPORTATION SYSTEM PLAN (SECTION X, TRANSPORTATION ELEMENT), AND AMEND APPENDIX F OF THE TRANSPORTATION SYSTEM PLAN. [FILE NOS. CP09-01 and LDC09-01.]

WHEREAS, the Oregon Department of Transportation (ODOT) has agreed to build a replacement of the existing Fern Valley Interchange in Phoenix, including replacement of the bridge structure, reconstruct Fern Valley Road west of I-5, re-align Fern Valley Road east of I-5 and reconstruct and re-align North Phoenix Road, at a cost estimated to be $61.3 million, of which $2.3 million will come from local sources and the remainder from the State of Oregon and U.S. Government funds which ODOT administers.

WHEREAS, ODOT has agreed to rebuild intersections and adjacent segments of Oregon 99, Bolz Road, and Fern Valley Road west of the Bear Creek Bridge, at a cost estimated to be $6.8 million, all of which will come from the State of Oregon and U.S. Government funds which ODOT administers.

WHEREAS, ODOT has agreed to replace the Fern Valley Road bridge structure over Bear Creek, at a cost of $4.0 million, all of which will come from the State of Oregon and U.S. Government funds which ODOT administers.

WHEREAS, the new Fern Valley Interchange and adjacent arterial road improvements will help relieve the severe congestion on the existing interchange, will help provide capacity for future growth in traffic volumes on Oregon 99, Bolz Road, Fern Valley Road and North Phoenix Road, and will help reduce the limited traffic capacity of the existing interchange as a constraint to land development in the area of the City east of I-5.

WHEREAS, future land development in the area of the interchange has the potential to generate motor vehicle traffic which, in combination with traffic from growth throughout the Bear Creek Valley, could cause congestion to exceed mobility performance standards before the expiration of the 20-year design life of the new interchange.

WHEREAS, ODOT has worked closely with the City of Phoenix to develop the alternatives for the replacement of the Fern Valley Interchange examined in an environmental assessment prepared pursuant to the National Environmental Policy Act of 1969 entitled "I-5: Fern Valley Interchange Environmental Assessment."

WHEREAS, alternatives for replacing the Fern Valley Interchange will achieve the purposes of the projects contained in the Street System Project List, Appendix F of the City of Phoenix Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan as revised March 10, 2003.

WHEREAS, the City of Phoenix Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan, Street System Project List, Appendix F, as revised March 10, 2003, does not expressly include the replacement of the Fern Valley Interchange in the way the project is described in the I-5: Fern Valley Interchange Environmental Assessment dated October 2010.

WHEREAS, ODOT has worked closely with the City of Phoenix to formulate a joint Interchange Area Management Plan to manage the local transportation system and land development to avoid traffic volumes that exceed mobility performance standards.

WHEREAS, upon City of Phoenix adoption of the Interchange Area Management Plan, ODOT will present the plan to the Oregon Transportation Commission for adoption as part of the Oregon Highway Plan.

WHEREAS, the need to adopt the Interchange Area Management Plan and amendments to the City of Phoenix Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan are contingent on the selection of the build alternative for the replacement of the I-5: Fern Valley Interchange Environmental Assessment which was made available for public comment on October 18, 2010.

WHEREAS, Oregon Revised Statutes (ORS) 197.610 authorizes legislative amendments to the City's Comprehensive Plan and Land Development Code after 45 days notice to the Department of Land Conservation and Development (DLCD).

WHEREAS, notice of this proposed amendment was sent to DLCD on March 27, 2009.

WHEREAS, the procedures for legislative amendments to the Comprehensive Plan are contained in Phoenix Land Development Code Section 4.7.2, Legislative Amendments, regulates legislative amendments to the Comprehensive Plan.

WHEREAS, the Phoenix City Council held properly advertised study sessions on September 1, 3 and 15, and October 15, 2009, and properly advertised public hearings on August 17, September 21, and October 19, 2009, and closed the public hearings on October 19, 2009.

NOW THEREFORE, The City Council of the City of Phoenix ORDAINS as follows:

Section 1. Standards and Applicable Criteria: Phoenix Land Development Code, Section 4.7.2 – Legislative Amendments, states that Legislative Amendments are policy decisions made by City Council. Legislative amendments are reviewed using the Type IV procedure in Chapter 4.1.6, Type IV Procedures (Legislative) and shall conform to the City of Phoenix Comprehensive Plan, Statewide Planning Goals, and Phoenix Land Development Code, Section 4.7.6, Transportation Rule, as applicable.

Section 2. Findings:

1) City of Phoenix Comprehensive Plan: The City of Phoenix Comprehensive Plan is an acknowledged plan. The proposed amendments will update the Transportation System Plan (Section X – Transportation Element) with new information.

2) Statewide Planning Goals: It is not necessary to review an acknowledged comprehensive plan against the statewide planning goals, unless those goals have been updated or adopted since acknowledgement of the City's comprehensive plan.

3) Phoenix Land Development Code, Chapter 4.7.6.B, Transportation Planning Rule Compliance. Legislative amendments to the Land Development Code which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

a) Limiting allowed land uses to be consistent with the planned function of the transportation facility; or

FINDING: Amending the Economic Element to require new uses and changes in uses, which will increase transportation impacts on the arterial street system and the interchange, to mitigate those impacts with capacity increasing improvements as part of their developments will maintain the planned function of the transportation facility.

b) Amending the Transportation System Plan to help ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or

FINDING: The amendments to the Transportation System Plan will reflect the Fern Valley Interchange Area Management Plan and the changes in road classification for North and South Phoenix Roads, in keeping with this requirement.

c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

FINDING: The Trip Budget portion of the Interchange Area Management Plan deals directly with land use density management as a transportation issue, in keeping with this requirement. The amendment to the Economic Element places in effect policies to allow those requirements to be implemented.

Section 3. Conclusions of Law:

1) Adoption of this ordinance is in compliance with the City of Phoenix Development Code, Section 4.7.2, regarding legislative amendments, and it is in compliance with Oregon Revised Statutes (ORS) 197.610 (1) and (2).

2) The adoption and implementation of these amendments to the Transportation System Plan comply with the Transportation Planning Rule.

3) The Phoenix City Council concludes that amending the Economic Element of the Phoenix Comprehensive Plan, Policy 4.2, and amending the Transportation System Plan are in compliance with the goals of the Phoenix Comprehensive Plan and complies with the Oregon Transportation Planning Rule.

Section 4, Adoption of the Interchange Area Management Plan Transportation System Plan (Section X, Transportation Element). The City Council of the City of Phoenix hereby adopts the following:

a) Interchange Area Management Plan: The City of Phoenix adopts the Interchange Area Management Plan - Exit 24, dated February 2011, attached hereto as Exhibit A as part of the Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan.

b) Transportation System Plan: To implement the Interchange Area Management Plan – Exit 24, the City of Phoenix amends the Transportation System Plan (Section X – Transportation Element) of the Phoenix Comprehensive Plan by:

i) Replacing Figure 9-2, Street System Classification, with revised Figure 9-2 attached as Exhibit B.

ii) Revising Projects 12, 13, and 226 of the Phoenix Street System Project List, Appendix F to read as follows:

Project 12
Project location: Fern Valley Road, Interchange with I-5
Project Description: Replace bridge structure, reconstruct Fern Valley Road west of I-5, and realign Fern Valley Road east of I-5 and N. Phoenix Road.
Project Type: Modernization.
Time Frame: Long
Project Cost: $62,300,000.00

Project 13
Project Location: Highway 99 and Fern Valley Road/Cheryl Lane/Bolz Road
Project Description: Rebuild intersection and adjacent segments of Highway 99, Bolz Road and Fern Valley Road (to bridge over Bear Creek)
Project Type: Modernization
Time Frame: Long
Project Cost: $6,900,000.00

Project 226
Project Location: Fern Valley Road, bridge structure over Bear Creek

Project Description: Replace bridge structure
Project Type: Modernization
Time Frame: Medium
Project Cost: $4,000,000.00

Interstate 5

Attachment 1, Exhibit A

Interchange Area Management Plan

Exit 24

PHOENIX

OREGON

Oregon Department of Transportation

INTERCHANGE AREA MANAGEMENT PLAN

I-5: Fern Valley Interchange

June 10, 2009

Oregon Department of Transportation
City of Phoenix

Prepared by URS Corporation

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A Purpose and Need Sections, Draft Environmental Assessment, Fern Valley Interchange, as of January 4, 2009

B Oregon Administrative Rule 734-051-0155, Access Management Plans and Interchange Area Management Plans

C Applicable Standards and Classifications

D Relevant Regulations, Plans, and Policies

E Traffic Analysis

F Land Use Scenarios

G Referenced Transportation Planning Rule Provisions

H Possible Allocation of Parcel Budget Trips

I Parcel Budget Derivation Map

J Jackson County Comprehensive Plan Designations

K Jackson County Current Land Development Ordinance Provisions

ABBREVIATIONS

ADA	Americans with Disabilities Act
DLCD	Department of Land Conservation and Development
CAC	Citizens Advisory Committee
EA	Environmental Assessment
FHWA	Federal Highway Administration
HDM	Highway Design Manual
IMA	Interchange Management Area
IAMP	Interchange Area Management Plan
I-5	Interstate 5
LDO	Jackson County Current Land Development Ordinance
MPO	Metropolitan Planning Organization
NHS	National Highway System
ODOT	Oregon Department of Transportation
OAR	Oregon Administrative Rule
OHP	Oregon Highway Plan
ORS	Oregon Revised Statutes
OTC	Oregon Transportation Commission
PDT	Project Development Team
RVMPO	Rogue Valley Metropolitan Planning Organization
RVTD	Rogue Valley Transportation District
STA	Special transportation areas
TPAU	Transportation Planning Analysis Unit
TPR	Transportation Planning Rule
TSP	Transportation System Plan
UGB	Urban growth boundary
v/c	Volume-to-capacity

SECTION 1. INTRODUCTION

The Oregon Department of Transportation (ODOT) plans to replace the existing Fern Valley Interchange with an interchange that will accommodate projected traffic volume growth through at least 2030. The Fern Valley Interchange is located on Interstate 5 (I-5) approximately 24 miles north of the Oregon/California border, in the City of Phoenix and Jackson County. The interchange accesses the Phoenix area via Fern Valley Road, which crosses over I-5. The interchange accommodates all directional motor vehicle movements between the two roadways.

The purpose of the project to replace the Fern Valley Interchange is to "to reduce congestion and improve operational conditions at the [I-5] interchange with Fern Valley Road, on Fern Valley Road within the City of Phoenix Urban Growth Boundary, and on OR 99 near its intersection with Fern Valley Road."[1] Appendix A contains the purpose and need text from the draft Environmental Assessment (EA) for the Fern Valley Interchange.

ODOT developed this Interchange Area Management Plan (IAMP) to comply with the ODOT policy to prepare such plans for significant modifications to existing interchanges. Appendix B contains the administrative rule that includes the policy.[2] ODOT adopted the policy as a way to maximize the value the people of Oregon receive from the large expenditure of tax dollars required to construct a new interchange. This reflects ODOT's elevated fiduciary responsibility that has resulted from the increasing scarcity of public funds for transportation investments relative to need. It also reflects a more thorough understanding of the relationships between transportation facilities and land use and between local and state transportation networks. Together, these changes have also increased the importance of collaboration between ODOT and the communities like the City of Phoenix in which its transportation network is located.

PURPOSES OF THE IAMP

In light of the purpose of the proposed new Fern Valley Interchange and the policy to prepare IAMPs referred to above, the purposes of this IAMP are to:

- Preserve the capacity of the proposed interchange for at least the first 20 years of its design life and the capacity of N. Phoenix Road, Fern Valley Road, and OR 99 in the vicinity of the interchange.
- Ensure the safe and efficient operation of the interchange and these roadways and protect their functional integrity, operations, and safety.

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[1] ODOT, Draft Environmental Assessment, I-5: Fern Valley Interchange Unit 2a, Jackson County, Oregon, January 2009, p. 1-4.

[2] The policy is stated in Oregon Administrative Rule (OAR) Section 734-051-0155(7). The Oregon Transportation Commission (OTC) adopted this administrative rule. The OTC establishes ODOT policy.

IAMP CHALLENGES

This IAMP must meet both challenges common to interchanges and challenges specific to the Fern Valley Interchange. The biggest challenge common to most interchanges is that they attract retail and other land uses that benefit from good motor vehicle access and visibility and those uses can generate so much traffic that the traffic overwhelms the capacity of the interchange. This is a problem because interchanges cost tens of millions of dollars and they and the land uses they attract can impinge on the livability of areas around them. The problem is especially acute where urban growth is rapid, as is the case in the Medford-Phoenix-Talent-Ashland corridor of Jackson County.

Challenges unique to the Fern Valley Interchange area that this IAMP must balance include:

1. Access to existing businesses near the interchange needs to be preserved. These businesses include the retail mall in the existing interchange's northwest quadrant; DSU Peterbilt & GMC Truck, Inc., Home Depot, and other retail businesses along N. Phoenix Road in the interchange's northeast quadrant; the Pear Tree Truck Stop (now owned by TravelCenters of America) and nearby businesses in the interchange's southeast quadrant; the business in the interchange's southwest quadrant; and the businesses along OR 99 near its intersection with Fern Valley Road.
2. The Phoenix Comprehensive Plan calls for additional commercial development near the interchange.
3. To pay for the services it provides, the City of Phoenix needs additional taxable real property, which is most likely to come from commercial development.[3] In addition, the City is obliged to help pay for the Fern Valley Interchange project and relies on a special transportation system development charge on new development to raise the necessary funds. The more traffic a development generates, the more money the City receives.
4. Congestion at the interchange and along OR 99 impairs freight mobility, as well as mobility for other purposes in the interchange area.
5. The viability for commercial use of the land zoned commercial along OR 99 and to the north and south of Fern Valley Road needs to be supported.
6. Such commercial development must be balanced with the need to preserve the capacity of the interchange.
7. Access to and the livability of residential areas near the interchange need to be preserved. These include the Phoenix Hills subdivision in the interchange's southeast quadrant and the mobile home parks in the interchange's northwest and southwest quadrants. Residents of the Phoenix Hills subdivision would like the routing of truck stop traffic onto S. Phoenix Road reversed.
8. Most existing and projected traffic on the interchange, Fern Valley Road, OR 99, and N. Phoenix Road passes through the interchange area and so is affected by growth and development outside the Interchange Management Area (IMA).

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[3] The City of Phoenix's total assessed value per capita is 25 percent lower than the City of Medford's.

9. OR 99, Fern Valley Road, and N. Phoenix Road serve important intra-regional travel roles.
10. Policies of ODOT, the City of Phoenix, and Jackson County applicable to the interchange, OR 99, Fern Valley Road, and N. Phoenix Road need to be met.
11. Bicycle and pedestrian movement on Fern Valley Road between OR 99 and the interchange and across the interchange needs to be accommodated.

INTERCHANGE FUNCTION

Based on the classification of I-5 and applicable policies, the function of the Fern Valley Interchange is to serve statewide, regional, and local travel and freight mobility by providing safe and efficient connections between I-5 and Fern Valley Road that meet or exceed applicable mobility standards. Appendix C contains the classifications on which the standards are based and the standards themselves. Appendix D contains other regulations, plans, and policies relevant to the Fern Valley Interchange and this IAMP.

GOAL AND OBJECTIVES OF THE IAMP

The goal of this IAMP is to preserve over at least the first 20 years of the design life of the proposed new Fern Valley Interchange its function to serve statewide, regional, and local travel and freight mobility by providing safe and efficient connections between I-5 and Fern Valley Road that meet or exceed applicable mobility standards. This IAMP seeks to achieve the following objectives to the greatest extent possible:

1. Provide for the safe and efficient operation of the interchange and approaches to it.
2. Protect the function of I-5 as an Interstate Highway, part of the National Highway System, a Freeway, and a Statewide Freight Route; the function of the ODOT portion of Fern Valley Road as a District Highway[4] and of the City of Phoenix portion as a Collector; the function of N. Phoenix Road as an Arterial;[5] the functions of the ODOT portion of OR 99 as a District Highway and Regional Freight Route; and the function of the City of Phoenix portion of OR 99 as an Arterial.
3. Meet the performance standards applicable to I-5, the interchange, OR 99, Fern Valley Road, and N. Phoenix Road in the IMA for at least the first 20 years of the design life of the interchange.
4. Provide for the transportation needs of current and planned land uses, as contained in the City of Phoenix Comprehensive Plan.
5. Take into consideration the possibility that additional development will occur west, north and east of the existing City of Phoenix urban growth boundary

[4] As part of the Fern Valley Interchange Project, ODOT plans to accept from the City of Phoenix jurisdiction over Fern Valley Road between OR 99 and the Fern Valley Road/N. Phoenix Road intersection under the Fern Valley Thru Alternative or the N. Phoenix Road/S. Phoenix Road Extension intersection under the N. Phoenix Thru Alternative and to classify it as a District Highway.
[5] This IAMP includes a measure whereby the City of Phoenix changes the classification of N. Phoenix Road from Collector to Arterial.

(UGB), as contemplated by the proposed Greater Bear Creek Valley Regional Plan.[6]

6. Take into consideration that most existing and projected traffic on the interchange, Fern Valley Road, OR 99, and N. Phoenix Road passes through the interchange area and so is affected by growth and development outside the IMA.
7. Minimize adverse impacts on existing businesses and residences.
8. Provide adequate access to developable lands in the interchange area, within the constraints required to ensure continued function of the interchange and local street network.
9. Balance the multiple challenges listed on page 2.

Table 1 illustrates some of the trade-offs the IAMP faces in meeting these objectives. The City of Phoenix system development charge to pay its share of the cost of the Fern Valley Interchange goes up with the number of trips a land use generates because it is tied to trip generation. However, as the table shows, the assessed value and thus the amount of annual property tax revenue different land uses generate varies, with some uses generating high numbers of trips and having low assessed values and vice versa.

DESCRIPTION OF THE INTERCHANGE MANAGEMENT AREA

Figure 1 shows the boundaries of the IMA. The boundaries are intended to balance the following objectives:

1. Include all lands within at least one-half mile of the interchange.[7]
2. Include urban reserve areas identified by the proposed Greater Bear Creek Valley Regional Plan,[8] the development of which could affect traffic volumes on the interchange.
3. Exclude land zoned and already developed for single-family housing and other land unlikely to be developed or redeveloped with uses that could generate large amounts of motor vehicle traffic.

TRAFFIC ANALYSIS

As part of the development of this IAMP, ODOT's Transportation Planning Analysis Unit (TPAU) forecasted peak-hour traffic volumes and volume/capacity (v/c) ratios in the interchange area and compared them to applicable standards. See Appendix E. As stated in the Oregon Highway Plan (OHP), a v/c ratio is the volume of traffic on a roadway divided by the maximum volume the roadway can handle. For example, when v/c equals 0.85, traffic uses 85 percent of an intersection's capacity and 15 percent of the capacity is not used. When v/c is less than but close to 1.0 (e.g., 0.95), traffic flow becomes unstable.

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[6] Rogue Valley Council of Governments, Greater Bear Creek Valley Regional Plan, Draft, October 2008, http://rvcog.org/mn.asp?pg=rps_regional_plan. The reference is to urban reserve areas PH-1, PH-2, PH-5, and PH-10, as addressed in the plan. Urban reserve area PH-3 is already developed.
[7] See ODOT, Interchange Area Management Plan Guidelines, July 12, 2006, p. 10.
[8] Rogue Valley Council of Governments, op. cit.

TABLE 1. PM PEAK-HOUR TRIPS, ASSESSED VALUE, AND INTERCHANGE DEVELOPMENT CHARGES PER ACRE

	Type of Land Use	Trips Per Acre[1]	Assessed Value Per Acre (X 1,000)[2]	Assessed Value Per Acre Per Trip[2]	IDC Per Acre of Use[3]
1	Mini-Warehouse	2	$350	$150,000	$2,200
2	Congregate Care Facility	7	$1,700	$238,000	$6,800
3	Furniture Store	9	$650	$70,700	$8,800
4	Medical-Dental Office Building	9	$250	$26,900	$8,900
5	Industrial Park	9	$850	$89,900	$9,000
6	General Light Industrial	12	$550	$46,800	$11,300
7	General Office Building	20	$1,300	$64,600	$19,300
8	Motel	20	$2,100	$104,000	$19,300
9	Day Care Center[5]	24	$200	$8,400	$22,900
10	Specialty Retail Center[4]	27	$800	$29,500	$25,900
11	High-Turnover Sit-down Restaurant[5]	31	$800	$25,700	$29,800
12	Free-Standing Discount Superstore[5]	39	$1,100	$27,900	$37,800
13	Discount Club	42	$700	$16,500	$40,600
14	Pharmacy/Drugstore w/out Drive-Through Window[5]	59	$1,200	$20,200	$56,800
15	Athletic Club	60	$500	$8,300	$57,900
16	Supermarket[5]	67	$550	$8,200	$64,000
17	Gasoline/Service Station with Convenience Market[5]	71	$550	$7,800	$67,600
18	Fast-Food Restaurant w/ Drive-Through Window[5]	104	$1,350	$13,000	$99,500
19	Fast-Food Restaurant w/out Drive Through[5]	131	NA[6]	NA[6]	$125,000
20	Drive-in Bank[5]	182	$1,600	$8,800	$174,000

[1] Based on rates from Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003, adjusted to rates per acre using ratios of building square footage, fueling positions, and rooms per acre from properties in Phoenix, Medford, and Talent.
[2] Based on Jackson County property assessment records for comparable uses in Phoenix, Medford, and Talent. Rounded to nearest hundred.
[3] IDC stands for Interchange Development Charge. Amounts calculated from City of Phoenix Transportation Interchange Development Charge Calculation Sheet. Rounded to nearest hundred.
[4] Based on gross leasable area, which in the study area is the same as gross floor area.
[5] Trip rate adjusted for pass-by trips based on the City of Phoenix Interchange Development Charge calculation. See FCS Group, Transportation System Development Charge Study, May 2006, pp. 5 – 10.
[6] NA means not available.
Source: URS Corporation

Small disruptions can cause traffic flow to break down and long traffic queues to form.[9] To achieve efficient traffic flow, for roadway planning, ODOT applies v/c standards of from .70 to .90, depending on a roadway's function and location.[10] For designing roadway improvements, ODOT applies the stricter standards in the Oregon Design Manual.[11]

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[9] ODOT, Oregon Highway Plan, Updated in June 2006, http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml#1999_Oregon_Highway_Plan, pp. 75-76.
[10] Ibid., Table 6, p. 83.
[11] 2003 Highway Design Manual, http://www.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml. See Table 10-1, p. 10-38.

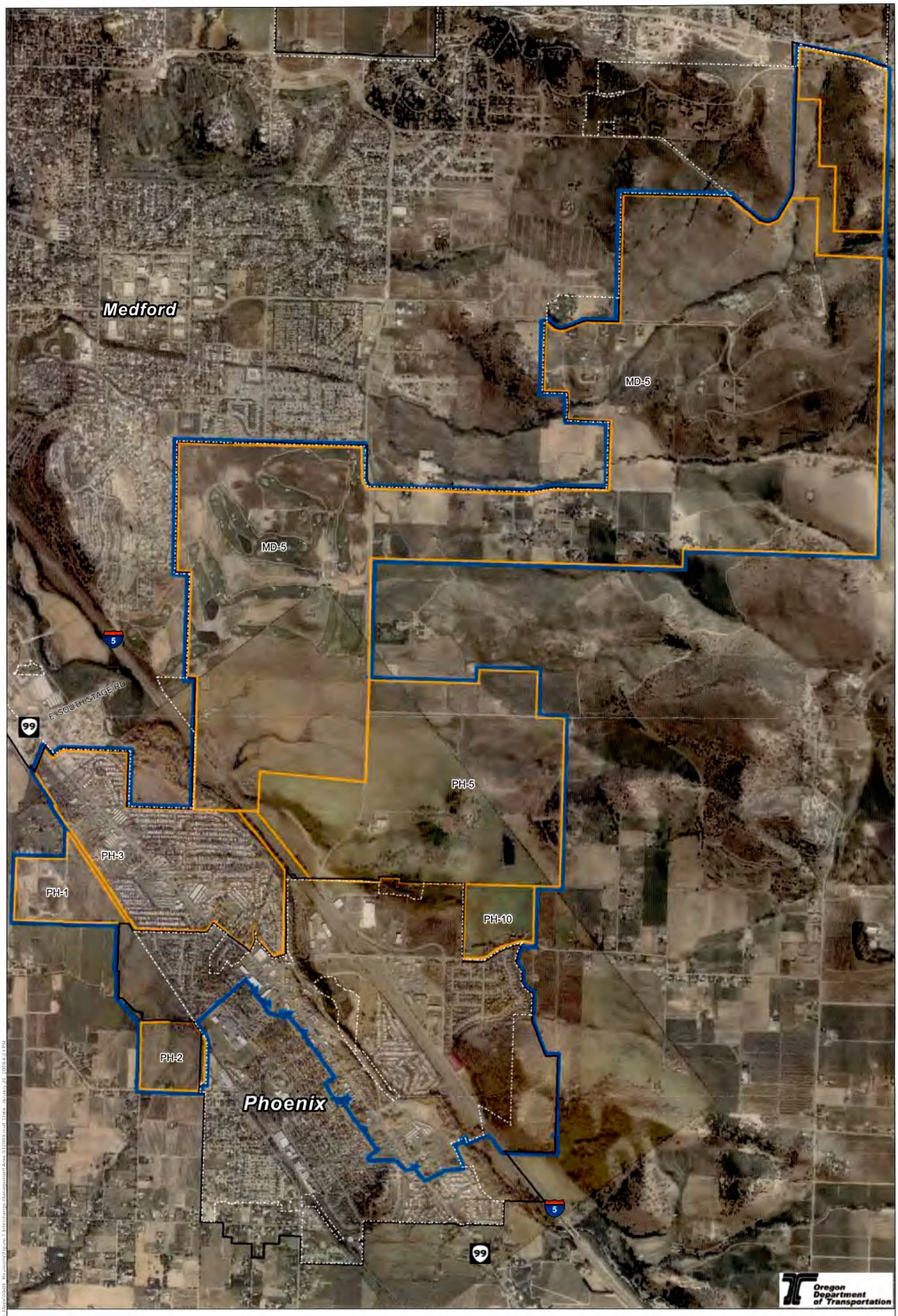

Figure 1

Interchange Management Area

Fern Valley Interchange

January 20, 2009

TPAU forecasted traffic volumes and v/c ratios for two land use "scenarios." Scenario 1 represents the build-out of the City of Phoenix Comprehensive Plan. Scenario 2 adds to Scenario 1 development of the Phoenix urban reserve areas identified by the proposed Greater Bear Creek Valley Regional Plan, referenced on page 3. Appendix F describes the two scenarios. Because this IAMP must be compatible with the City of Phoenix Comprehensive Plan,[12] it has been written to be consistent with Scenario 1. However, the City of Phoenix Comprehensive Plan, including its UGB, is long overdue for updating. Expansion of the UGB and other amendments to the Comprehensive Plan during the 20-year planning period for this IAMP are a certainty. TPAU forecasted traffic volumes and v/c ratios for Scenario 2 to provide an indication of the consequences of development over and above what the existing Comprehensive Plan provides for.

Comparing forecasted traffic volumes and v/c ratios under Scenarios 1 and 2 to applicable standards shows that v/c ratios will approach and exceed applicable standards during the planning period for the IAMP.

Under the Fern Valley Thru Alternative, Table 2A shows that:

1. The v/c ratio at the interchange, itself, will comply with the applicable OHP standard under Scenario 1, i.e., build-out of the existing Phoenix Comprehensive Plan. However, the v/c ratio at the OR 99/Fern Valley Road intersection will exceed the applicable OHP standard by 2030, without the addition of a second westbound right-turn lane and a second exclusive westbound left-turn lane. These are the "added capacity" in Table 2A. Even with the added capacity, the forecasted v/c ratio is within 0.03 of the OHP standard and exceeds the Highway Design Manual (HDM) standard.
2. Similarly, the Fern Valley Road/N. Phoenix Road intersection will exceed the applicable OHP standard by 2030, without the addition of a second northbound left-turn lane and an eastbound exclusive right-turn lane. In fact, volumes will exceed the total capacity of the Fern Valley Road/N. Phoenix Road intersection. With added capacity, the forecasted v/c ratio will meet the applicable standard in 2030 under Scenario 1.
3. Forecasted v/c ratios for Scenario 2 show that, when growth occurs beyond Scenario 1, i.e., beyond build-out of the existing Phoenix Comprehensive Plan, at the Fern Valley Road/N. Phoenix Road intersection, at some point in the future, v/c ratios will exceed the OHP standard. This is even with the addition of a second northbound left-turn lane and an eastbound exclusive right-turn lane.

[12] ORS 197.180 requires that ". . . state agencies shall carry out their planning duties, powers and responsibilities and take actions that are authorized by law with respect to programs affecting land use. . . (b) In a manner compatible with: (A) Comprehensive plans and land use regulations. . ." OAR 660-012-0015(1)(b), part of the Transportation Planning Rule, states "State transportation project plans shall be compatible with acknowledged comprehensive plans as provided for in OAR 731, Division 15. . ." OAR 734-051-0155, an ODOT administrative rule, states that ". . . the Department will work with local governments on any amendments to local comprehensive plans and transportation system plans and local land use and subdivision codes to ensure the proposed Access Management Plan and Interchange Area Management Plan is consistent with the local plan and codes."

TABLE 2A. APPLICABLE STANDARDS AND FORECASTED 2030 V/C RATIOS, FERN VALLEY THRU ALTERNATIVE

	Standards[1]		Scenario 1		Scenario 2	
Critical Intersection[1]	Oregon Highway Plan	Highway Design Manual	Proposed Project Without Added Capacity	Proposed Project With Added Capacity	Proposed Project Without Added Capacity	Proposed Project With Added Capacity
Northbound Interchange ramp/Fern Valley Rd.	.85	.75	.68	.68[3]	.76	.76[3]
OR 99/Fern Valley Rd.	.90	.85	1.15	.87[4]	1.35	.88[4]
Fern Valley Rd./N. Phoenix Rd.	.90	.85	1.04	.82[5]	1.26	.99[5]

Note: Forecasted v/c ratios do not assume construction of the South Stage Over Crossing.
[1] Intersections where forecasted v/c ratios approach or exceed the applicable standard.
[2] Appendix C contains the sources of the standards and the roadway classifications on which they are based.
[3] No added capacity proposed.
[4] Added capacity consists of a second westbound right-turn lane and a second exclusive westbound left-turn lane. (When the second westbound exclusive left-turn lane is added, the center westbound lane would become an exclusive through-lane, i.e., left turns would not be permitted from it.)
[5] Added capacity consists of a second northbound left-turn lane and an eastbound exclusive right-turn lane.
Source of forecasted v/c ratios: shaded ratios, ODOT Transportation Planning Analysis Unit; other ratios, Appendix E.

V/c ratios at intersections in the interchange area not included in Table 2A are not forecasted to approach or exceed applicable standards under either Scenario 1 or Scenario 2. See Appendix E.

Under the N. Phoenix Thru Alternative, Table 2B shows that:

1. The v/c ratio at the interchange, itself, will comply with the applicable OHP standard under Scenario 1, i.e., build-out of the existing Phoenix Comprehensive Plan. However, the v/c ratio at the OR 99/Fern Valley Road intersection will exceed the applicable OHP standard by 2030, without the addition of a second westbound right-turn lane and a second exclusive westbound left-turn lane. These are the "added capacity" in Table 2B. Even with the added capacity, the forecasted v/c ratio is within 0.03 of the OHP standard and exceeds the HDM standard.
2. Similarly, without the additional turn lanes described in item 3, below, the N. Phoenix Road/S. Phoenix Road Extension and S. Phoenix Road/Fern Valley Road intersections will exceed the applicable OHP standards by 2030. In fact, volumes will exceed the capacity of both intersections.

TABLE 2B. APPLICABLE STANDARDS AND FORECASTED 2030 V/C RATIOS, N. PHOENIX THRU ALTERNATIVE

Critical Intersection[1]	Standards[2]		Scenario 1		Scenario 2	
	Oregon Highway Plan	Highway Design Manual	Proposed Project Without Added Capacity	Proposed Project With Added Capacity	Proposed Project Without Added Capacity	Proposed Project With Added Capacity
Northbound Interchange ramp/Fern Valley Rd.	.85	.75	.68	.68[3]	.76	.76[3]
OR 99/Fern Valley Rd.	.90	.85	1.15	.87[4]	1.35	.88[4]
N. Phoenix Rd./S. Phoenix Rd. Extension	.90	.85	1.21	.80[5]	1.35	.93[5]
S. Phoenix Road/Fern Valley Road	.90	.85	>2.0	.43[6]	>2.0	0.84[6]

Note: Forecasted v/c ratios do not assume construction of the South Stage Over Crossing.
[1] Intersections where forecasted v/c ratios approach or exceed the applicable standard.
[2] Appendix C contains the sources of the standards and the roadway classifications on which they are based.
[3] No added capacity proposed.
[4] Added capacity consists of a second westbound right-turn lane and a second exclusive westbound left-turn lane. (When the second westbound exclusive left-turn lane is added, the center westbound lane would become an exclusive through-lane, i.e., left turns would not be permitted from it.)
[5] Added capacity consists of a second westbound left-turn lane.
[6] Added capacity consists of retaining the southbound right-turn lane and making the intersection a four-way stop.
Source of forecasted v/c ratios: shaded ratios, ODOT Transportation Planning Analysis Unit; other ratios, Appendix E.

3. If a second westbound left-turn lane is added to the N. Phoenix Road/S. Phoenix Road Extension intersection, the forecasted v/c ratio will meet applicable OHP standard in 2030 under Scenario 1. Similarly, if the southbound right-turn lane at the S. Phoenix Road/Fern Valley Road intersection is retained and the intersection is made a four-way stop, the intersection will meet the applicable OHP standard in 2030.
4. Forecasted v/c ratios for Scenario 2 show that, when growth occurs beyond Scenario 1, i.e., beyond build-out of the existing Phoenix Comprehensive Plan, at the N. Phoenix Road/S. Phoenix Road Extension intersection, at some point in the future, v/c ratios will exceed the applicable standard. This is even with the addition of a second westbound left-turn lane.

V/c ratios at intersections in the interchange area not included in Table 2B are not forecasted to approach or exceed applicable standards under either Scenario 1 or Scenario 2. See Appendix E.

It is unknown when traffic volumes will exceed the applicable OHP standards at the Fern Valley Road/N. Phoenix Road intersection under the Fern Valley Thru Alternative or the N. Phoenix Road/S. Phoenix Road Extension intersection under the N. Phoenix Thru Alternative. It could be during the 20-year planning period for the IAMP or it could be after the planning period. There are three reasons for this uncertainty: 1) land

development under Scenario 2 is not linked to a specific year and may not fully occur until after 2030; 2) the amount of Scenario 2 development that would cause violation of the standards has not been determined; and, 3) the pace of future development is unknown.

Based on this traffic analysis, to meet the goal and objectives on page 3, the IAMP must rely on a combination of the capacity expansion and retention measures and other measures to avoid violation of the mobility performance standards applicable to the OR 99/Fern Valley Road intersection (under both build alternatives), the Fern Valley Rd./N. Phoenix Rd. intersection (under the Fern Valley Thru Alternative), and the N. Phoenix Road/S. Phoenix Road Extension and S. Phoenix Road/Fern Valley Road intersections (under the N. Phoenix Thru Alternative).

Note that the traffic analysis summarized above is different from the traffic analysis prepared for the EA referenced on page 1. ODOT prepared a separate forecast of traffic and congestion for the IAMP because the IAMP required a finer level of detail than the EA. The traffic analysis TPAU prepared for the EA used the Rogue Valley Council of Governments (RVCOG) regional traffic model. The RVCOG model uses broad employment categories because of the region's large area and large numbers of residents and employees. These categories combine businesses that vary widely in the number of motor vehicle trips they generate. The RVCOG model also uses projections of only one category of households, while households occupying different types of housing (e.g., single-family, apartments, mobile homes) generate different numbers of trips. This general level of traffic information is sufficient to address conceptual design issues and to determine comparative environmental impacts. To determine needed measures to include in the IAMP, it is necessary to base trips generated in the area of the interchange on more specific categories of retail, service, and industrial business types. It is also necessary to distinguish among households occupying different types of housing.

ORGANIZATION OF THIS IAMP

Following this introductory section of the IAMP is a section that contains the IAMP measures. It is followed by findings that support the adoption of this IAMP. This IAMP also includes appendices, several of which are incorporated by reference into the IAMP by IAMP measures.

SECTION 2. IAMP MEASURES

This IAMP includes ten measures. These measures are intended to achieve the purposes of this IAMP, as stated on page 1, and the goal and objectives of the IAMP, as stated on page 3. In particular, the measures attempt to protect the performance of the interchange and critical intersections while allowing development that enables the City of Phoenix to pay its share of the interchange construction cost and meet its other fiscal responsibilities. The measures also seek to equitably share between the City of Phoenix and traffic generators elsewhere in the Bear Creek Valley the burden of protecting the capacity of the interchange against excess traffic volumes.

CAPACITY EXPANSION AND RETENTION

The purpose of this measure is to reduce the extent to which limitations on land development are necessary to prevent traffic volumes from exceeding applicable performance standards. The measure does this in two ways. First, ODOT will build as part of the Fern Valley Interchange project the second westbound right-turn lane and second exclusive westbound left-turn lane described in the traffic analysis above at the OR 99/Fern Valley Road intersection. In addition, if the N. Phoenix Thru Alternative is selected, when ODOT builds the project, it will retain the southbound right-turn lane at the S. Phoenix Road/Fern Valley Road intersection. Second, the City will require as a condition of planning approval that land developers pay to implement the traffic capacity expansions below when traffic impact studies indicate that they are needed to meet applicable performance standards during the planning period. As Tables 2A and 2B on pages 8 and 9 show, without these capacity expansions, traffic volumes are forecasted to violate applicable mobility performance standards within the planning period.[13]

- Under the Fern Valley Thru Alternative, a second northbound left-turn lane and an eastbound exclusive right-turn lane at the Fern Valley Road/N. Phoenix Road intersection.
- Under the N. Phoenix Thru Alternative, a second westbound left-turn lane at the intersection of N. Phoenix Road and S. Phoenix Road Extension and a four-way stop at the intersection of Fern Valley Road and S. Phoenix Road.

The City of Phoenix or ODOT may require land developers to pay for or both pay for and implement capacity expansions in addition to the ones listed above.

TRIP BUDGET

In combination with the Capacity Expansion and Retention measure, the purpose of the trip budget measure is to help achieve the goal and objectives of this IAMP while

[13] Tables 2A and 2B show that forecasted traffic volumes will exceed the .85 v/c HDM standard and approach the .90 v/c OHP standard at the OR 99/Fern Valley Road intersection even with a second westbound right-turn lane and second exclusive westbound left-turn lane. A third southbound through lane on OR 99 would be needed to increase capacity enough to meet the HDM standard under Scenario 1. However, a third southbound through lane is not included in this IAMP.

maximizing the City of Phoenix's discretion in approving development. It and the second westbound right-turn lane and second exclusive westbound left-turn lane at the OR 99/Fern Valley Road intersection described above are necessary to avoid violation of the applicable mobility performance standard at the intersection.

The City of Phoenix will adopt an amendment to its Land Development Code establishing a trip budget overlay zone chapter. The Trip Budget Overlay Zone chapter will have the following features:

1. **Trip Budget Overlay Zone District.** The Trip Budget Overlay Zone district will include all land the Phoenix Comprehensive Plan designates Interchange Business, plus the "triangle property" at the intersection of OR 99 and Fern Valley Road, and the properties the Plan designates Commercial across Bolz Road from the triangle property.[14] Figure 2 shows the district boundaries. The City also will apply the overlay zone to land it annexes in urban reserves PH-5 and PH-10 under the proposed Greater Bear Creek Valley Regional Plan. The City will also apply the overlay zone to any other land it annexes that is adjacent to the district boundaries in Figure 2.[15]

2. **Allowable Growth in Overlay Zone District.** Trip Budget Overlay Zone regulations will limit the generation of new, primary PM peak-hour[16] motor vehicle trips in the overlay zone district to 2,063 so as not to allow the OR 99/Fern Valley Road intersection to exceed the applicable mobility performance standard.

3. **Parcel Budgets.** The Trip Budget Overlay Zone chapter will assign a "parcel budget" to each tax lot in existence on the date of chapter adoption within the Trip Budget Overlay Zone district. This parcel budget will be the total number of PM peak-hour trips that development on the parcel may generate without obtaining from the City of Phoenix authorization to generate additional trips. Appendix H illustrates how the City of Phoenix could establish each parcel budget. Appendix I maps the areas Appendix H adds and subtracts in determining the portion of each parcel available for development. The City of Phoenix will determine each parcel budget when it adopts the Trip Budget Overlay Zone chapter.[17] If necessary, the City will amend the parcel budgets after the completion of the Fern Valley Interchange Project to reflect actual amounts of land used for the interchange and amounts of land made available by the

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[14] The triangle property consists of tax lots 381W09DA1200 and 381W09DA1100. The properties the Plan designates Commercial across Bolz Road from the triangle property are tax lots 381W09DA401 381W09DA400, 381W09DA200, 381W09DA500, 381W09DA600, 381W09DA700, 381W09DA800, 381W09DA1000, and 381W09DA900.

[15] ODOT intends to use the Jackson County Plan and Ordinance Provisions measure on page 21, below, to avoid development outside the Phoenix city limits impairing achievement of the purpose of the Trip Budget measure.

[16] "PM peak-hour" is 4 PM to 5 PM on weekdays in Phoenix. "Primary PM peak-hour motor vehicle trips" means PM peak-hour motor vehicle trips minus pass-by and diverted link trips.

[17] Because they are intended for illustration only, Appendices H and I assume selection of the N. Phoenix Thru Alternative. The City would apply a similar methodology under the Fern Valley Thru Alternative.

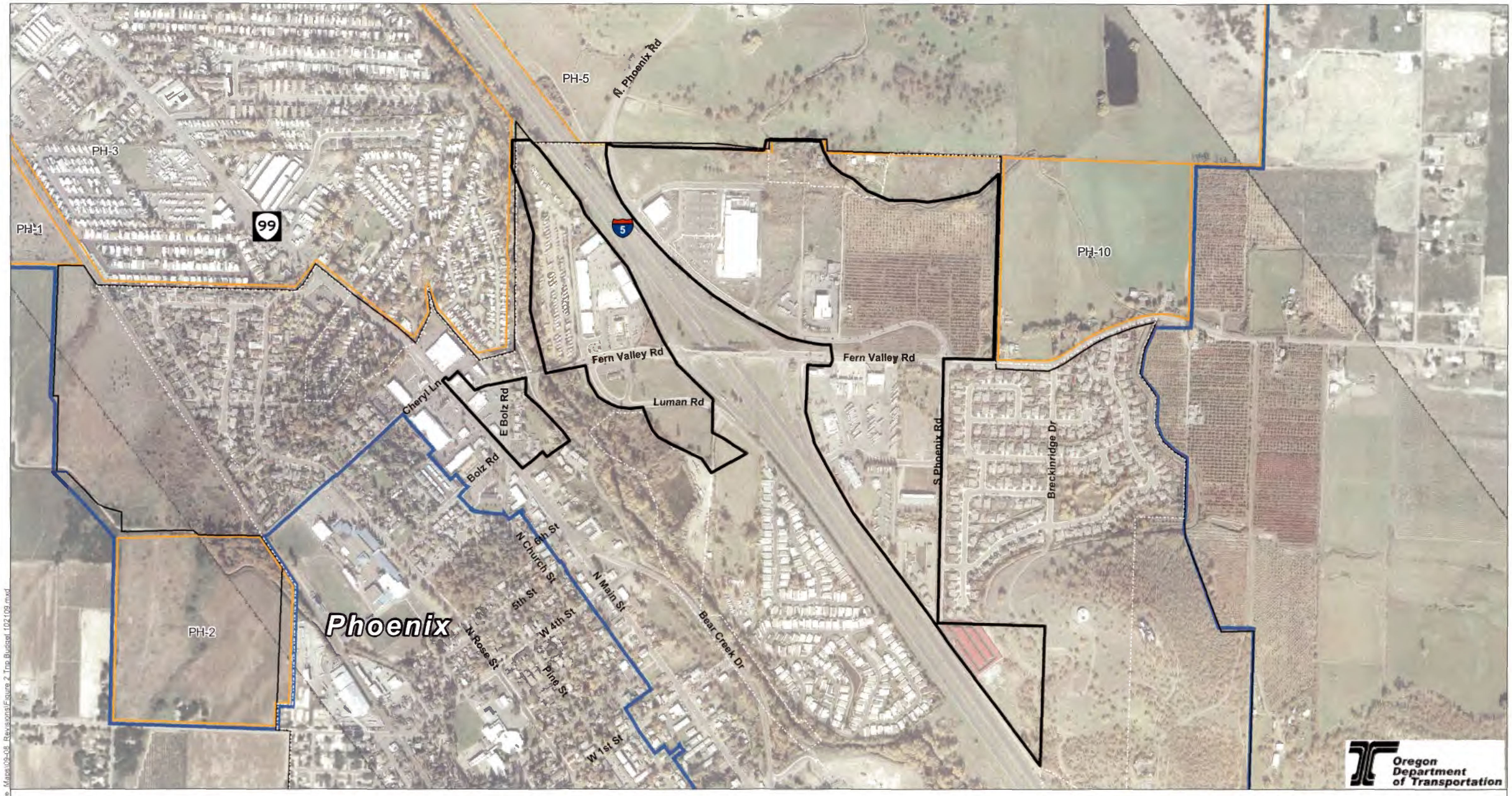

Figure 2
Trip Budget Overlay Zone

Fern Valley Interchange

October 21, 2009

File Path: K:\Fern Valley_MXDs\Alternative_Maps\09-08_Revisions\Figure 2 Trip Budget 102109.mxd

vacation of N. Phoenix Road right-of-way, if any.[18]

4. **Trip Bank.** The Trip Budget Overlay Zone chapter will establish a "trip bank." The "beginning balance" of trips in the trip bank may be no larger than 2,063 minus the total number of trips in trip budgets from new development. Thus, if the total number of parcel budget trips from future development is 507, as shown in Appendix H, the trip bank's beginning balance would be 1,556. Of the total trips in parcel budgets, 717 are from existing development and so would not add to traffic growth.

5. **Award of Trips from the Trip Bank.** The Trip Budget Overlay Zone chapter will authorize the City to award up to ten PM peak-hour trips per net developable acre over and above a parcel budget as part of a site design review approval issued pursuant to Chapter 4.2 of the Phoenix Land Development Code. The chapter will also authorize the City to award more than ten additional PM peak-hour trips per net developable acre over and above a parcel budget as part of a conditional use permit issued pursuant to Chapter 4.4 of the Code or as part of a "detailed development plan approval" issued pursuant to Chapter 4.5 of the Code.[19] The City will "withdraw" these trips from the "trip bank." The chapter will require a conditional use permit, site design review approval, or detailed development plan approval to obtain trips from the trip bank.

6. **Increasing Allowable Growth.** The City may increase above 2,063 new, primary PM peak-hour motor vehicle trips development in the overlay zone district may generate only if the capacity of the OR 99/Fern Valley Road intersection is increased or if other improvements in the roadway system divert traffic away from the intersection. An example would be widening OR 99 north of Fern Valley Road. ODOT must concur with the number of trips added to the trip bank.

7. **Traffic Impact Study.** The Trip Budget Overlay Zone chapter will require that all applications for approval of trip generation above a parcel budget must include a traffic impact analysis that ODOT has reviewed and approved.

8. **Additional Uses Requiring Conditional Use Permits.** The Trip Budget Overlay Zone chapter will add the following uses to the uses for which the Commercial Highway zone regulations require a conditional use permit: retails sales and service less than 30,000 square feet of gross leasable area, high turnover sit-down restaurants,

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[18] This would be necessary if the City relies on the number of net acres available for development in Appendix H when it amends the Land Development Code to add the trip budget overlay zone. The reason is that the numbers in Appendix H reflect estimates of the land area from individual tax lots used for the interchange project area and assume that the right-of-way along portions of N. Phoenix Road not used by the new road alignment would be vacated and added to abutting properties and that the N. Phoenix Thru Alternative is selected for the interchange project. The details of the interchange project and right-of-way vacation will differ from these estimates and assumptions.

[19] See sections 4.5.12 and 4.5.13. Section 4.5.3.B.3 states that "Land uses that require a Conditional Use Permit may be processed under the PUD permit approval and shall comply with the CUP criteria."

fast-food restaurants without drive-throughs, gyms, and daycare centers. Traffic generation by these uses warrants conditional use review of them.

9. **Notice of Applications for Trips from Trip Bank.** The Trip Budget Overlay Zone chapter will provide for notice of applications for approval of trips from the trip bank to all owners of tax lots in the Trip Budget Overlay Zone.

10. **Recordkeeping, Monitoring, and Evaluation.** The City of Phoenix will maintain a ledger in which it records the following.
    a. The amount of allowable growth in PM peak-hour trips through the OR 99/Fern Valley Road intersection at the time of Trip Budget Overlay Zone chapter adoption, i.e., 2,063;
    b. the total number of PM peak-hour trips in trip budgets at the time of Trip Budget Overlay Zone chapter adoption;
    c. the total number of PM peak-hour trips in the trip bank at the time of Trip Budget Overlay Zone chapter adoption;
    d. for each tax lot in the Trip Budget Overlay Zone at the time of Trip Budget Overlay Zone chapter adoption or added to the Trip Budget Overlay Zone by partition, subdivision, or zone district expansion:
        i. the tax lot number in the records of the Jackson County Department of Assessment and Taxation;
        ii. the number of PM peak-hour trips generated by development in existence on January 1, 2009, as contained in the column of Appendix H labeled "trip generation from existing development";
        iii. the tax lot's net developable acres, defined as the total land area of the tax lot minus the area of: existing development, irrigation canals and a ten-foot wide buffer on both sides of the top of the irrigation canal banks, 100-year flood plains, land with slopes of 20 percent or greater, and, for parcels large enough to require internal streets for local circulation, 20 percent of the area after other deductions.
        iv. the number of trips in the tax lot's parcel budget, as defined in item 3, above;
        v. the number of PM peak-hour trips authorized to be generated by development under item 5, above;
        vi. the balance of unused PM peak-hour trips within the tax lot's parcel budget;
    e. every issuance of trips from the trip bank, including the date of issuance, number of trips and the parcel to which they were issued;
    f. the number of trips added to the amount of allowable growth in PM peak-hour trips through the OR 99/Fern Valley Road intersection because of the addition of capacity to the intersection or from the addition of other improvements in the roadway system that divert traffic away from the intersection, as described in item 6, above;
    g. the number of PM peak-hour trips remaining in the trip bank; and

h. the number of PM peak-hour trips from the trip bank that would be needed to allow all remaining undeveloped land in the Trip Budget Overlay Zone district to generate 20 PM peak-hour trips per net developable acre.

The City will make the ledger available to ODOT for inspection upon request. ODOT will monitor traffic volumes on the interchange, OR 99, Fern Valley Road, and N. Phoenix Road in the interchange area. ODOT may also monitor traffic generation at individual parcels within the Trip Budget Overlay Zone. ODOT will evaluate the performance of the Trip Budget Overlay Zone every three years and, if necessary, make recommendations to the City of Phoenix based on the evaluations. ODOT will also reevaluate the Trip Budget Overlay Zone measure when major improvements to the transportation system are constructed, such as the South Stage Road Over-crossing.

11. **Reservation of OR 99/Fern Valley Road Intersection Capacity for Urban Reserves PH-5, PH-10, and MD-5.** The allowable growth specified in item 2, above, reserves capacity at the OR 99/Fern Valley Road intersection for 156 PM peak-hour trips for development located in urban reserves PH-5, PH-10, and MD-5 as designed in the 2008 draft proposed Bear Creek Valley Regional Plan. These are trips *through the OR 99/Fern Valley Road intersection* generated by development in those urban reserves; they are not total PM peak-hour trip generation from development there. ODOT will exercise its authority under Section 660-012-0060 of the State of Oregon's Transportation Planning Rule (TPR), contained in Appendix G, and use the Jackson County Plan and Ordinance Provisions measure on page 21 to ensure that development in urban reserves PH-5, PH-10, and MD-5 does not exceed this reserved capacity.

MOTOR VEHICLE TRIP REDUCTION DESIGNS AND PROGRAMS

The purpose of this measure is to encourage developers to commit to designs and programs that reduce motor vehicle trips. It takes advantage of the incentive to reduce motor vehicle trips developers have when they apply for planning approvals. For some planning approvals, including amendments to the Comprehensive Plan map and Land Use Districts map, the incentive comes from the need to comply with TPR Section 660-012-0060, referenced above. For other planning approvals, including conditional use permits under the trip budget measure, above, the incentive comes from the financial benefit of maximizing development. The measure avoids dictating required designs and programs because, to be effective, they need to be tailored to the uses proposed at a site and the site's location.

The City of Phoenix will amend its Land Development Code to require that all applications for the following propose commitments to include design features and programs to reduce motor vehicle trips by residents, employees, visitors and, if applicable, students: Comprehensive Plan map amendments (including UGB expansions), Land Use District map amendments, and Land Development Code amendments that alter

the types of uses, densities, lot coverage, or building height allowed in a land use district within the boundaries of the Interchange Management Area. The City of Phoenix also will amend its Land Development Code to require that applications for land use approvals propose specific commitments to include design features and programs to reduce motor vehicle trips by residents, employees, visitors, and, if applicable, students. Land use approvals are defined as partitions, subdivisions, site design approvals, and conditional use permits. Commitments will become conditions of approval. Examples of possible designs and programs include:

- Making site improvements to encourage access by foot and bicycle over and above the existing requirements of the Land Development Code, such as by providing showers and locker rooms for employees to facilitate walking or biking to work.
- Providing or subsidizing public transit passes or fares for employees.
- Reimbursing customers for the cost of taking public transit with a minimum purchase.
- Providing preferred parking locations to employee carpools and vanpools.
- Supporting telecommuting by employees (telecommuting means working at home one or more days a week instead of commuting to a workplace).
- Scheduling shift changes at times other than peak traffic hours.
- At appropriate locations, providing a bus transfer site, as described in the Bus Stop and Transfer Site Coordination measure on page 19, below.

ZONING CODE PROVISION ON TRANSPORTATION FACILITIES

The purpose of this measure is to enable the City of Phoenix to exercise its zoning authority as applied to transportation facilities, including the Fern Valley Interchange Project. The TPR calls on local governments to establish a process for the review and approval of transportation facilities like the interchange.[20] The Phoenix Development Code does not contain such a process. Under this measure, ODOT will work with the City of Phoenix to add one to its Development Code. Appendix G contains the TPR provision.

OR 99 SETBACK

The purpose of this measure is to reduce the cost of and disruption from widening OR 99, if such widening becomes necessary in the future. The land use measures described above will delay the need to widen OR 99. However, forecasted growth in motor vehicle trips indicates that widening OR 99 is likely to be needed after the IAMP's 20-year planning period.

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[20] OAR 660-012-0045 (1)(c) states in part "To facilitate implementation of the TSP [transportation system plan], each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project."

The City of Phoenix will add to the Land Development Code an overlay zone covering the properties on both sides of OR 99 from the north end of the couplet to the northern city limits. Within the overlay zone, there will be a 15-foot building setback requirement. All properties fronting OR 99 on this segment are zoned Commercial Highway. There is no front setback requirement in the Commercial Highway zone regulations.[21] The setback requirement will apply to new development or redevelopment of affected land parcels. Fifteen feet is enough to allow the addition of a 12-foot lane, plus additional buffering of bicycle and pedestrian traffic from motor vehicle traffic. There is no need for amendment of the Jackson County Land Development Ordinance because the regulations for the three zones along OR 99 in the IMA already have a 20-foot setback requirement.[22]

OTHER AMENDMENTS TO THE CITY OF PHOENIX COMPREHENSIVE PLAN

The purpose of this measure is to amend the City of Phoenix Comprehensive Plan to reflect the altered configuration of the roadway network once the Fern Valley Interchange project is completed and fix an inconsistency between the Plan and the TPR. Under both the Fern Valley Thru Alternative and the N. Phoenix Thru alternatives, the City of Phoenix will classify N. Phoenix Road as realigned by the Fern Valley Interchange project as an Arterial. Under the N. Phoenix Thru Alternative, the City will also classify the S. Phoenix Road Extension as a Collector.[23] In addition, the City will amend Policy 4.2 of the Economic Element of the Comprehensive Plan as follows:

> Within the Fern Valley Road Interchange area (including all lands east of Bear Creek Bridge within the UGB) any annexation, zone change, or change of existing uses which is expected to significantly increase travel demand in the interchange area must be predicated upon facts (supported by special traffic studies) and findings that sufficient capacity exists or will be available upon completion of funded improvement(s) to satisfy the proposed development's travel demand (including background traffic) ~~concurrent with its opening~~ at the end of the planning period of the Transportation Element of the Comprehensive Plan or 15 years from the date of the annexation, zone change, or change of existing uses, whichever is later.

The end of the planning period of the current Transportation Element of the Phoenix Comprehensive Plan is 2018. The amendment will make Policy 4.2 of the Economic Element consistent with the TPR. The TPR requires adequate capacity "*As measured at the end of the planning period identified in the adopted transportation system plan . . .*"[24] By making the measurement period a minimum of 15 years from the date of the annexation, zone change, or change of existing uses, the amendment will also help the

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[21] City of Phoenix, Land Development Code, Section 2.4.3, page 57.
[22] Jackson County, Land Development Ordinance, Table 8.2-1, Chapter 8, page 2. The three zones are General Commercial, Urban Residential-10, and Urban Residential-30.
[23] The Transportation Element of the Comprehensive Plan, dated October 4, 1999, classifies N. Phoenix Road as a Collector. See p. 87.
[24] OAR 660-012-0060(1)(c). Appendix G contains the full text of OAR 660-012-0060.

City of Phoenix retain adequate transportation system capacity to accommodate opportunities for desirable growth and development.

OR 99 GATEWAY PLAN

ODOT will support the City of Phoenix in developing a plan for a gateway to the City on OR 99 from north of the couplet to the northern city limits. The purpose of the plan will be to accommodate local and regional transportation needs while maintaining livability for city residents. The City and ODOT recognize the need for all modes of transportation to be accommodated and to effectively use this corridor and for motorists from the north and east to be aware they are entering the City of Phoenix. A gateway plan, including streetscape concepts, is anticipated to identify improvements that will signal the presence of bicyclists and pedestrians, make crossing the street at intersections by bicycle or on foot as safe as possible, accommodate future traffic demands, and identify appropriate and attractive access to local businesses.

ALTERNATIVE MOBILITY STANDARD AT I-5 RAMP TERMINAL INTERSECTIONS

The purpose of this measure is to preserve interchange capacity for future industrial and export service development in the IMA. This includes the urban reserves in the northern portion of the IMA, specifically PH-5 and MD-5. Export service development means facilities for the provision of services to customers or clients primarily located outside the region. Industrial and export service development will contribute more to the economic prosperity of the region than commercial development and local services. This is because they bring new dollars into the regional economy, thereby increasing incomes and expanding local commercial activity.

This IAMP adopts a v/c ratio of 0.75 as the mobility performance standard for the Fern Valley Interchange ramp terminals. As an exception to this standard, for the development of facilities for research, manufacturing, production, or the provision of services to customers or clients primarily located outside the region,[25] the standard for the ramp terminal intersections is a v/c ratio of 0.85. For proposals for development of all other land uses, the standard is a v/c ratio of 0.75. In no case may development be allowed if it would result in vehicle queues that would extend into the portion of a ramp needed to accommodate deceleration from freeway speed on I-5.

BUS STOP AND TRANSFER SITE COORDINATION

The purpose of this measure is to facilitate improved transit service in the future. It has three components:

1. When ODOT designs the Fern Valley Interchange project, it will identify possible sites for future bus transfer points near the OR 99/Fern Valley Road and N. Phoenix Road/S. Phoenix Road Extension intersections. These will be for transfers between

[25] Defined as the area within the boundaries of the Rogue Valley Metropolitan Transportation Organization.

the Rogue Valley Transportation District's (RVTD's) existing bus line on OR 99 and two planned future lines. One of the planned lines is a circulator bus routed through the Phoenix neighborhoods west of I-5 and extending across I-5.[26] The RVTD would also like to add a bus line on N. Phoenix Road.[27] The transfer points will be where the circulator bus connects to the existing line on OR 99 and the future line on N. Phoenix Road. Each transfer point is envisioned to include a staging area large enough to accommodate two busses, either off-street or as a bus pull-out. If a site were on right-of-way acquired for the Fern Valley Interchange project, ODOT will consider allowing the RVTD to use the site for a transfer point, if doing so would not violate ODOT access management standards.

2. The City of Phoenix will seek to provide locations for bus transfer points where the circulator bus would connect to the existing bus line on OR 99 and to a future line on N. Phoenix Road. The policy will apply when the City makes roadway improvements itself or when an applicant for development approval proposes providing a transfer site under the Motor Vehicle Trip Reduction Designs and Programs measure on page 16, above.

3. The City of Phoenix and ODOT will coordinate with the RVTD to decide between bus stops and bus pull-outs on OR 99, Fern Valley Road, and N. Phoenix Road and identify the best locations for them. The RVTD generally prefers bus stops (where the bus stops in the right travel lane) to avoid schedule delays from busses having to wait to pull back into traffic. ODOT prefers bus pull-outs to avoid traffic delays.

SHARED PARK-AND-RIDE LOT HELP

The purpose of this measure is to facilitate improved transit service by increasing ridership on the existing bus line on OR 99 and planned future bus lines. The measure will also help reduce traffic volumes on the South Medford Interchange. ODOT and the City of Phoenix will work with the RVTD to help it identify and secure shared park-and-ride lots near the intersection of OR 99 with Fern Valley Road and the intersection of N. Phoenix Road with Fern Valley Road. At shared park-and-ride lots, a property owner allows bus riders to use the privately-owned lot as a park-and-ride.[28] ODOT will consider allowing the RVTD to use residual land acquired for right-of-way but not needed for highway improvements and which ODOT is unable to resell. ODOT will also consider attaching to excess right-of-way that ODOT resells a covenant requiring shared use of parking by transit riders.

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[26] RVTD's 10-year plan includes this bus line in its second highest category of priority. See Rogue Valley Transportation District, Ten-Year Long Range Plan, 2007-2017, December 2007, p. 49 (http://www.rvtd.org/images/subpages/File/LRP_Full%20Text_Chapters%20I-XII.pdf). The transfer site would be at the N. Phoenix Road/Fern Valley Road intersection under the Fern Valley Thru Alternative and the N. Phoenix Road/S. Phoenix Road Extension intersection under the N. Phoenix Thru Alternative.
[27] This is not in RVTD's 10-year plan, but is desired in the future, according to a telephone conversation with Paige Townsend, Senior Planner, RVTD, March 27, 2008.
[28] Such properties are often churches or shopping centers that have excess parking capacity between commute hours.

SOUTH VALLEY TRANSPORTATION STRATEGY

The purpose of this measure is to address four considerations bearing on this IAMP:

1. Traffic volumes on the interchange, Fern Valley Road, N. Phoenix Road, and OR 99 will result from trips generated by land uses within the City of Phoenix and the immediate area of the interchange and by land uses in Medford and other parts of the region.
2. Neither the City of Phoenix nor ODOT has the authority to control land use outside the City of Phoenix as a means of limiting traffic volumes.
3. If the City of Phoenix controls land use to limit traffic volumes on the interchange, N. Phoenix Road, and OR 99, for reasons of equity, other jurisdictions and the region as a whole should do the same.
4. The measures in this IAMP are based on traffic forecasts under which the amount of development in urban reserve areas PH-5, PH-10, and MD-5 is far less than the amount contemplated by the draft Bear Creek Valley Regional Plan.

ODOT and the City of Phoenix will work with Jackson County, Medford, Talent, and Ashland to formulate a strategy that avoids through traffic[29] causing the interchange, N. Phoenix Road, and Fern Valley Road to violate the standards in Table 2A and Table 2B and to achieve other objectives for the south Bear Creek Valley area.

JACKSON COUNTY PLAN AND ORDINANCE PROVISIONS

This measure identifies the provisions of the Jackson County Comprehensive this IAMP relies on to protect the performance of the Fern Valley Interchange. The purpose is to give ODOT a "seat at the table" when Jackson County considers amendments to the provisions, so that ODOT can avoid development that would jeopardize achievement of the goal and objectives of the IAMP. In particular, ODOT will rely on requirements that local comprehensive plans and implementing ordinances be consistent with the Oregon Highway Plan, which includes this IAMP once the Oregon Transportation Commission adopts it, to ensure that UGB expansion north of the Fern Valley Interchange does not cause violation of the mobility performance standards in Tables 2A or 2B on page 8. This could be by expansion of the UGB of either the City of Phoenix or the City of Medford. Expansion of either UGB would require amendment of the Jackson County Comprehensive Plan and Land Development Ordinance.[30]

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[29] Trips having an origin and destination outside the Phoenix limits.

[30] The requirements ODOT would rely on include the following provisions of the Oregon Administrative Rules and Oregon Revised Statutes: 1) OAR 660-12-0015(3)(a), part of the TPR, which states that "Local TSPs [transportation system plans] . . . shall be consistent with regional TSPs and adopted elements of the state TSP"; 2) OAR 660-012-0060(1), also part of the TPR, contained in Appendix G; and, 3) ORS 197.015(5), which states that "'Comprehensive plan' means a generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs. . . A plan is "coordinated" *when the needs of all levels of governments*, semipublic and private agencies and the citizens of Oregon have been considered and *accommodated as much as possible*. . ." (emphasis added).

The following provisions of the Jackson County Comprehensive Plan and Land Development Ordinance are adopted by reference into this IAMP:

1. The Jackson County Comprehensive Plan designations of lands in the IMA outside city limits, as shown on the Jackson County Comprehensive Plan Map[31] and represented on Figure 3.

2. The UGBs of Phoenix and Medford, as shown on the Jackson County Comprehensive Plan Map and represented on Figure 3.

3. Jackson County zoning of lands in the IMA outside city limits, as shown on the Jackson County Zoning Map (South)[32] and represented on Figure 4.

4. The contents of the Jackson County Comprehensive Plan regarding each of the Comprehensive Plan designations included within the IMA, as reproduced in Appendix J of this IAMP. The designations are Agricultural Land, Commercial Land, Industrial Land, Rural Residential Land, and Urban Residential Land.[33]

5. The contents of the Jackson County Current Land Development Ordinance regarding each of the zoning districts included within the IMA, as reproduced in Appendix K of this IAMP. The zoning districts are Exclusive Farm Use, General Commercial, General Industrial, Light Industrial, Rural Residential – 00, Rural Residential – 2.5, Rural Residential – 5, Urban Residential – 1, Urban Residential – 8, Urban Residential – 10, and Urban Residential - 30.[34]

Additional provisions of this measure are:

1. If ODOT concludes that a proposed amendment to one of the provisions adopted into the IAMP would not be consistent with the IAMP, before seeking review of the amendment by the Oregon Land Use Board of Appeals, ODOT will work with Jackson County to attempt to reach agreement on how to resolve the issues involved.
2. ODOT will only determine that a proposed amendment to a plan or code provision adopted by reference into this IAMP is not consistent with the IAMP when the amendment would change the function or diminish the performance of the interchange. If neither is the case, ODOT will consider the amendment consistent with the IAMP.

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[31] Map dated October 13, 2003, available at http://www.smartmap.org/files/PDFs/Maps/comp_plan_map.pdf.
[32] Map dated April 1, 2005, available at http://www.smartmap.org/files/PDFs/Maps/zoning_south_layout_as_of_4-1-05.pdf.
[33] From the Jackson County Comprehensive Plan, Map Designations Element, undated, available at http://www.co.jackson.or.us/Files/04%20-%20MAP-DESIGNATION.pdf.
[34] From the Jackson County Current Land Development Ordinance, undated, available at http://www.co.jackson.or.us/page.asp?navid=2191.

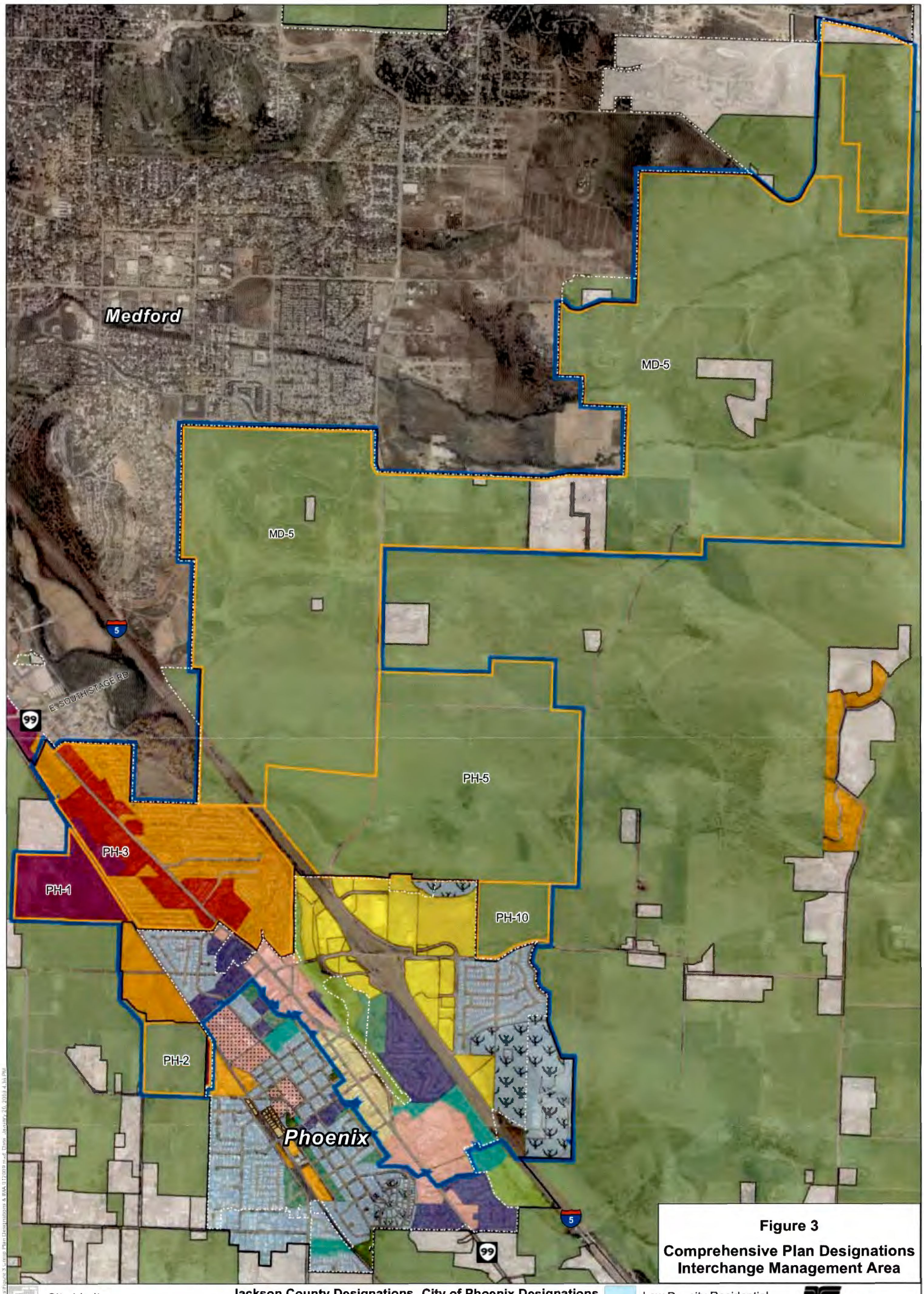

Figure 3

Comprehensive Plan Designations
Interchange Management Area

Medford

MD-5

MD-5

5

E SOUTH STAGE RD

99

PH-5

PH-3

PH-1

PH-10

PH-2

Phoenix

5

99

Figure 4
Zoning, Interchange Management Area

Oregon Department of Transportation

Fern Valley Interchange

January 20, 2009

City Limits

Urban Growth Boundary (UGB)

PH-5 Proposed Urban Reserve Area

Interchange Management Area Boundary

City Zoning

- Bear Creek Greenway
- City Center
- Commerical Highway
- Farm Residential
- Hilsinfer Overlay
- Light Industrial
- Industrial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- I-5 Overlay

County Zoning

- Exclusive Farm Use
- General Commercial
- General Industrial
- Light Industrial
- Rural Residential - 00
- Rural Residential - 2.5
- Rural Residential - 5
- Urban Residential - 1
- Urban Residential - 10
- Urban Residential - 8
- Urban Residential - 30

0 Feet 1,800 3,600

N

3. ODOT will not amend the IAMP every time Jackson County amends the provisions adopted into the IAMP. ODOT acknowledges that Jackson County will enact amendments which will not affect the Fern Valley Interchange or which are consistent with this IAMP.
4. If ODOT does not notify Jackson County that a proposed plan or code amendment is inconsistent with the IAMP within 60 days after receipt of notice of the amendment from the County, ODOT will not assert that the amendment is inconsistent with the IAMP.
5. Should ODOT wish to amend the IAMP, ODOT will ensure that the IAMP remains compatible with the Jackson County Comprehensive Plan.

SECTION 3. FINDINGS

INTRODUCTION

This section documents that this IAMP will comply with all applicable federal and state laws, regulations, and policies and is consistent with regional and local plan before ODOT proceeds with the implementation of the Fern Valley Interchange Project. The section is divided into three subsections. The first addresses the IAMP's compliance with the one federal law applicable to it; the second compliance with State of Oregon laws, regulations, and policies; and the third compatibility with applicable regional and local plans.

FEDERAL LAW

National Environmental Policy Act (NEPA), Pub. L. 91-190, 42 U.S. Code 4321, et seq.

Requirements

NEPA mandates that Federal agencies consider the potential environmental consequences of their proposals, document the analysis, and make this information available to the public for comment prior to implementation.[35] NEPA applies to the Fern Valley Interchange Project because Federal money would pay the majority of the project's cost. This IAMP is part of the Fern Valley Interchange Project, so NEPA applies to it.

Finding

This IAMP is in compliance with NEPA because it is part of the Fern Valley Interchange Project, which is in compliance with NEPA. The project is in compliance with NEPA because ODOT, acting on behalf of the Federal Highway Administration (FHWA) (which administers the Federal money referred to) is preparing an environmental assessment on it. Once ODOT and FHWA have issued a draft environmental assessment and conducted a public hearing on it, FHWA will determine whether or not the project would have significant environmental impacts. If FHWA determines the project would not have significant environmental impacts, FHWA will adopt a finding of no significant impact, which will complete compliance with NEPA. If FHWA determines the project would have significant environmental impacts, ODOT and FHWA will prepare draft and final environmental impact statements (EISs). Once the final EIS is issued, FHWA will adopt a record of decision, which will complete compliance with NEPA.

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[35] Federal Highway Administration, Project Development Overview, undated (accessed March 18, 2009), http://www.environment.fhwa.dot.gov/projdev/index.asp.

STATE PLANS, POLICIES, AND RULES

Oregon Statewide Planning Program

Statewide Planning Goals

Statewide Planning Goals in General

Requirements

The 19 Statewide Planning Goals are the fundamental policies of Oregon's Statewide Planning Program. Statewide Planning Program law requires each city and county to adopt a comprehensive plan that complies with the Statewide Planning Goals. Zoning and land division ordinances are implementing tools for the comprehensive plans. The Land Conservation and Development Commission (LCDC) reviews local plans and ordinances for consistency with the Statewide Planning Goals. When LCDC has officially approved a local government's plan, that plan is considered "acknowledged." An acknowledged local comprehensive plan is the controlling document for land use in the geographic area covered by that plan. With the exception of the administrative rule that implements Statewide Planning Goal 12, Transportation, once there is an acknowledged comprehensive plan, the Statewide Planning Goals do not apply directly to state highway projects. Instead, state highway projects must be compatible with the applicable local comprehensive plans.[36] However, the Statewide Planning Goals do apply directly to any amendments to city and county comprehensive plans made to include a State highway project.

Finding

With the exception of the administrative rules that implement Goal 12 referenced above and addressed immediately below, the Statewide Planning Goals do not apply directly to the Fern Valley Interchange Project, including the IAMP. This is because both the City of Phoenix and Jackson County have acknowledged comprehensive plans. When the City of Phoenix and Jackson County adopt the amendments to their comprehensive plans identified on pages 53 and 52, below, they will need to demonstrate that the amendments comply with the Statewide Planning Goals.

Statewide Planning Goal 12, Transportation, and the TPR (Oregon Administrative Rules Chapter 660-012)

Statewide Planning Goal 12 is "To provide and encourage a safe, convenient and economic transportation system." The TPR implements Goal 12 and contains the provisions addressed below that apply to the state transportation system plan, including facility plans such as this IAMP. The TPR also contains provisions addressed below that apply to project development, including the development of the Fern Valley Interchange Project, including this IAMP.

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[36] ORS 197.180 requires that ". . . state agencies shall carry out their planning duties, powers and responsibilities and take actions that are authorized by law with respect to programs affecting land use. . . (b) In a manner compatible with: (A) Comprehensive plans and land use regulations. . ."

OAR 660-012-0030, Determination of Transportation Needs

Requirements. Applicable parts of OAR 660-012-0030 state:

> (1) The TSP [transportation system plan] shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:
>
> (a) State, regional, and local transportation needs;
>
> (b) Needs of the transportation disadvantaged;
>
> (c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR 660-009 and Goal 9 (Economic Development).
>
> * * *
>
> (3) Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon:
>
> (a) Population and employment forecasts and distributions that are consistent with the acknowledged comprehensive plan, including those policies that implement Goal 14. Forecasts and distributions shall be for 20 years and, if desired, for longer periods; and
>
> (b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.
>
> (4) In MPO [metropolitan planning organization] areas, calculation of local and regional transportation needs also shall be based upon accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.

Finding. The IAMP complies with OAR 660-012-0030 for the following reasons:

- The EA for the Fern Valley Interchange Project addresses the need for the project. See Appendix A of this IAMP, which contains the purpose and need sections of the EA. Needs include the need to accommodate motor vehicle traffic, which includes meeting state, regional, and local transportation needs and needs for the movement of goods and services to support industrial and commercial development. They also include needed improvements to bicycle and pedestrian facilities, which serve the transportation disadvantaged.
- The design of the Fern Valley Interchange project is based on 20-year forecasts of motor vehicle traffic which are based on 20-year forecasts of population and employment. These forecasts are consistent with the acknowledged comprehensive plans of the City of Phoenix and other jurisdictions of the region. See page 1 of Appendix E.
- The Regional Transportation Plan (RTP) includes measures that meet the requirements of OAR 660-012-0035(4) to reduce reliance on the automobile.[37] As described on page 51, below, the Fern Valley Interchange Project is consistent with and helps implement the RTP.

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[37] Rogue Valley Metropolitan Planning Organization, Regional Transportation Plan 2009-2034, as adopted March 24, 2009, Appendix B.

OAR 660-012-0035, Evaluation and Selection of Transportation System Alternatives

The following evaluates IAMP compliance with the sections of OAR 660-012-0035 applicable to it.

OAR 660-012-0035(1)

Requirements. OAR 660-012-0035(1) states:

> The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:
> (a) Improvements to existing facilities or services;
> (b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;
> (c) Transportation system management measures;
> (d) Demand management measures; and
> (e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.

Finding. The IAMP complies with OAR 660-012-0035(1) because the alternatives development process for the EA on the Fern Valley Interchange Project evaluated the potential for the strategies listed in items a through d above and the EA will evaluate a no-build alternative. See the Alternatives Considered But Not Advanced section of the EA.

OAR 660-012-0035(3)

Requirements. OAR 660-012-0035(3) states:

> The following standards shall be used to evaluate and select alternatives:
> (a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;
> (b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;
> (c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;
> (d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and
> (e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) of this rule.

Finding. The IAMP complies with OAR 660-012-0035(3) because:

- The Fern Valley Interchange Project will support urban and rural development by providing a transportation facility appropriate to serve the land uses in the interchange area identified in the City of Phoenix Comprehensive Plan.
- ODOT will rely on the EA to evaluate and select among the alternatives for the Fern Valley Interchange Project and the EA considers the factors in items b, c, and d of OAR 660-012-0035(3).
- In addition to accommodating automobile travel, the Fern Valley Interchange Project improves facilities for pedestrians and bicyclists.

OAR 660-012-0035(10)

Requirements. OAR 660-012-0035(10) states:

> Transportation uses or improvements listed in OAR 660-012-0065(3)(d) to (g) and (o) and located in an urban fringe may be included in a TSP only if the improvement project identified in the Transportation System Plan as described in section (12) of this rule, will not significantly reduce peak hour travel time for the route as determined pursuant to section (11) of this rule, or the jurisdiction determines that the following alternatives can not reasonably satisfy the purpose of the improvement project:
> (a) Improvements to transportation facilities and services within the urban growth boundary;
> (b) Transportation system management measures that do not significantly increase capacity; or
> (c) Transportation demand management measures. The jurisdiction needs only to consider alternatives that are safe and effective, consistent with applicable standards and that can be implemented at a reasonable cost using available technology.

Finding. The IAMP complies with OAR 660-012-0035(10) because ODOT will not issue a revised EA and proceed with the Fern Valley Interchange Project under either of the build alternatives before it seeks a determination from Jackson County that the facilities, services, and measures in OAR 660-012-0035(10)(a), (b), and (c) cannot "reasonably satisfy the purpose of " the Fern Valley Interchange Project.

OAR 660-012-0050, Transportation Project Development

Requirements. OAR 660-012-0050 addresses transportation project development. Section 660-012-0050(3)(b) states:

> Project development involves land use decision-making to the extent that issues of compliance with applicable requirements requiring interpretation or the exercise of policy or legal discretion or judgment remain outstanding at the project development phase. These requirements may include, but are not limited to, regulations protecting or regulating development within floodways and other hazard areas, identified Goal 5

> resource areas, estuarine and coastal shoreland areas, and the Willamette River Greenway, and local regulations establishing land use standards or processes for selecting specific alignments. * * * When project development involves land use decision-making, all unresolved issues of compliance with applicable acknowledged comprehensive plan policies and land use regulations shall be addressed and findings of compliance adopted prior to project approval.

Finding. The Fern Valley Interchange Project, including the IAMP, will comply OAR Section 012-0050(3)(b). The section applies to the project because the project would require 0.2 acres of the Bear Creek Greenway, which is a Goal 5 resource. In addition, the Fern Valley Thru Alternative would require exceptions to Statewide Planning Goals. Goal exceptions require "interpretation or the exercise of policy or legal discretion." The Fern Valley Interchange Project will comply with OAR 012-0050(3)(b) because ODOT will not approve and proceed with the project until it has addressed all issues of compatibility with applicable comprehensive plan policies and land use regulations and has adopted findings of compliance. This will include the Statewide Planning Goal exceptions if the Fern Valley Thru Alternative is selected, as discussed immediately below and on page 53. It will also include application of the City of Phoenix Development Code to the project, as discussed on page 57, below.

OAR 660-012-0065, Transportation Improvements on Rural Lands, and OAR 660-012-0070, Exceptions for Transportation Improvements on Rural Land

Requirements. OAR 660-012-0065 describes highway improvements outside UGBs for which exceptions to Statewide Planning Goals are not required. OAR 660-012-0070(1) states "Transportation facilities and improvements which do not meet the requirements of OAR 660-012-0065 require an exception to be sited on rural lands." OAR 660-012-0070 also defines the requirements which a local government must meet when Goal exceptions are required, including for state highway improvements.

Finding. The Fern Valley Interchange Project will comply with OAR 660-012-0065 and 660-012-0070. These provisions apply to the Fern Valley Interchange Project because both build alternatives under consideration include improvements outside the City of Phoenix UGB. The North Phoenix Thru Alternative would comply because the only portion outside the Phoenix UGB qualifies as a "realignment" and OAR 660-012-0065 exempts realignments from the requirement of Goal exceptions.[38] The Fern Valley Thru Alternative would require Goal exceptions because it includes improvements outside the City of Phoenix UGB which do not qualify for an exemption as a realignment or otherwise. The Fern Valley Thru Alternative would comply with OAR 660-012-0065 and 660-012-0070 because ODOT would not approve and proceed with the project unless and until Jackson County had adopted the required Goal exceptions.

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[38] ODOT, I-5: Fern Valley Interchange Unit 2a Environmental Assessment, unpublished draft, undated, p. 3-60.

ODOT State Agency Coordination Program

Statewide Planning Program law requires ODOT and other state agencies to carry out their duties "in a manner compatible with" local comprehensive plans and land use regulations.[39] In addition, state agencies are required to have policies to coordinate with other agencies and local governments in the performance of their duties under the Statewide Planning Program. ODOT implemented these requirements as applied to projects like the Fern Valley Interchange by adopting the ODOT State Agency Coordination Program. It includes the following provisions that apply to this IAMP. References to "the Department" mean ODOT.

OAR 731-015-0065(1)

Requirement

> Except in the case of minor amendments, the Department shall involve DLCD [the Department of Land Conservation and Development] and affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and other interested parties in the development or amendment of a facility plan. This involvement may take the form of mailings, meetings or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one public meeting on the plan prior to adoption.

Finding

731-015-0065(1) applies to the IAMP because the IAMP is part of the facility plan for the Fern Valley Interchange Project. The IAMP complies with 731-015-0065(1) because:

- The Project Development Team (PDT) for the project included representatives of the City of Phoenix, Jackson County, and the Rogue Valley Metropolitan Planning Organization (RVMPO), which is the metropolitan planning organization for the area.
- IAMP team members consulted the RVTD in formulating the Bus Stop and Transfer Site Coordination measure on page 19 and Shared Park-And-Ride Lot Help on page 20.
- Additional special districts will receive copies of the draft EA, which describes the IAMP.[40]
- FHWA personnel were invited to PDT meetings; attended some of the meetings; reviewed drafts of the EA, including its description of the IAMP; and will approve the EA before it is issued.
- The state and federal agencies listed below reviewed and concurred in the project's purpose and need, evaluation criteria, range of alternatives considered. ODOT will request their concurrence in the selection of the preferred alternative for the Fern Valley Interchange Project. The IAMP will be part of the project under either of the two build alternatives.
  - FHWA
  - Oregon Department of Environmental Quality

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[39] Oregon Revised Statutes section 197.180(1)(b).

[40] These are Fire District #5, Medford Irrigation District, Rogue Valley Sanitary Service, and the Phoenix-Talent School District.

- Oregon Department of Fish and Wildlife
- Oregon Department of Land Conservation and Development (DLCD)
- Oregon Department of State Lands
- Oregon State Historic Preservation Office
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- National Marine Fisheries Service
- U.S. Environmental Protection Agency
- All meetings of the CAS and PDT were open to the public. The City of Phoenix Planning Commission and City Council will hold public hearings on the IAMP prior to City adoption.

OAR 731-015-0065(2)

Requirement

The Department shall provide a draft of the proposed facility plan to planning representatives of all affected cities, counties and metropolitan planning organization and shall request that they identify any specific plan requirements which apply, any general plan requirements which apply and whether the draft facility plan is compatible with the acknowledged comprehensive plan. If no reply is received from an affected city, county or metropolitan planning organization within 30 days of the Department's request for a compatibility determination, the Department shall deem that the draft plan is compatible with that jurisdiction's acknowledged comprehensive plan. The Department may extend the reply time if requested to do so by an affected city, county or metropolitan planning organization.

Finding

ODOT sent a draft of the proposed facility plan to planning representatives in Phoenix, Medford, Jackson County, the RVTD, and the RVMPO on June 8, 2009, requesting a statement of compatibility with adopted comprehensive and regional long range plans.

OAR 731-015-0065(3)

Requirement

If any statewide goal or comprehensive plan conflicts are identified, the Department shall meet with the local government planning representatives to discuss ways to resolve the conflicts. These may include:
(a) Changing the draft facility plan to eliminate the conflicts;
(b) Working with the local governments to amend the local comprehensive plans to eliminate the conflicts; or
(c) Identifying the conflicts in the draft facility plan and including policies that commit the Department to resolving the conflicts prior to the conclusion of the transportation planning program for the affected portions of the transportation facility.

Finding

ODOT sent a draft of the proposed facility plan to planning representatives in Phoenix, Medford, Jackson County, the RVTD, and the RVMPO on June 8, 2009, requesting a statement of compatibility with adopted comprehensive and regional long range plans. If any statewide goal or comprehensive plan conflicts are identified, ODOT will comply with the requirement.

OAR 731-015-0065(4)

Requirement

> The Department shall evaluate and write draft findings of compatibility with acknowledged comprehensive plans of affected cities and counties, findings of compliance with any statewide planning goals which specifically apply as determined by OAR 660-030-0065(3)(d), and findings of compliance with all provisions of other statewide planning goals that can be clearly defined if the comprehensive plan of an affected city or county contains no conditions specifically applicable or any general provisions, purposes or objectives that would be substantially affected by the facility plan.

Finding

The IAMP complies with 731-015-0065(4) because:

- The findings beginning on page 52 address the compatibility with the acknowledged comprehensive plans of the City of Phoenix and Jackson County.
- The IAMP complies with OAR 660-012-0015 and therefore complies with OAR 660-030-0065(3)(d). OAR 660-030-0065(3)(d) states:

  > A state agency shall adopt findings demonstrating compliance with the statewide goals for an agency land use program or action if one or more of the following situations exists: * * * (d) A statewide goal or interpretive rule adopted by the Commission under OAR chapter 660 establishes a compliance requirement directly applicable to the state agency or its land use program.

  The only interpretive rule that qualifies under OAR 660-030-0065(3)(d) is 660-012-0015(1), which states:

  > ODOT shall prepare, adopt and amend a state TSP in accordance with ORS 184.618, its program for state agency coordination certified under ORS 197.180, and OAR 660-012-0030, 660-012-0035, 660-012-0050, 660-012-0065 and 660-012-0070. The state TSP shall identify a system of transportation facilities and services adequate to meet identified state transportation needs:
  > (a) The state TSP shall include the state transportation policy plan, modal systems plans and transportation facility plans as set forth in OAR 731, Division 15;
  > (b) State transportation project plans shall be compatible with acknowledged comprehensive plans as provided for in OAR 731, Division 15. Disagreements between ODOT and affected local governments shall be resolved in the manner established in that division.

This IAMP is an amendment to the state TSP and the OTC will adopt it in compliance with ORS 184.618.[41] This section of the findings documents compliance with ODOT's State Agency Coordination Program, which is ODOT's "program for state agency coordination certified under ORS 197.180." These findings document compliance with OAR 660-012-0030 on page 29, OAR 660-012-0035 on page 30, OAR 660-012-0050 beginning on page 31, and OAR 660-012-0065 and OAR 660-012-0070 on page 32.

OAR 731-015-0065(5)

Requirement

> The Department shall present to the Transportation Commission the draft plan, findings of compatibility with the acknowledged comprehensive plans of affecting [sic] cities and counties and findings of compliance with applicable statewide planning goals.

Finding

The IAMP complies with 731-015-0065(5) because ODOT will present to the OTC a draft of this IAMP, which includes these findings. These findings address compatibility with the Jackson County Comprehensive Plan on page 52, below, and with the City of Phoenix Comprehensive Plan on page 53, below.

OAR 731-015-0075(1)

Requirement

> The Department shall involve affected cities, counties, metropolitan planning organizations, state and federal agencies, special districts and other interested parties in the development of project plans. The Department shall include planning officials of the affected cities, counties and metropolitan planning organization on the project technical advisory committee.

Finding

The Fern Valley Interchange Project complies with this requirement because the PDT for the project included representatives of the City of Phoenix, Jackson County, and

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[41] ORS 184.618 states:

(1) As its primary duty, the Oregon Transportation Commission shall develop and maintain a state transportation policy and a comprehensive, long-range plan for a safe, multimodal transportation system for the state which encompasses economic efficiency, orderly economic development and environmental quality. The plan shall include, but not be limited to, aviation, highways, mass transit, pipelines, ports, rails and waterways. The plan shall be used by all agencies and officers to guide and coordinate transportation activities and to insure transportation planning utilizes the potential of all existing and developing modes of transportation.

(2) As the plan is developed by the commission, the Director of Transportation shall prepare and submit to the commission for approval, implementation programs. Work approved by the commission to carry out the plan shall be assigned to the appropriate unit of the Department of Transportation.

(3) The director and members of the commission shall give safety, economic development and the provisions of industrial site services priority in fund allocation decisions.

RVMPO, which is the metropolitan planning organization for the area. IAMP team members consulted the RVTD in formulating the Bus Stop and Transfer Site Coordination measure on page 19 and Shared Park-And-Ride Lot Help on page 20. Additional special districts will receive copies of the draft EA, which describes the IAMP.[42] FHWA personnel were invited to PDT meetings, attended some of the meetings, and reviewed drafts of the EA, including its description of the IAMP. The state and federal agencies listed below reviewed and concurred in the project's purpose and need, evaluation criteria, range of alternatives considered. ODOT will request their concurrence in the selection of the Preferred Alternative for the Fern Valley Interchange Project.

- FHWA
- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife
- Oregon Department of Land Conservation and Development (DLCD)
- Oregon Department of State Lands
- Oregon State Historic Preservation Office
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- National Marine Fisheries Service
- U.S. Environmental Protection Agency

OAR 731-015-0075(3)

Requirement

> . . . the Department shall rely on affected cities and counties to make all plan amendments and zone changes necessary to achieve compliance with the statewide planning goals and compatibility with local comprehensive plans after completion of the Draft Environmental Impact Statement or Environmental Assessment and before completion of the Final Environmental Impact Statement or Revised Environmental Assessment. These shall include the adoption of general and specific plan provisions necessary to address applicable statewide planning goals.

Finding

The IAMP will comply with OAR 731-015-0075(3) because, before completion of the Revised EA, ODOT will seek from the City of Phoenix adoption of this IAMP as part of the Phoenix Comprehensive and the amendments to the Comprehensive Plan in the Other Amendments to the City of Phoenix Comprehensive Plan measure on page 18. Under either of the build alternatives for the Fern Valley Interchange Project, ODOT will also seek a determination from Jackson County that the facilities, services, and measures in OAR 660-012-0035(10)(a), (b), and (c) cannot "reasonably satisfy the purpose" of the Fern Valley Interchange Project. See the findings on OAR 660-012-0035(10) on page 31. If the Fern Valley Thru Alternative is selected, ODOT will not complete the Revised EA

[42] These are Fire District #5, Medford Irrigation District, Rogue Valley Sanitary Service, and the Phoenix-Talent School District.

until after it has secured from Jackson County the needed exceptions to Statewide Planning Goals.[43]

Oregon Transportation Plan

The following addresses how the IAMP complies with policies of the Oregon Transportation Plan (OTP).[44] It addresses only polices that apply by their own terms to the project.

Strategy 1.2.1

Requirements

* * *

Where opportunities for coordination with other transportation service providers exist, work to integrate programs and align investments of service providers involved with the design, delivery and funding of mobility services.

* * *

Promote frequent public transit, intercity bus and passenger rail services as a method to increase ridership and decrease travel times, especially during peak travel periods and along heavily traveled highway corridors.

Finding

The IAMP complies with Strategy 1.2.1 because the Bus Stop and Transfer Site Coordination measure on page 19, Shared Park-And-Ride Lot Help measure on page 20, and Motor Vehicle Trip Reduction Designs and Programs measure on page 16 are instances of ODOT taking opportunities to coordinate with other transportation service providers and promote increased ridership and decreased travel times on public transit.

Strategy 1.2.2

Requirements

* * *

Design new roadways and retrofit existing roadways to support multimodal functions (e.g. construct Americans with Disabilities Act (ADA) ramps, sidewalks, crossings, bus pullouts and bicycle facilities) within existing urban and rural communities, new developments, and especially locations where public transportation exists or will likely exist. Design roads to support operations that give priority to transit vehicles as appropriate.

Finding

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[43] See the discussion of OAR 660-012-0065 and OAR 660-012-0070 beginning on page 32.
[44] ODOT, Oregon Transportation Plan, September 2006.

The IAMP complies with Strategy 1.2.2 because the Bus Stop and Transfer Site Coordination measure on page 19 provides for ODOT to coordinate with the RVTD to decide between bus stops and bus pull-outs on OR 99, Fern Valley Road, and N. Phoenix Road and identify the best locations for them.

Strategy 2.1.1

Requirements

> Promote transportation demand management and other transportation system operations techniques that reduce peak period travel, help shift traffic volumes away from the peak period and improve traffic flow. Such techniques may include high occupancy vehicle lanes with express transit service, truck-only lanes, van/carpools, park-and-ride facilities, parking management programs, telework, flexible work schedules, peak period pricing, ramp metering, traveler information systems, traffic signal optimization, route diversion strategies, incident management and enhancement of rail, transit, bicycling and walking.

Finding

The IAMP complies with Strategy 2.1.1 because the Bus Stop and Transfer Site Coordination measure on page 19, Shared Park-And-Ride Lot Help measure on page 20, and Motor Vehicle Trip Reduction Designs and Programs measure on page 16 will reduce peak period travel, help shift traffic volumes away from the peak period, and improve traffic flow.

Strategy 4.3.1

Requirements

> Support the sustainable development of land with a mix of uses and a range of densities, land use intensities and transportation options in order to increase the efficiency of the transportation system. Support travel options that allow individuals to reduce vehicle use.

Finding

The IAMP complies with Strategy 4.3.1 because the Trip Budget measure on page 11 will avoid the development of a mix of land uses and land use densities and intensities that would congest the Fern Valley Interchange and surrounding roadway network, impairing their efficiency. The Bus Stop and Transfer Site Coordination measure on page 19, Shared Park-And-Ride Lot Help measure on page 20, and Motor Vehicle Trip Reduction Designs and Programs measure on page 16 also support travel options that allow individuals to reduce motor vehicle use.

Strategy 7.3.1

Requirements

In all phases of decision-making, provide affected Oregonians early, open, continuous, and meaningful opportunity to influence decisions about proposed transportation activities. When preparing and adopting a multimodal transportation plan, modal/topic plan, facility plan or transportation improvement program, conduct and publicize a program for citizen, business, and tribal, local, state and federal government involvement. Clearly define the procedures by which these groups will be involved.

Finding

Strategy 7.3.1 applies to the IAMP because the IAMP is part of the facility plan for the Fern Valley Interchange Project. The IAMP complies with Strategy 7.3.1 because of the following:

- Beginning at the outset of development of the IAMP, ODOT held six joint meetings the PDT and the IAMP Subcommittee of the Citizens Advisory Committee (CAC) for the Fern Valley Interchange Project. The PDT included representatives of ODOT, the City of Phoenix, Jackson County, and the Rogue Valley Metropolitan Planning Organization. CAC members included area residents; landowners; business representatives; freight, bicycle and pedestrian advocates; and representatives of local jurisdictions. At the meetings, IAMP team members (from ODOT and its consultant) presented and obtained feedback on the role of IAMPs, related laws and policies, scenarios of future land use, forecasts of traffic volumes and v/c ratios, possible IAMP measures, and IAMP drafts. ODOT also sent members of the PDT and CAC IAMP Subcommittee a draft of the IAMP for their review and comment.
- IAMP team members consulted directly with representatives of the City of Phoenix and Jackson County on the formulation of IAMP measures.
- ODOT posted on its web site for the Fern Valley Interchange Project technical memoranda prepared in the development of the IAMP.
- As referenced on page 37, FHWA and DLCD were among the state and federal agencies which reviewed and concurred in the project's purpose and need, evaluation criteria, range of alternatives considered. ODOT will request their concurrence in the selection of the Preferred Alternative for the Fern Valley Interchange Project.
- ODOT discussed the Fern Valley Interchange Project with Indian tribes.[45]

[45] ODOT discussed the project at meetings with the Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz, and the Cow Creek Band of the Umpqua Tribe of Indians. ODOT met with the Confederated Tribes of the Grand Ronde in April, June and December 2006; June and November 2007; and May 2008. ODOT met with the Confederated Tribes of Siletz in November 2005, 2006 and 2007. Neither tribe indicated concerns regarding the project. ODOT met with the Cow Creek Band of the Umpqua Tribe of Indians in November 2005, May 2006, September 2006, January 2007, and June 2007. The Cow Creek Band of the Umpqua Tribe of Indians deemed this project to be outside their area of interest.

Oregon Highway Plan

The following addresses how the IAMP helps the Fern Valley Interchange Project comply with policies of the OTP.[46] It addresses only polices that apply by their own terms to the project.

Action 1A.1

Requirements

Use the following categories of state highways, and the list in Appendix D, to guide planning, management, and investment decisions regarding state highway facilities:

> **Interstate Highways** (NHS [National Highway System]) provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major freight routes and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.
>
> * * *
>
> **District Highways** are facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside STAs [special transportation areas], local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.
>
> * * *

Finding

The IAMP complies with Action 1A.1 because it uses the above classifications to determine the mobility performance standards applicable to intersections, then incorporates measures to achieve compliance with the mobility performance standards over the planning period. See:

- in Table C-1 of Appendix C, the classification of I-5 as an Interstate Highway;
- in Table C-1 of Appendix C, the classification as District Highways of OR 99 outside the Phoenix City Center couplet and the segments of Fern Valley Road and N. Phoenix Road over which ODOT has or will take jurisdiction;
- in Table C-2 of Appendix C, the OHP mobility performance standards applicable to the I-5 Mainline, the interchange ramp terminals, and these segments of OR 99, Fern Valley Road, and N. Phoenix Road;

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[46] ODOT, Oregon Highway Plan, Updated June 2006.

- in Tables 2A and 2B on pages 8 and 9 of the IAMP, applicable OHP mobility performance standards and forecasted 2030 v/c ratios under Scenario 1 "With Added Capacity" at the "critical intersections" involving the I-5 ramp terminals and the relevant segments of OR 99, Fern Valley Road, and N. Phoenix Road.

The forecasted 2030 v/c ratios at the critical intersections under Scenario 1 "With Added Capacity" show that the IAMP will achieve the mobility performance standards in the OHP. "Critical intersections" are intersections where forecasted 2030 v/c ratios approach or exceed the applicable standards without IAMP measures; forecasted v/c ratios at other intersections do not approach or exceed the applicable standards even without IAMP measures.

Action 1B.1

Requirements

Actively pursue the objectives and designations in the Background, Intent and Actions in Policy 1B, as appropriate, through:

* * *

- Facility and transportation system plans;

* * *

Policy 1B, Land Use and Transportation, states:

This policy recognizes the role of both State and local governments related to the state highway system:

- State and local government must work together to provide safe and efficient roads for livability and economic viability for all citizens.
- State and local government must share responsibility for the road system.
- State and local government must work collaboratively in planning and decision-making relating to transportation system management.

It is the policy of the State of Oregon to coordinate land use and transportation decisions to efficiently use public infrastructure investments to:

- Maintain the mobility and safety of the highway system;
- Foster compact development patterns in communities;
- Encourage the availability and use of transportation alternatives;
- Enhance livability and economic competitiveness; and
- Support acknowledged regional, city and county transportation system plans that are consistent with this Highway Plan

Finding

Action 1B.1 applies to the IAMP because the IAMP is part of the facility plan for the Fern Valley Interchange Project. The IAMP complies with Action 1B.1 for the following reasons:

- The IAMP is a collaboration between ODOT and the City of Phoenix under which ODOT will build the Fern Valley Interchange and expand the capacity of critical intersections in the interchange area and the City of Phoenix will both require developers to expand the capacity of other specified intersections, when needed, and regulate land development in the interchange area to avoid development that generates so much traffic that it impairs the efficient operation of the interchange. The Capacity Expansion and Retention measure on page 11 includes the capacity expansions which ODOT will make and which the City of Phoenix will require. The Trip Budget measure on page 11 is the means by which the City of Phoenix will regulate land development.
- The roles ODOT and the City of Phoenix will play in the management of the interchange area, including both the roadway network and land use, exemplify sharing of responsibility for the road system between state and local government.
- The collaboration between ODOT and the City of Phoenix in the development of the Fern Valley Interchange Project and the IAMP exemplify state and local government collaboration in planning and decision-making in transportation system management.
- The IAMP serves as an instrument to coordinate land use and transportation to maintain the mobility of the highway system. The Trip Budget measure will manage land use in the interchange area to avoid levels of traffic congestion that impair mobility.
- The Bus Stop and Transfer Site Coordination measure on page 19, Shared Park-and-Ride Lot Help measure on page 20, and Motor Vehicle Trip Reduction Designs and Programs measure on page 16 will encourage the availability and use of transportation alternatives by facilitating accommodation of bus stops, bus pull-outs, park-and-ride lots, and use of public transit.

Action 1B.2

Requirement

Use the rules, standards, policies and guidance developed by ODOT to implement Policy 1B. These include but are not limited to Oregon Administrative Rule Chapter 734, Division 51 on Access Management, the ODOT Highway Design Manual, ODOT Transportation System Plan Guidelines and ODOT Development Review Guidelines, LCDC Goal 12 on Transportation and the Transportation Planning Rule.

Finding

The IAMP complies with Action 1B.2 because it applies Division 51 of Oregon Administrative Rule Chapter 734 to implement Policy 1B. See the findings on compliance with Oregon Administrative Rule Chapter 734-051 on page 46, below.

Action 1B.6

Requirement

Help protect the state highway function by working with local jurisdictions in developing land use and subdivision ordinances, specifically:

- A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;
- A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;
- Regulations assuring that amendments to land use designations, densities and design standards are consistent with the functions, capacities and highway mobility standards of facilities identified in transportation system plans including the Oregon Highway Plan and adopted highway corridor plans;
- Refinement of zoning and permitted and conditional uses to reflect the effects of various uses on traffic generation;
- Standards to protect future operation of state highways and other roads;

* * *

Finding

The IAMP effectuates Action 1B.6 in the following ways:

- The traffic impact study feature of the Trip Budget measure, as described on page 14, requires traffic impact analyses as part of the applications for all conditional use permits in the interchange area and that the analyses apply a methodology that ODOT has reviewed and approved. This will result in coordinated review of conditional use permits and planned unit developments, which will cover all development with the potential to generate high rates of motor vehicle trips.
- Two IAMP measures will apply conditions to development proposals to limit their impacts and protect the performance of the Fern Valley Interchange and area intersections. First, the Trip Budget measure on page 11 will limit primary PM peak-hour motor vehicle trip generation from new development in the interchange area to 20 trips per developable acre, plus any additional trip generation authorized in a conditional use permit. Any additional trip generation allowed must come from the "trip bank," and the number of trips in the trip bank is limited. The City may increase the number of trips per developable acre above 20, but would have to make a corresponding reduction in the number of trips in the trip bank. Second, the Motor Vehicle Trip Reduction Designs and Programs measure on page 16 will require applicants for development approval to propose specific designs and programs to reduce motor vehicle trip generation. These designs and programs will then become conditions of approval.
- The Jackson County Plan and Ordinance Provisions measure on page 21 will help ODOT ensure that amendments to Jackson County land use designations, densities and design standards applicable in the interchange area are consistent

with the functions, capacities, and highway mobility standards of the Fern Valley Interchange and intersections in the interchange area.

- The traffic impact study feature of the Trip Budget measure, as described on page 14, will add six land use categories to the uses in the Commercial Highway zone of the Phoenix Development Code for which a conditional use permit is required: retails sales and service less than 30,000 square feet of gross leasable area, high turnover sit-down restaurants, fast-food restaurants without drive-throughs, gyms, and daycare centers. This is a refinement of conditional uses to reflect the effects of various uses on traffic generation.
- The Alternative Mobility Standard at I-5 Ramp Terminal Intersections measure on page 19 sets a standard to protect the future operation of the Fern Valley Interchange.

Action 1B.8

Requirement

> Work with local governments to maintain the highway mobility standards on state highways by creating effective development practices through the following means:
>
> * * *
>
> - Avoid the expansion of urban growth boundaries along Interstate and Statewide Highways and around interchanges unless ODOT and the appropriate local governments agree to an interchange management plan to protect interchange operation or an access management plan for segments along non-freeway highways.

Finding

The Jackson County Plan and Ordinance Provisions measure on page 21 effectuates Action 1B.8 by affording ODOT the ability to negotiate conditions to protect the operation of the Fern Valley Interchange before the Phoenix and Medford UGBs are expanded in the interchange area.

Action 1F.1

Requirement

> Apply the highway mobility standards . . . in Table 6 to all state highway sections located outside of the Portland metropolitan area urban growth boundary . . .

Finding

The IAMP complies with Action 1F.1 because it applies the mobility standards in Table 6 of the OHP. See the findings for Action 1A.1 on page 41.

Action 2D.1

Requirement

Conduct effective public involvement programs that create opportunities for citizens, businesses, regional and local governments, state agencies, and tribal governments to comment on proposed policies, plans, programs, and improvement projects.

Finding

The IAMP complies with Action 2D.1. See the findings for OTP Strategy 7.3.1 on page 40.

Action 2D.3

Requirement

Coordinate with local governments and other agencies to ensure that public involvement programs target affected citizens, businesses, neighborhoods, and communities, as well as the general public.

Finding

The IAMP complies with Action 2D.3 because ODOT coordinated with the City of Phoenix when it named members of the CAC, as described on page 40. The CAC was the principal means of securing public involvement on the Fern Valley Interchange Project, including the IAMP. It included affected citizens and representatives of businesses and the neighborhood located in the area most impacted by the interchange project.

OAR 734-051-0155, Access Management Plans and Interchange Area Management Plans

OAR 734-051-0155(1)

Requirement

The Department encourages the development of Access Management Plans and Interchange Area Management Plans to maintain and improve highway performance and safety by improving system efficiency and management before adding capacity. Access Management Plans and Interchange Area Management Plans:
(a) Must be consistent with Oregon Highway Plan;
(b) Must be used to evaluate development proposals; and
(c) May be used to determine mitigation for development proposals.

Finding

The IAMP complies with OAR 734-051-0155(1). As described above starting on page 41, the IAMP is consistent with the OHP. ODOT will use the IAMP to evaluate development proposal in the IMA. ODOT may use the IAMP to determine mitigation for development proposals in the IMA.

OAR 734-051-0155(2)

Requirement

> Access Management Plans and Interchange Area Management Plans must be adopted by the Oregon Transportation Commission as a transportation facility plan consistent with the provisions of OAR 731-015-0065. Prior to adoption by the Oregon Transportation Commission, the Department will work with local governments on any amendments to local comprehensive plans and transportation system plans and local land use and subdivision codes to ensure the proposed Access Management Plan and Interchange Area Management Plan is consistent with the local plan and codes.

Finding

The IAMP complies with OAR 734-051-0155(2). The OTC will adopt the IAMP as a transportation facility plan. As discussed beginning on page 33, adoption will be consistent with OAR 731-015-0065. ODOT worked with the City of Phoenix on amending the Phoenix Comprehensive Plan to include this IAMP and make the changes in the Other Amendments to the City of Phoenix Comprehensive Plan measure on page 18. ODOT also worked with the City of Phoenix to amend its development code to implement the Trip Budget measure on page 11, the Oregon 99 Setback Overlay Zone measure on page 17, the Motor Vehicle Trip Reduction Designs and Programs measure on page 16.

OAR 734-051-0155(7)

Requirement

OAR 734-051-0155(7) begins by stating:

> An Interchange Area Management Plan is required for new interchanges and should be developed for significant modifications to existing interchanges.

Finding

The Fern Valley Interchange Project will completely replace the existing Fern Valley Interchange. This IAMP complies with this portion of OAR 734-051-0155(7).

Requirement

OAR 734-051-0155(7) also states:

> An Interchange Area Management Plan must comply with the following criteria, unless the Plan documents why compliance with a criterion is not applicable:

The following lists each criterion and states how the IAMP meets the criterion.

OAR 734-051-0155(7)(a)

Requirement

Be developed no later than the time an interchange is designed or is being redesigned.

Finding

This IAMP was developed during preparation of the EA and before selection of a preferred alternative for the Fern Valley Interchange, so before the time the new interchange is designed.

OAR 734-051-0155(7)(b)

Requirement

Identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt policies, provisions, and development standards to capture those opportunities.

Finding

Development of this IAMP identified the following opportunities to improve operations in conjunction with roadway projects and property development or redevelopment and measures to capture the opportunities.

Opportunity	Measure	Page No.
• Expand intersection capacity to achieve applicable mobility performance standard	• Capacity Expansion and Retention	11
• Limit trip generation from new development and redevelopment to avoid violations of applicable mobility performance standards	• Trip Budget	11
	• Motor Vehicle Trip Reduction Designs and Programs	16
	• Alternative Mobility Standard at I-5 Ramp Terminal Intersections	19
	• Jackson County Plan and Ordinance Provisions	21
• Reduce motor vehicle trips by supporting transit use, biking, and waling	• Motor Vehicle Trip Reduction Designs and Programs	16
	• Bus Stop and Transfer Site Coordination	19
	• Shared Park-and-Ride Lot Help	20

The safety aspect of the criterion in OAR 734-051-0155(7)(b) is not applicable to this IAMP because the IAMP does not include an access management plan and does not

address safety-related aspects of operations. However, other components of the project development process addressed safety issues, as documented in the EA referenced on page 1. These included traffic queues on the off-ramps extending back onto I-5, discontinuous sidewalks and the lack of dedicated bike lanes, the location of driveways close to intersections, and the crash rate for the section of OR 99 between the north city limits and Bolz Road being more than double the 2003 statewide average rate for similar roadways. See also the traffic analysis report.[47]

OAR 734-051-0155(7)(c)

Requirement

Include short, medium, and long-range actions to improve operations and safety within the designated study area.

Finding

The measures in this IAMP meet the operations aspect of this criterion because they will improve operations in the IMA in the short, medium, and long terms. Inclusion of short, medium, and long-range actions is needed for access management measures to take advantage of opportunities that arise when development, redevelopment, and street improvement projects occur in the future. However, this IAMP does not include an access management plan. For this reason, the safety aspect of the criterion in OAR 734-051-0155(7)(c) is not applicable. As noted above, the EA referenced on page 1 and the traffic analysis report in Appendix E document how the design of the project addresses safety issues.

OAR 734-051-0155(7)(d)

Requirement

Consider current and future traffic volumes and flows, roadway geometry, traffic control devices, current and planned land uses and zoning, and the location of all current and planned approaches.

Finding

The traffic analysis in Appendix E of this IAMP demonstrates that IAMP development considered current and future traffic volumes and flows, roadway geometry, traffic control devices, and the location of all current and planned approaches. The land use scenarios in Appendix F demonstrate that IAMP development considered current and planned land uses and zoning.

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[47] ODOT Transportation Planning Analysis Unit, Fern Valley Interchange, Unit 2a Environmental Assessment Project, Pacific Highway #1 Traffic Analysis, *MP 24.00 to MP 25.00,* December 2007.

OAR 734-051-0155(7)(e)

Requirement

Provide adequate assurance of the safe operation of the facility through the design traffic forecast period, typically 20 years.

Finding

This criterion does not apply to the IAMP because the IAMP does not include an access management plan. As noted above, the EA referenced on page 1 and the traffic analysis report in Appendix E document how the design of the project addresses safety issues.

OAR 734-051-0155(7)(f)

Requirement

Consider existing and proposed uses of all the property within the designated study area consistent with its comprehensive plan designations and zoning.

Finding

The land use scenarios in Appendix F demonstrate that IAMP development considered existing and proposed uses of all the property within the designated study area consistent with its comprehensive plan designations and zoning. See, in particular, Annexes 1 and 2 of Appendix F.

OAR 734-051-0155(7)(g)

Requirement

Be consistent with any applicable Access Management Plan, corridor plan or other facility plan adopted by the Oregon Transportation Commission.

Finding

This criterion does not apply because there is no applicable access Management Plan, corridor plan, or other facility plan adopted by the OTC.

OAR 734-051-0155(7)(h)

Requirement

Include polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the Interchange Area Management Plan.

Finding

City of Phoenix. Figures 3 and 4 on pages 23 and 24 of the IAMP and page D-11 to D-29 of Appendix D contain the policies, provisions, and standards from the City of Phoenix Comprehensive Plan and Land Development Code which the IAMP relies on for consistency and to implement the IAMP.

Jackson County. Figures 3 and 4 on pages 23 and 24 of the IAMP, pages D-8 to D-11 of Appendix D, Appendix J, and Appendix K contain the Jackson County Comprehensive Plan and Current Land Development Ordinance provisions which the IAMP relies on for consistency and to implement the IAMP.

REGIONAL AND LOCAL PLANS AND POLICIES

ORS 197.180 requires that ". . . state agencies shall carry out their planning duties, powers and responsibilities and take actions that are authorized by law with respect to programs affecting land use. . . (b) In a manner compatible with: (A) Comprehensive plans and land use regulations. . ."

Regional Transportation Plan

The RTP includes the Fern Valley Interchange Project as a Tier 1 transportation improvement. It lists it as project 902, "I-5: Fern Valley Interchange, Unit 2," and characterizes its timing as "short."[48] The description reads "Reconstruct interchange; realign, widen connecting roads: replace Bear Creek bridge."

The following addresses how the IAMP is consistent with policies of the RTP. It addresses only polices that apply by their own terms to the Fern Valley Interchange Project and this IAMP.

Goal 6

Requirement

Use incentives and other strategies to reduce reliance on single occupant vehicles.
Policies
6-1: Support Transportation Demand Management strategies.
6-2: Facilitate alternative parking strategies to encourage walking, bicycling, carpooling and transit.
6-3: Enhance Bicycle and Pedestrian Systems.
6-4: Support transit service.

Finding

The Motor Vehicle Trip Reduction Designs and Programs on page 16 takes advantage of the incentive to reduce motor vehicle trips developers have when they apply for planning approvals to encourage them to reduce motor vehicle trips. The incentives come from the need to comply with the TPR and the Trip Budget measure and the financial benefit of maximizing development. Possible designs and programs are listed on page 17. The measure implements Policies 6-1 through 6-4. In addition, the Bus Stop and Transfer Site

[48] Regional Transportation Plan, op. cit., Table 5.5.2, Chapter 5.1, p. 5.

Coordination measure on page 19 and Shared Park-and-Ride Lot Help measure on page 20 help implement Policy 6-4.

Policy 7-1

Requirement

Coordinate existing and future land use and development with plans for the transportation system.

Finding

The IAMP coordinates existing and future land use and development with plans the transportation system by:

- determining the amount of traffic new development in the interchange area may add to the roadway network without causing traffic volumes to violate applicable mobility performance standards (see Appendix E), and
- including the Trip Budget measure on page 11 to place needed limits on the amount of traffic new development in the interchange area may add.

Jackson County Comprehensive Plan

The Jackson County TSP incorporates by reference the Fern Valley Interchange project because it "incorporates by reference, the RTP for all regionally significant transportation facilities within the MPO area."[49] As stated above, the RTP includes the Fern Valley Interchange project as a Tier 1 transportation improvement. The following addresses how the IAMP is consistent with applicable policies of the Jackson County TSP. It addresses only polices that apply by their own terms to the Fern Valley Interchange Project and this IAMP. Other components of the Jackson County Comprehensive Plan do not contain policies that apply.

Policy 4.2.1-B

Policy

Roadway Improvement Projects will be consistent with the functional classification designations (arterial, major collector, etc.) in the TSP.

Finding

The improvements to N. Phoenix Road north of the Phoenix UGB will exceed TSP standards. Those standards call for one 12-foot wide travel lane in each direction and 5-foot, 6-inch shoulders.[50] The improvements to N. Phoenix Rd. will include two 12-foot wide travel lanes in each direction, 6-foot wide shoulder/bike lanes, and 6-foot wide

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[49] Jackson County, Oregon, Transportation System Plan, May 16, 2005, Strategy 4.2.1-K, p. 32.
[50] Jackson County Transportation System Plan, p. 56.

sidewalks. The cross-section will taper to reconnect to existing N. Phoenix Road near Campbell Road.

Policy 4.2.1-S

Policy

Jackson County is committed to maintaining a volume to capacity ratio of 0.95 for weekday peak hour vehicular traffic in the MPO area.

Finding

The v/c ratio on N. Phoenix Road north of the Phoenix UGB is forecasted to be below 0.95 under both build alternatives for the Fern Valley Interchange. The forecasted 2030 v/c ratio at the N. Phoenix Road/Grove Way intersection under the Fern Valley Thru Alternative is 0.48[51] The forecasted 2030 v/c ratio at the N. Phoenix Road intersection with the S. Phoenix Road Extension and Grove Way under the N. Phoenix Thru Alternative is 0.77.[52] These are the intersections closest to the UGB.

Jackson County Current Land Development Ordinance

The Fern Valley Interchange Project is compatible with the Jackson County Current Land Development Ordinance (LDO) because the LDO provides for the issuance of permits for it. As stated on page 32, the Fern Valley Thru Alternative would require exceptions to Statewide Planning Goals. Because the land it would occupy is zoned for exclusive farm use, permit issuance would be "subject to Type 4 review, adoption of an exception to Goal 3 (Agricultural Lands) and to any other applicable goal with which the facility or improvement does not comply, and compliance with OAR 660-012-0070."[53] As stated on page 32, the North Phoenix Thru Alternative would not require exceptions to Statewide Planning Goals. This is because the improvements to N. Phoenix Road outside the Phoenix UGB fall within OAR 660-012-0065(3)(d), which exempts them from the requirement of Goal exceptions. LDO section 4.2.9.B.2 states "Roads, highways, and other transportation facilities and improvements that are listed in OAR 660-012-0065(3)(c) through (o) may be allowed as Type 2 uses."[54]

City of Phoenix Comprehensive Plan

The following addresses how the IAMP is compatible with applicable policies of the City of Phoenix Comprehensive Plan.[55] It addresses only polices that are related to the Fern Valley Interchange Project and this IAMP.

1984 Comprehensive Plan

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[51] See Figure B4 of Appendix E.
[52] This is the value for Scenario 1, Proposed Project With Added Capacity, in Table 2B on p. 9.
[53] Jackson County Current Land Development Ordinance, 2007, Section 4.2.9(B)(3), Chapter 4, p. 25.
[54] Ibid., Chapter 4, p. 25.
[55] City of Phoenix, last revised 2003.

Goal 4

Policy

To minimize transportation-related energy consumption through appropriate land use planning and an emphasis on non-motorized transportation alternatives.

Finding

The Trip Budget measure on page 11, Motor Vehicle Trip Reduction Designs and Programs measure on page 16, Bus Stop and Transfer Site Coordination measure on page 19, and Shared Park-and-Ride Lot Help measure on page 20 are land use planning measures that will help minimize transportation-related energy consumption and will support walking and biking as alternatives to motor vehicle transportation.

1999 Economic Element

Policy 4.2

Policy

Within the Fern Valley Road Interchange area (including all lands east of Bear Creek Bridge within the UGB) any annexation, zone change, or change of existing uses which is expected to significantly increase travel demand in the interchange area must be predicated upon facts (supported by special traffic studies) and findings that sufficient capacity exists or will be available upon completion of funded improvement(s) to satisfy the proposed development's travel demand (including background traffic) concurrent with its opening.

Finding

The Trip Budget measure on page 11 implements this policy in the area of the Trip Budget Overlay Zone. Note that the Other Amendments to the City of Phoenix Comprehensive Plan measure on page 18 calls for the amendment of this policy to make it consistent with the TPR.

Land Use Element, 2003

Policy 1.1.1

Policy

The Planning Commission and City Council shall only consider major amendments to the Plan during the City's periodic review. In that way, major amendments to the City's Plan will be considered in light of their impact on the entire community and their implications on the full breadth of the Comprehensive Plan. Major amendments may also be initiated under the following circumstances:

A) Statutory or litigated changes either require or significantly affect the plan,
B) A major error or inconsistency is found within the Plan, or

C) A change in Statewide Planning Goals or Oregon Administrative Rules require Plan amendment(s) at times other than during Periodic Review.

The term "major amendment" shall have the following meaning:

> Major amendments include land use changes which have widespread and significant impact beyond the immediate area, such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; a spatial change that affects large areas or many different ownerships; or an amendment to the Urban Growth Boundary. Major amendments shall also include changes that would, if approved, modify one or more Goals and Policies of the Plan. Major amendments are legislative actions.

Finding

The City of Phoenix may adopt this IAMP as part of the City's Comprehensive Plan and make the amendments in the Other Amendments to the City of Phoenix Comprehensive Plan measure on page 18 outside of periodic review[56] because doing so does not fall within the definition of a "major amendment," as quoted above. It does not include land use changes; a qualitative change in the character of land use, such as conversion of residential to industrial use; a spatial change that affects large areas or many different ownerships; or an amendment to the UGB.

Policy 4.3

Policy

> The Fern Valley Interchange and Fern Valley Road within the City's UGB are regionally significant transportation facilities. Developments occurring outside of the interchange area (in Southeast Medford and rural Jackson County) have the potential to exhaust the interchange's remaining unused capacity. The transportation impacts of Southwest Medford and Jackson County developments, like those of development within the interchange area, should also be offset by improvements, when necessary, to ensure "sufficient capacity" in the interchange area and ensure the protection of the public's health, safety and general welfare. The City shall endeavor to: 1) secure regional support for interchange improvements, and 2) participate in any land use action that will "significantly increase travel demand" in the interchange area (p. 36).

Finding

The South Valley Transportation Strategy measure on page 21 addresses the concern this policy expresses and provides for collaboration between the City of Phoenix and ODOT to work with Jackson County, Medford, Talent, and Ashland to avoid through traffic causing violation of mobility performance standards on the Fern Valley Interchange.

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[56] The next scheduled periodic review of the Phoenix Comprehensive Plan is December 2, 2010.

Transportation Element, 1999

Goal

Policy

The City shall coordinate its transportation decision-making with other land use planning decisions and with public agencies providing transportation services or facilities.

Finding

The Trip Budget measure on page 11 provides a mechanism for implementing this policy with regard to ODOT in the area of the Trip Budget Overlay Zone. The traffic impact study feature of the Trip Budget measure, as described on page 14, requires traffic impact analyses as part of the applications for all conditional use permits in the interchange area and that the analyses apply a methodology that ODOT has reviewed and approved. This will result in coordinated review of conditional use permits and planned unit developments, which will cover all development with the potential to generate high rates of motor vehicle trips.

Goal 3

Policy

Utilize the volume to capacity standards specified in Table 4-3 to determine transportation facility adequacy.

Finding

The Fern Valle Interchange Project and this IAMP are consistent with this policy because forecasted v/c ratios with the Capacity Expansion and Retention measure on page 11 under both build alternatives are below 0.90. This is the standard in Table 4-3 of the Transportation Element for all affected roadways. This result applies to both roadway segments which will be under ODOT jurisdiction and roadway segments which will remain under City of Phoenix jurisdiction. The standard of 0.90 is the same as the ODOT planning standard for the segments of these roadways under ODOT jurisdiction. Tables 2A and 2B on pages 8 and 9 show that forecasted v/c ratios on the listed roadway segments are below 0.90 under land use scenario 1 with added capacity. The added capacity comes from the Capacity Expansion and Retention measure. These tables include only intersections where forecasted v/c ratios approach or exceed the applicable standard; v/c ratios at other intersections in the interchange area are lower. Also see Figures B4 and B5 in Appendix E.

Policy 3.3

Policy

Within the Fern Valley Road/Interstate 5 Interchange area (including all lands located east of the Bear Creek Bridge within the Urban Growth Boundary) any request for

annexation, zone change, or a change of use which are expected to significantly increase travel demand in the interchange area must be accompanied by at least a conceptual land use plan and a detailed traffic study as prepared by a licensed traffic engineer that evaluates the traffic impact the proposed use of the site will have on the traffic in the area. The traffic study shall also identify traffic mitigation measures that are intended to minimize the traffic impacts that development of the site will have on the area. The mitigation measures shall become conditions of land use approval as determined applicable by the City and shall be constructed concurrent with development of the site, or in the case of Transportation Demand Management strategies, the programs shall be implemented concurrent with the projects opening.

Finding

The Trip Budget measure on page 11 implements this policy in the area of the Trip Budget Overlay Zone.

City of Phoenix Land Development Code

The Fern Valley Interchange Project is compatible with the City of Phoenix Development Code because the Zoning Code Provision on Transportation Facilities measure on page 17 will enable the City of Phoenix to add provisions to its zoning code which apply its zoning authority to transportation improvements made independently of land development. The existing Development Code is silent on such improvements.

APPENDICES

Appendix A
Purpose and Need Sections
Draft Environmental Assessment as of April 22, 2009
Fern Valley Interchange

1.3 PURPOSE AND NEED STATEMENT

The following Purpose and Need statement was developed by the Project Development Team (PDT)[1] to provide an explanation of the specific reasons for the proposed Fern Valley Interchange project. Any build alternative analyzed in this environmental assessment (EA) must meet the project's Purpose and Need.

1.3.1 Purpose of the Proposed Action

The purpose of the proposed action is to reduce congestion and improve operational conditions at the Interstate 5 (I-5) interchange with Fern Valley Road, on Fern Valley Road within the City of Phoenix[2] Urban Growth Boundary, and on OR 99 near its intersection with Fern Valley Road. In addition, the Bear Creek Bridge is narrow and in poor condition and therefore is proposed for replacement.

1.3.2 Need for the Proposed Action

The Fern Valley Interchange is experiencing increasing congestion due to continued growth in Phoenix and southeast Medford, the increasing importance of the Medford-Ashland area as a regional business destination, and increased through traffic on I-5. Increased use of the interchange by local residents, commuters, heavy trucks and regional traffic is causing vehicles to queue on the off-ramps during times of heavy peak hour[3] volumes. The capacity of the interchange is degrading rapidly, and traffic safety remains an ongoing concern.

By 2010, the northbound ramp terminal intersection is projected to be substandard; vehicles are predicted to queue back on the ramps to I-5 during times of heavy peak hour volumes. Most of the Fern Valley Road corridor would be heavily congested. Some turn bays at the ramp terminals would be blocked for substantial portions of the peak traffic hour. Substantial queues would exist at the Fern Valley Road/N. Phoenix Road intersection. OR 99 queuing would be limited from Fern Valley Road to Cheryl Lane, with some slowing northbound just south of E. Bolz Road.

By 2030, the following traffic conditions are predicted:

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[1] A description of this team and its role in the project is provided in Appendix A, Alternative Development.
[2] "City of Phoenix" and "City" are used interchangeably in this document.
[3] A rush hour or peak hour is a part of the day during which traffic congestion on roads and crowding on public transport is worst. Normally, this happens twice a day, while people are commuting.

- Congestion would increase, resulting in traffic queues on the off-ramps extending back onto I-5 for a longer period of time each day, increasing the safety concerns.
- Seven of the 16 intersections within the project area are predicted to exceed v/c[4] standards,[5] and many would be over-capacity (v/c ratio greater than 1.0). The Fern Valley Road intersections with OR 99, the two ramp terminal intersections, and the southbound OR 99/1st Street intersection would all exceed v/c standards. The Fern Valley Road and N. Phoenix Road intersection would be just below the maximum v/c standard in 2030, but would start having major problems after 2030.
- Fern Valley Road would be completely congested, and queuing would spill onto the connecting roadways.
- The congestion on Fern Valley Road would cause northbound queues on OR 99 to extend south beyond 1st Street.

The Fern Valley Interchange does not meet current interchange design standards. The approaches to the Fern Valley Road overcrossing are steep and limit the visibility of interchange traffic. In addition, the length of the I-5 ramp tapers and acceleration lanes are substandard (425 feet vs. the ODOT standard of 580 feet), which results in short stopping and acceleration distances.

Fern Valley Road has substandard shoulders (4-foot shoulders on the overcrossing and 6-foot shoulders on the approaches vs. the ODOT standard of 8 feet) and does not have dedicated bicycle lanes. Sidewalks are discontinuous along Fern Valley Road, creating safety concerns for pedestrians. This poses particular problems on the I-5 overcrossing and from Bear Creek Bridge to OR 99, where there are no sidewalks, but where pedestrians need to be accommodated.

Fern Valley Road crosses Bear Creek between the I-5 interchange and OR 99. This narrow bridge creates a bottleneck on Fern Valley Road. In addition, the bridge was built in 1951 and is now structurally deficient and functionally obsolete.[6] Due to cracks and spalling,[7] the bridge is now limited to loads less than 80,000 pounds. Even if the interchange were to be completely rebuilt, the two-lane bridge would still cause long queues to occur on Fern Valley Road, eventually impacting the ramp terminals and the function of the interchange.

The OR 99/Fern Valley Road intersection is substandard—the western leg of the intersection is a retail business parking lot rather than another roadway. There are numerous driveways close to the intersection creating safety issues. In addition, OR 99 has no dedicated bike lanes or shoulders; it has 14-foot outside lanes where bikes share

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[4] The volume-to-capacity (v/c) ratio is the ratio between the volume (v) of vehicles that use a facility, such as a roadway or controlled intersection, and the capacity (c) of the facility.

[5] The *1999 Oregon Highway Plan* (OHP) mobility standards are used when evaluating maximum acceptable volume-to-capacity (v/c) ratios for existing and future No-Build conditions.

[6] Bridge inspection (in July 2007) resulted in a bridge sufficiency rating of 6 out of 100, with 100 being the best rating possible.

[7] Spalling is corrosion of the reinforcing steel, which can cause concrete to fall off.

the roadway. The center-turn median is 14 feet vs. the ODOT standard of 16 feet. There are no sidewalks on OR 99 north of Fern Valley Road except intermittently on business frontages.

Appendix B
Oregon Administrative Rule 734-051-0155
Access Management Plans and Interchange Area Management Plans

(1) The Department[1] encourages the development of Access Management Plans and Interchange Area Management Plans to maintain and improve highway performance and safety by improving system efficiency and management before adding capacity. Access Management Plans and Interchange Area Management Plans:
(a) Must be consistent with Oregon Highway Plan;
(b) Must be used to evaluate development proposals; and
(c) May be used to determine mitigation for development proposals.

(2) Access Management Plans and Interchange Area Management Plans must be adopted by the Oregon Transportation Commission as a transportation facility plan consistent with the provisions of OAR 731-015-0065. Prior to adoption by the Oregon Transportation Commission, the Department will work with local governments on any amendments to local comprehensive plans and transportation system plans and local land use and subdivision codes to ensure the proposed Access Management Plan and Interchange Area Management Plan is consistent with the local plan and codes.

(3) The priority for developing Access Management Plans should be placed on facilities with high traffic volumes or facilities that provide important statewide or regional connectivity where:
(a) Existing developments do not meet spacing standards;
(b) Existing development patterns, land ownership patterns, and land use plans are likely to result in a need for deviations; or
(c) An Access Management Plan would preserve or enhance the safe and efficient operation of a state highway or interchange.

(4) An Access Management Plan may be developed:
(a) By the Department;
(b) By local jurisdictions; or
(c) By consultants.

(5) An Access Management Plan must comply with all of the following criteria, unless the Plan documents why a criterion is not applicable:
(a) Include sufficient area to address highway operation and safety issues and development of adjoining properties including local access and circulation.
(b) Describe the roadway network, right-of-way, access control, and land parcels in the analysis area.

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[1] The Oregon Department of Transportation.

(c) Be developed in coordination with local governments and property owners in the affected area.
(d) Be consistent with any applicable Interchange Area Management Plan, corridor plan, or other facility plan adopted by the Oregon Transportation Commission.
(e) Include polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the Access Management Plan.
(f) Contain short, medium, and long-range actions to improve operations and safety and preserve the functional integrity of the highway system.
(g) Consider whether improvements to local street networks are feasible.
(h) Promote safe and efficient operation of the state highway consistent with the highway classification and the highway segment designation.
(i) Consider the use of the adjoining property consistent with the comprehensive plan designation and zoning of the area.
(j) Provide a comprehensive, area-wide solution for local access and circulation that minimizes use of the state highway for local access and circulation.

(6) The Department encourages the development of an Interchange Area Management Plan to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways:
(a) Interchange Area Management Plans are developed by the Department and local governmental agencies to protect the function of interchanges by maximizing the capacity of the interchanges for safe movement from the mainline facility, to provide safe and efficient operations between connecting roadways, and to minimize the need for major improvements of existing interchanges;
(b) The Department will work with local governments to prioritize the development of Interchange Area Management Plans to maximize the operational life and preserve and improve safety of existing interchanges not scheduled for significant improvements; and
(c) Priority should be placed on those facilities on the Interstate system with cross roads carrying high volumes or providing important statewide or regional connectivity.

(7) An Interchange Area Management Plan is required for new interchanges and should be developed for significant modifications to existing interchanges. An Interchange Area Management Plan must comply with the following criteria, unless the Plan documents why compliance with a criterion is not applicable:
(a) Be developed no later than the time an interchange is designed or is being redesigned.
(b) Identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt policies, provisions, and development standards to capture those opportunities.

(c) Include short, medium, and long-range actions to improve operations and safety within the designated study area.
(d) Consider current and future traffic volumes and flows, roadway geometry, traffic control devices, current and planned land uses and zoning, and the location of all current and planned approaches.
(e) Provide adequate assurance of the safe operation of the facility through the design traffic forecast period, typically 20 years.
(f) Consider existing and proposed uses of all the property within the designated study area consistent with its comprehensive plan designations and zoning.
(g) Be consistent with any applicable Access Management Plan, corridor plan or other facility plan adopted by the Oregon Transportation Commission.
(h) Include polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the Interchange Area Management Plan.

Appendix C
Applicable Standards and Classifications

Classifications

Table C-1 shows ODOT, City of Phoenix, and Jackson County jurisdiction over the principal roadways in the interchange area and the classification of each roadway segment.[1] As part of the Fern Valley Interchange Project, under the Fern Valley Thru Alternative, ODOT plans to accept from Jackson County ownership of Fern Valley Road between OR 99 and the interchange and to classify it as a District Highway. Under the N. Phoenix Thru Alternative, ODOT plans to accept from Jackson County ownership of Fern Valley Road and N. Phoenix Road between OR 99 and the intersection with the S. Phoenix Road Extension and classify the roadway as a District Highway.

Configuration Standards

Regarding Interstate Highways, the Oregon Highway Plan (OHP) states:

> Interstate Highways (NHS [National Highway System]) provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major freight routes and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.[2]

Regarding Freeways, the OHP states:

- Freeways are multi-lane highways that provide for the most efficient and safe high speed and high volume traffic movement.
- Interstate Freeways are subject to federal interstate standards as established by the Federal Highway Administration."

* * *

- ODOT owns the access rights and direct access is not allowed. Users may enter or exit the roadway only at interchanges.
    - Preference is given to through traffic.
    - Driveways are not allowed.
- Traffic signals are not allowed.
- Parking is prohibited.
- Opposing travel lanes are separated by a wide median or a physical barrier.

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[1] "Jurisdiction" means here authority to classify a roadway segment to determine the applicable mobility performance standard. ODOT owns the roadway segments for which Table C-1 shows it as having jurisdiction. However, while Jackson County owns the portions of Fern Valley Road and N. Phoenix Road inside the Phoenix UGB, the City of Phoenix TSP classifications apply to them. For this reason, the City is shown as having jurisdiction over them.

[2] ODOT, *Oregon Highway Plan* (OHP), updated in June 2006, p. 41. http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml.

Table C-1
ROADWAY JURISDICTION AND CLASSIFICATION

Facility	Jurisdiction[1]	Classification
I-5	ODOT	Interstate Highway, National Highway System,[2] Freeway,[3] Statewide Freight Route[4]
OR 99, couplet segment[5]	Phoenix	Arterial[6]
OR 99, outside couplet segment	ODOT	District Highway[7]
Fern Valley Rd. within Urban Growth Boundary (UGB) before the Fern Valley Interchange Project		
• From OR 99 to interchange	Phoenix	Arterial
• From interchange to N. Phoenix Rd.	ODOT[8]	District Highway
• From N. Phoenix Rd. to UGB	Phoenix	Collector[6]
Fern Valley Rd. within UGB after the Fern Valley Interchange Project, Fern Valley Thru Alternative		
• From OR 99 to N. Phoenix Road	ODOT	District Highway
• Realigned Fern Valley Rd./Existing Fern Valley Rd. from N. Phoenix Road to UGB	Phoenix	Collector
• Existing Fern Valley Rd. from Pear Tree Ln. to S. Phoenix Rd	Phoenix	Collector
• Existing Fern Valley Rd. west of Breckenridge	Phoenix	Local
Fern Valley Rd. within UGB after the Fern Valley Interchange Project, N. Phoenix Thru Alternative		
• From OR 99 to N. Phoenix Road	ODOT	District Highway
• From S. Phoenix Rd. to UGB	Phoenix	Collector
• From Pear Tree Ln. to S. Phoenix Rd.	Phoenix	Collector
Fern Valley Rd. outside UGB	Jackson County	Minor Collector[9]
N. Phoenix Rd. within UGB before the Fern Valley Interchange Project	Phoenix	Collector[6]
N. Phoenix Rd. within UGB after the Fern Valley Interchange Project, Fern Valley Thru Alternative	Phoenix	Arterial
N. Phoenix Rd. within UGB after the Fern Valley Interchange Project, N. Phoenix Thru Alternative		
• From interchange to S. Phoenix Rd.	ODOT	District Highway
• From S. Phoenix Rd. to UGB	Phoenix	Arterial
N. Phoenix Rd. outside UGB	Jackson County	Arterial[9]
S. Phoenix Rd. Extension after the Fern Valley Interchange Project, N. Phoenix Thru Alternative	Phoenix	Collector

Notes
[1] "Jurisdiction" means here authority to classify a facility, not ownership.
ODOT, *Oregon Highway Plan (OHP)*, Updated in June 2006, Highway Classification Maps.
[3] Ibid., p. 120.
[4] Ibid., p. 68.
[5] The City of Phoenix owns the couplet segment of OR 99 (the Rogue Valley Highway) in downtown Phoenix, i.e., Main Street and Bear Creek Road from 6th Street on the south to just north of the north end of the couplet, including 4th Street and 1st Street between Main Street and Bear Creek Road. See Jurisdictional Transfer Agreement, Rogue Valley Highway, State Highway No. 63 – OR 99 (MP 11.37-12.00), Jackson County, City of Phoenix, January 3, 2006..
[6]City of Phoenix Transportation System Plan, p. 87.
[7]ODOT, OHP, State Highway Classification System map, PDF p. 307.
[8]Intergovernmetnal Agreement, Fern Valley Road: Interstate 5 Interchange, Jackson County, between ODOT and Jackson County, December 8, 2004, amended January 17, 2007.
[9]Jackson County Transportation System Plan, p. 52.

- Grade separated crossings that do not connect to the freeway are encouraged to meet local transportation needs and to enhance bicycle and pedestrian travel.
- The primary function is to provide connections and links to major cities, regions of the state, and other states."[3]

Regarding District Highways, the OHP states:

District Highways are facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside STAs, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.[4]

Mobility Performance Standards

ODOT, the City of Phoenix, and Jackson County prescribe mobility performance standards in volume to capacity (v/c) ratios. For freeways, the v/c ratio is the ratio of peak-hour volumes traveling on a roadway segment compared to the estimated one-hour roadway capacity. There are two separate sets of ODOT v/c standards. One is in the OHP and the other is in the 2003 Highway Design Manual (English) (HDM). ODOT uses the OHP standards for plans and the HDM standards for designs. Table C-2 contains the mobility performance standards applicable to I-5, the Fern Valley Interchange, OR 99, Fern Valley Road, and N. Phoenix Road.

Access Spacing Standards

As applied to Fern Valley Road, ODOT access spacing standards require that, unless ODOT approves a "deviation":

- the distance between a ramp intersection and the first approach on the right, right in/right out only, be no less than 750 feet;
- the distance between a ramp intersection and the first intersection where left turns are allowed be no less than 1,320 feet;
- the distance between the start of the taper for the on-ramp and the last right in/right out approach road be no less than 990 feet.[5]

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[3] Ibid., Action 3A.1, p. 120.
[4] Ibid., p. 41.
[5] ODOT, *Oregon Highway Plan,* Appendix C, Table 16, Minimum Spacing Standards Applicable to Freeway Interchanges with Two-Lane Crossroads.

Table C-2
ROADWAY JURISDICTION AND MOBILITY PERFORMANCE STANDARDS

Facility	Jurisdiction[1]	Mobility Performance Standard
I-5 Mainline	ODOT	0.80[2]
Interchange ramp terminals, for project design	ODOT	0.75[3]
Interchange ramp terminals, for plans, including IAMPs	ODOT	0.85[4]
OR 99, couplet segment	Phoenix	0.95 to > 0.95[5]
OR 99, outside couplet segment, for project design	ODOT	0.85[3]
OR 99, outside couplet segment, for plans, including IAMPs	ODOT	0.90[2]
Fern Valley Rd. within UGB before Fern Valley Interchange Project, for planning • From OR 99 to interchange • From interchange to N. Phoenix Rd. • From N. Phoenix Rd. to UGB	 Phoenix ODOT Phoenix	 0.90[5] 0.90[2] 0.90[5]
Fern Valley Rd. within UGB after Fern Valley Interchange Project, Fern Valley Thru Alternative, for project design • From OR 99 to N. Phoenix Road • Realigned Fern Valley Rd./Existing Fern Valley Rd. from N. Phoenix Road to UGB • Existing Fern Valley Rd. from Pear Tree Ln. to S. Phoenix Rd • Existing Fern Valley Rd. west of Breckenridge	 ODOT Phoenix Phoenix Phoenix	 0.85[3] 0.90[4] 0.90[5] 0.90[5]
Fern Valley Rd. within UGB after Fern Valley Interchange Project, Fern Valley Thru Alternative, for plans, including IAMPs • From OR 99 to N. Phoenix Road • Realigned Fern Valley Rd./Existing Fern Valley Rd. from N. Phoenix Road to UGB • Existing Fern Valley Rd. from Pear Tree Ln. to S. Phoenix Rd • Existing Fern Valley Rd. west of Breckenridge	 ODOT Phoenix Phoenix Phoenix	 0.90[2] 0.90[5] 0.90[5] 0.90[5]
Fern Valley Rd. within UGB from OR 99 to interchange after Fern Valley Interchange Project, N. Phoenix Thru Alternative, for project design • From OR 99 to N. Phoenix Road • From S. Phoenix Rd. to UGB • From Pear Tree Ln. to S. Phoenix Rd.	 ODOT Phoenix Phoenix	 0.85[3] 0.90[5] 0.90[5]
Fern Valley Rd. within UGB from OR 99 to interchange after Fern Valley Interchange Project, N. Phoenix Thru Alternative, for plans, including IAMPs • From OR 99 to N. Phoenix Road • From S. Phoenix Rd. to UGB • From Pear Tree Ln. to S. Phoenix Rd.	 ODOT Phoenix Phoenix	 0.90[2] 0.90[5] 0.90[5]
Fern Valley Rd. outside UGB	Jackson County	0.95[6]
N. Phoenix Rd. within UGB before the Fern Valley Interchange Project	Phoenix	0.90[5]
N. Phoenix Rd. within UGB after the Fern Valley Interchange Project, Fern Valley Thru Alternative	Phoenix	0.90[5]
N. Phoenix Rd. within UGB after the Fern Valley Interchange Project, N. Phoenix Thru Alternative, for		

Table C-2
ROADWAY JURISDICTION AND MOBILITY PERFORMANCE STANDARDS

Facility	Jurisdiction[1]	Mobility Performance Standard
project design		
• From interchange to S. Phoenix Rd.	ODOT	0.85[3]
• From S. Phoenix Rd. to UGB	Phoenix	0.90[5]
N. Phoenix Rd. to UGB after the Fern Valley Interchange Project, N. Phoenix Thru Alternative, for plans, including IAMPs		
• From interchange to S. Phoenix Rd.	ODOT	0.90[2]
• From S. Phoenix Rd. to UGB	Phoenix	0.90[5]
N. Phoenix Rd. outside UGB	Jackson County	0.95[6]
S. Phoenix Rd. Extension after the Fern Valley Interchange Project, N. Phoenix Thru Alternative	Phoenix	0.90[5]

Notes
[1]"Jurisdiction" means here authority to classify a facility, not ownership.
[2]ODOT, *Oregon Highway Plan*, Updated in June 2006, Table 6, p. 83.
[3]2003 Highway Design Manual, p. 10-38, http://www.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml).
[4]ODOT, *Oregon Highway Plan*, Updated in June 2006, p. 79.
[5]City of Phoenix Transportation System Plan, p. 29.
[6]Jackson County Transportation System Plan, p. 34.

The listed standards are based on categorization of the interchange management area as "urban." Appendix A contains OAR 734-051-0135, which specifies the requirements for deviations from these standards.

As applied to the portion of OR 99 under ODOT jurisdiction (i.e., north of the couplet), ODOT access spacing standards require that unsignalized public and private approaches be spaced at least 350 feet apart to Cheryl Lane (because the posted speed is 30 miles per hour (mph). North of Cheryl Lane, the standard 500 feet (because the posed speed is 45 mph).[6] As applied to the OR 99 couplet, the City of Phoenix access spacing standard is 400 feet both between driveways and between driveways and public street intersections.[7] The Jackson County TSP recommends a 150-foot minimum spacing between accesses for roadways classified as Arterial, which includes N. Phoenix Road outside the Phoenix UGB.[8]

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[6] Ibid., Table 15, Access Management Spacing Standards for District Highways. This is the standard for District Highways in urban areas with a posted speed of 30 or 35 mph.
[7] City of Phoenix Land Development Code, Section 3.3.3(F), page 93, http://www.phoenixoregon.net/DevelCode.pdf.
[8] Jackson County TSP, Table 5-2, p. 58.

Appendix D
Relevant Regulations, Plans, and Policies

INTRODUCTION

This appendix identifies state, regional, and local transportation and land use regulations and policies relevant to the Fern Valley Interchange, related roadways, nearby land use, and affected units of government. These units of government are the Oregon Department of Transportation (ODOT), the City of Phoenix, and Jackson County. The appendix identifies in sequence State of Oregon regulations and policies, regional policies, Jackson County policies and regulations, and City of Phoenix policies and regulations. Specifically, it addresses the:

- ODOT State Agency Coordination Program
- Oregon Statewide Planning Goals and Administrative Rules
- ODOT Access Management Rules
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Bicycle and Pedestrian Plan
- Highway Design Manual
- I-5 State of the Interstate Report
- RVMPO Regional Transportation Plan
- Jackson County Comprehensive Plan
- Jackson County Transportation System Plan
- Jackson County Land Development Ordinance
- City of Phoenix Comprehensive Plan
- City of Phoenix Transportation System Plan
- City of Phoenix Development Code
- City of Phoenix Capital Improvements Program

Laws and policies are relevant to the IAMP in several ways:

1. State laws, including statutes and agency administrative rules, apply to the Fern Valley Interchange, the IAMP, and how ODOT, the City of Phoenix, and Jackson County exercise their planning authority.
2. The IAMP must comply with the Statewide Planning Goals.
3. The IAMP must be consistent with applicable policies in statewide ODOT plans.[1]
4. The IAMP must be consistent with City of Phoenix and Jackson plans.[2]

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[1] The statewide ODOT plans make up its transportation system plan, which the IAMP is a part of. When adopted, the IAMP becomes part of the Oregon Highway Plan (OHP) and the OHP is part of the transportation system plan.

[2] OAR 734-051-0155(6) states "Interchange Area Management Plans are required for new interchanges . . . consistent with the following: * * * (g) Are consistent with any adopted Transportation System Plan . . . [and] Local Comprehensive Plan . . ." OAR 734-051-0155(6) implements ORS 197.180, which requires that "state agencies shall carry out their planning duties, powers and responsibilities and take actions that

5. State law contains requirements that can support the IAMP in accomplishing its purposes.
6. Sometimes city and county plans contain policies that apply to how the adopting jurisdiction is to exercise its authority, such as by saying that it will coordinate with other agencies.

STATEWIDE PLANS AND REGULATIONS

ODOT State Agency Coordination Program

Oregon Statewide Planning Program law requires ODOT and other state agencies to carry out their duties "in a manner compatible with" local comprehensive plans and land use regulations.[3] In addition, they are required to have policies to coordinate with other agencies and local governments in the performance of their duties under the Statewide Planning Program. ODOT implemented these requirements as applied to projects like the Fern Valley Interchange by adopting an administrative rule, referred to as ODOT's State Agency Coordination Program. It states that ODOT will rely upon affected cities and counties:

> to make all plan amendments and zone changes necessary to achieve compliance with the statewide planning goals and compatibility with local comprehensive plans after completion of the Draft Environmental Impact Statement or Environmental Assessment and before completion of the Final Environmental Impact Statement or Revised Environmental Assessment. These shall include the adoption of general and specific plan provisions necessary to address applicable statewide planning goals.[4]

Oregon Statewide Planning Goals and Related Administrative Rules

The Statewide Planning Goals are another part of the Oregon Statewide Planning Program. They are relevant to the IAMP because amendments to comprehensive plans and implementing ordinances must comply with the Statewide Planning Goals. The most relevant goals are:

> Goal 1, Citizen Involvement, which is "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."[5] Meeting each jurisdiction's notice and public hearing requirements would likely meet this goal.
>
> Goal 2, Land Use Planning, which is "to establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions."[6] The

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are authorized by law with respect to programs affecting land use. . . (b) In a manner compatible with: (A) Comprehensive plans and land use regulations. . ." OAR 660-012-0015(1)(b), part of the Transportation Planning Rule, states "State transportation project plans shall be compatible with acknowledged comprehensive plans as provided for in OAR 731, Division 15."

[3] Oregon Revised Statues section 197.180(1)(b).

[4] Oregon Administrative Rules section 731-015-0075(3).3.3 Local

[5] OAR 660-015-0000(1)

[6] OAR 660-015-0000(2)

deliberative process being used to develop the IAMP and supporting adoption by findings of fact would likely meet this goal.

Goal 11, Public Facilities and Services, which requires cities and counties to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Development needs to be guided and supported by the types and levels of public facilities, but limited to the needs of the served areas.

Goal 9, Economic Development, which is "to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens."[7] The IAMP must remain consistent with Phoenix Comprehensive Plan policies regarding economic development. Were the City to amend the economic development policies in its Comprehensive Plan as part of the IAMP, the amendments would need to meet Goal 9.

Goal 12, Transportation, which is "To provide and encourage a safe, convenient and economic transportation system."[8] The IAMP must comply with the requirements of the Transportation Planning Rule (TPR), which implements Goal 12. The TPR includes requirements for city and county transportation system plans.[9]

Goal 14, Urbanization, which requires an orderly and efficient transition from rural to urban land use. This is accomplished through the establishment of urban growth boundaries (UGBs) and unincorporated urban communities. UGBs and unincorporated community boundaries separate urbanizable land from rural land. Land uses permitted within the urban areas are more urban in nature and of higher intensity than in rural areas, which primarily include farm and forest uses. This is important because the location, type, and intensity of development within the study area will impact use of the interchange and could affect future use and operation of the interchange. Were the City of Phoenix to amend the urbanization policies in its Comprehensive Plan as part of the IAMP, the amendments would need to meet Goal 14.

ODOT Access Management Rules[10]

Division 51 of ODOT's Administrative Rules, Highway Approaches, Access Control, Spacing Standards and Medians, contains requirements interchange area management plans, including the IAMP, must meet. Appendix B contains the text of Division 51. The Oregon Highway Plan (OHP) also contains standards applicable to intersection and driveway spacing near the interchange's ramp ends and on OR 99. Appendix C contains these requirements and standards.

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[7] OAR 660-009-0000, et seq.
[8] OAR 660-015-0000(12)
[9] OAR 660-012-0000, et seq.
[10] OAR Chapter 734-051.

Oregon Transportation Plan[11]

The Oregon Transportation Plan (OTP), last amended on September 20, 2006, provides long-range multimodal transportation planning for Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads. The OTP establishes broad policies for transportation in Oregon. Policies especially relevant to the IAMP include:

> *Policy 1.1 – Development of an Integrated Multimodal System.* It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.
>
> *Policy 1.3 – Relationship of Interurban and Urban Mobility.* It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner which minimizes adverse effects on urban land use and travel patterns and provides for efficient long distance travel.
>
> *Policy 2.1 – Capacity and Operational Efficiency.* It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.
>
> *Policy 2.2 – Management of Assets.* It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.
>
> *Policy 3.1 – An Integrated and Efficient Freight System.* It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.
>
> *Policy 3.2 – Moving People to Support Economic Vitality.* It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.
>
> *Policy 4.1 – Environmentally Responsible Transportation System.* It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.
>
> *Policy 4.3 – Creating Communities.* It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging the development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

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[11] ODOT, September 20, 2006, http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml.

Policy 5.1 – Safety. It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Policy 7.1 – A Coordinated Transportation System. It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Policy 7.3 – Public Involvement and Consultation. It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Oregon Highway Plan[12]

The 1999 OHP, as amended in 2006, is a modal element of the OTP. Appendix C describes how the OHP classifies the Fern Valley Interchange and OR 99, the mobility performance standards applicable to them, and, as mentioned above, the OHP's standards for intersection and driveway spacing near the interchange's ramp ends and on OR 99. Other OHP policies relevant to the Fern Valley Interchange and IAMP include:

Policy 1B. Land Use and Transportation.
This policy recognizes the role of both State and local governments related to the state highway system:

- State and local government must work together to provide safe and efficient roads for livability and economic viability for all citizens.
- State and local government must share responsibility for the road system.
- State and local government must work collaboratively in planning and decision-making relating to transportation system management.

It is the policy of the State of Oregon to coordinate land use and transportation decisions to efficiently use public infrastructure investments to:

- Maintain the mobility and safety of the highway system;
- Foster compact development patterns in communities;
- Encourage the availability and use of transportation alternatives;
- Enhance livability and economic competitiveness; and
- Support acknowledged regional, city and county transportation system plans that are consistent with this Highway Plan

[12] ODOT, August 2006, http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml#1999_Oregon_Highway_Plan.

Policy 1C: State Highway Freight System. This policy balances the movement of goods with other highway uses and recognizes the importance of maintaining through movement on major freight routes (p. 66).

Action 1C.4: Consider the importance of timeliness in freight movements in developing and implementing plans and projects on freight routes (p. 67).

Policy 1F: Highway Mobility Standards. This policy prescribes mobility standards for state transportation facilities. IAMP Technical Memorandum 1, Definition And Background, identifies these requirements and standards as applied to the Fern Valley Interchange and OR 99.

Policy 2D: Public Involvement. This policy provides for the opportunity of public input into planning decisions.

Policy 2F: Traffic Safety. It is the policy of the State of Oregon to continually improve safety for all users of the highway system (p. 113).

Policy 3A: Classification and Spacing Standards. It is the policy of the State of Oregon to manage the location, spacing and type of road and street intersections and approach roads on state highways to assure the safe and efficient operation of state highways consistent with the classification of the highways (p. 120).

Action 3C.1. Develop interchange area management plans to protect the function of interchanges to provide safe and efficient operations between connecting roadways…" (p. 131)

Oregon Bicycle and Pedestrian Plan[13]

The purpose of the Oregon Bicycle and Pedestrian Plan is to implement the actions recommended by the OTP; guide ODOT and local governments in developing bikeway and walkway systems; explain the laws pertaining to the establishment of bikeways and walkways; fulfill the requirements of the TPR; and provide standards for planning, designing and maintaining bikeways and walkways. Relevant policies are:

Goal: to provide safe, accessible and convenient bicycling and walking facilities and to support and encourage increased levels of bicycling and walking.

Action 1: Provide bikeway and walkway systems that are integrated with other transportation systems.

Strategy 1A. Integrate bicycle and pedestrian facility needs into all planning, design, construction and maintenance activities of the Oregon Department of Transportation, local governments and other transportation providers.

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[13] ODOT, June 14, 1995, http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/or_bicycle_ped_plan.pdf.

Highway Design Manual (HDM) – 2003[14]

The HDM provides uniform standards and procedures for ODOT to use on state highway projects. It describes the project development process and project team responsibilities. The HDM includes the mobility performance and access control standards applicable to the design of the Fern Valley Interchange and the process for approving exceptions to the standards. HDM standards also apply to roadway improvements made to mitigate instances where a roadway would fall short of meeting OHP mobility performance standards.

REGIONAL PLANS

The only regional plan applicable to the Fern Valley Interchange is the Rogue Valley Metropolitan Planning Organization (RVMPO) Regional Transportation Plan (RTP). The RVMPO is the federally-mandated metropolitan planning organization for the cities of Medford, Ashland, Talent, Phoenix, Central Point, Eagle Point, Jacksonville; the unincorporated community of White City; and Jackson County, in Southern Oregon. The 2005-2030 Regional Transportation Plan, adopted in 2002, describes goals and objectives for the area's transportation system.[15] Polices relevant to the IAMP include:

> *Policy 2-2:* Improving vehicular, bicycle and pedestrian safety shall be a high priority consideration in the selection, design, development, and construction of street projects.
>
> *Policy 2-4*: Local governments and ODOT shall design and operate the transportation system to facilitate the safe and rapid movement of emergency first responders, and the evacuation of businesses and homes in the event of emergency. Transportation agencies shall coordinate with emergency evacuation and disaster planning agencies.
>
> *Policy 3-1:* Local governments shall create a transportation system that clearly recognizes the connection between land use density and transportation efficiency.
>
> *Policy 5-7:* ODOT, in consultation with local governments, shall consider the installation of ramp signals at freeway on-ramps to meter the amount of traffic entering the freeway, thereby maintaining acceptable flow conditions on the freeway system.
>
> *Policy 7-1:* Local governments shall reduce reliance on the automobile as required by the Transportation Planning Rule.
>
> *Policy 7-2:* Coordinate the planning for existing and future land use and development with the planning of the transportation system.

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[14] ODOT, 2003, as revised, http://www.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml#2003_English_Manual.
[15] Rogue Valley Metropolitan Planning Organization, Regional Transportation Plan, 2005-2030, April 5, 2005, http://www.rvmpo.org/files/combined%20final.pdf.

Policy 8-3: Minimize negative impacts to neighborhoods and local business communities while addressing regional transportation needs.

Policy 8-4: Local governments shall design and operate transportation systems with a view to maximizing the attractiveness of non-motorized transportation modes to maximize their health benefits.

Policy 10-1: ODOT and local governments shall accommodate commercial, retail, and industrial traffic flows and shall create a regional transportation system that supports local economic goals.

Policy 10-2. Local governments shall work with ODOT to examine options for designated freight routes, balanced with the needs for local circulation and non-motorized transportation, and shall consider goods-movement management strategies along the major arterial streets in commercial, retail, and industrial areas.

The RVMPO is currently preparing amendments to the RTP, with adoption expected in 2009.

The RTP also lists planned transportation projects for which funding has been identified. Forecasts of future traffic volumes and levels of congestion prepared in the development of the IAMP assume construction of these projects.[16]

County Plans and Regulations

Jackson County Comprehensive Plan[17]

The Jackson County Comprehensive Plan sets long-range policy for Jackson County. It applies to lands in the vicinity of the Fern Valley Interchange outside the City of Phoenix's city limits.[18]

Figure 3 in the body of the IAMP shows comprehensive plan designations in the area of the Fern Valley Interchange. Regarding the purpose of each of the Jackson County Comprehensive Plan designations in the area, the plan states:

> ***Agricultural Land*:** Areas designated as Agricultural Land in Jackson County will be zoned for Exclusive Farm Use pursuant to ORS Chapter 215 and Statewide Planning Goal 3, unless otherwise designated as Forest Land pursuant to Goal 4. Jackson County intends to preserve agricultural lands for farm use, preventing uses or activities that are incompatible with farm use within or near agricultural land (p. 4-7).

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[16] Ibid., Figure 8-1.
[17] Jackson County, July 30, 2006, http://www.co.jackson.or.us/page.asp?navid=1197.
[18] Phoenix/Jackson County Urban Growth Boundary And Policy Agreement, 1995, http://www.co.jackson.or.us/page.asp?navid=1385.

***Commercial Land*:** Commercial Land is established to provide markets in appropriate locations for the efficient and economic exchange of goods and services. The municipalities within Jackson County provide the primary, centralized marketplaces in the region due to the comparative economic advantage of locating places for commercial exchange near the majority of housing and job opportunities.

However, jobs and housing also exist in the rural and urban unincorporated areas of the County. The traveling public also has commercial needs which are related more to the transportation facility than the location of cities, and are thereby appropriately served by the County. Consequently, Commercial Land is designated throughout the County with levels of service regulated by zoning districts. These districts, in turn, must be consistent with state law and the policies adopted by Jackson County in the Rural and Suburban Lands Element, the Urban Lands Element, the Public Facilities and Services Element, and the Transportation Element of the Jackson County Comprehensive Plan. The Jackson County Land Development Ordinance will establish appropriate development restrictions on commercial areas located outside urban growth boundaries in accordance with Goal 14 and the Unincorporated Community Rule (OAR 660, Division 22) (p. 4-20).

***Industrial Land*:** The Industrial Land designation is intended to provide a supply of sites of suitable sizes, types, locations, and service levels to meet the economic objectives of the region. Industry is the systematic employment of labor to add value to production inputs. Jackson County allocates industrial land supply at different intensities by zoning district to provide the targeted mix of production input factors needed by industrial firms to produce goods and services. The County recognizes the importance of establishing and preserving industrial districts where a combination of production input factors is available to provide an economic comparative advantage to local industry. These areas must be preserved to prevent the crowding out of primary employment areas by incompatible uses (p. 4-24).

***Rural Residential Land*:** The official Plan map designates rural residential areas to provide for moderate to large acreage homesites in an open setting, consistent with the physical capacity of the land to accommodate such development. Exceptions to statewide planning Goals 3, 4 and 14 (as applicable) are required to establish Rural Residential lands outside adopted Urban Growth Boundaries. The primary purpose of the Rural Residential designation is to enable the retention of land in a rural and open environment, minimizing land uses and parcelization that adversely affect the economic and efficient operations of nearby or adjacent farm, forest, and other resource land dependent operations. This designation also serves as the principle holding category for lands within incorporated cities' urban growth boundaries where extension of public facilities and services would be adversely affected by premature urbanization of the land. The large Rural Residential lot sizes prescribed by this designation will ensure the orderly and

economic transition of rural lands to urban uses subject to the respective urbanization agreements between the County and the cities.

It is also the purpose of the Rural Residential designation to provide for some variety and choice of Rural Residential parcel sizes; to allow for small scale farm activities even where the land may not entirely qualify as agricultural land; to control development impacts in adjacent riparian, wildlife, and natural hazard areas; and to provide potential for recreational and institutional usage such as for parks, schools, churches, and other uses provided in accordance with the Plan's implementing ordinances (p. 4-13).

> ***Urban Residential Land***: The Comprehensive Plan map designates Urban Residential areas where the lands are justified for that use through the Goal Exceptions process or lie within urban growth, urban containment, or urban unincorporated community boundaries. The Urban Residential designation provides for urban level densities where public facilities and services are sufficient to serve that level of development. Urban level development within urban growth boundaries can only occur consistent with the mutually adopted urban growth boundary agreements, which usually require annexation. Urban residential lands in the White City Urban Unincorporated Community Boundary are included in a separate category pursuant to the White City Urban Unincorporated Community Plan, Phase 2 (p. 4-15).

Jackson County Transportation System Plan[19]

The Jackson County Transportation System Plan (TSP) states that it "will guide the management and development of transportation facilities within Jackson County . . ."[20] Table C-1 in Appendix A shows how the TSP classifies Fern Valley Road and N. Phoenix Road outside the Phoenix urban growth boundary and Table C-2 shows the TSP's mobility performance standards applicable to these road segments. TSP policies relevant to the Fern Valley Interchange and IAMP are:

> *Policy 4.1.2-A:* Jackson County will promote a well-connected street and road system to minimize travel distances.
>
> *Policy 4.1.4-B:* Public Safety will be a primary consideration in the planning, design, and maintenance of all Jackson County Transportation Systems.
>
> *Policy 4.2.1-B*: Roadway Improvement Projects will be consistent with the functional classification designations (arterial, major collector, etc.) in the TSP.
>
> *Policy 4.2.1-G:* Balance the need for movement of goods with other uses of County arterials and State Highways by maintaining efficient through movement on major truck freight routes.

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[19] Jackson County, March 16, 2005, http://www.co.jackson.or.us/page.asp?navid=1443.
[20] Jackson County TSP, p. vii

Policy 4.2.1-R: Jackson County will coordinate with cities on transportation planning and transportation projects to provide well-connected transitions from city to County transportation systems.

Policy 4.2.1-S: Jackson County is committed to maintaining a volume to capacity ratio of 0.95 for weekday peak hour vehicular traffic in the MPO area.

Policy 4.2.1-T: Jackson County will engineer traffic flow to provide efficient transportation system management.

Policy 4.3.1-A: The County will prohibit new or expanded development proposals with the potential to prevent placement of, or significantly increase the cost of, designated transportation connections in the TSP.

Policy 4.3.1-B: Plan amendments, zone changes and type 3 and 4 land use permits need to demonstrate that adequate transportation planning has been done to support the proposed land use.

Policy 4.3.1-D: Regardless of whether adequate capacity exists, changes in land use and new or expanded development proposals will not be approved if they will create, or would worsen, a safety problem on a public transportation system or facility…

Jackson County Land Development Ordinance

Figure 4 in the body of the IAMP shows Jackson County zoning in the interchange area. Appendix K contains the provisions of the Jackson County Current Land Development Ordinance for each zone.

CITY OF PHOENIX PLANS AND REGULATIONS

City of Phoenix Comprehensive Plan[21]

Policies

Goals and policies applicable to the Fern Valley Interchange and the area around it are:

Comprehensive Plan, 1984

Goal 3: To ensure, through the Land Use Section and zoning, the most energy-efficient arrangement of land uses (Comprehensive Plan, 1984, p. IX-11).

Goal 4: To minimize transportation-related energy consumption through appropriate land use planning and an emphasis on non-motorized transportation alternatives (p. IX-11).

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[21] City of Phoenix, last revised 2003.

Economic Element, 1999

Goal 4: Designate lands within the I-5 interchange area to provide services and goods for the traveling public as well as business locations serving the community and the region (p. 35).

Policy 4.2: Within the Fern Valley Road Interchange area (including all lands east of Bear Creek Bridge within the UGB [urban growth boundary]) any annexation, zone change, or change of existing uses which is expected to significantly increase travel demand in the interchange area must be predicated upon facts (supported by special traffic studies) and findings that sufficient capacity exists or will be available upon completion of funded improvement(s) to satisfy the proposed development's travel demand (including background traffic) concurrent with its opening (p. 36).

Land Use Element, 2003

Policy 1.1.1: The Planning Commission and City Council shall only consider major amendments to the Plan during the City's periodic review. In that way, major amendments to the City's Plan will be considered in light of their impact on the entire community and their implications on the full breadth of the Comprehensive Plan. Major amendments may also be initiated under the following circumstances:

A) Statutory or litigated changes either require or significantly affect the plan,
B) A major error or inconsistency is found within the Plan, or
C) A change in Statewide Planning Goals or Oregon Administrative Rules require Plan amendment(s) at times other than during Periodic Review.

The term "major amendment" shall have the following meaning:

> Major amendments include land use changes which have widespread and significant impact beyond the immediate area, such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; a spatial change that affects large areas or many different ownerships; or an amendment to the Urban Growth Boundary. Major amendments shall also include changes that would, if approved, modify one or more Goals and Policies of the Plan. Major amendments are legislative actions (p. 20).

Policy 4.3: The Fern Valley Interchange and Fern Valley Road within the City's UGB are regionally significant transportation facilities. Developments occurring outside of the interchange area (in Southeast Medford and rural Jackson County)

have the potential to exhaust the interchange's remaining unused capacity. The transportation impacts of Southwest Medford and Jackson County developments, like those of development within the interchange area, should also be offset by improvements, when necessary, to ensure "sufficient capacity" in the interchange area and ensure the protection of the public's health, safety and general welfare. The City shall endeavor to: 1) secure regional support for interchange improvements, and 2) participate in any land use action that will "significantly increase travel demand" in the interchange area (p. 36).

Transportation Element, 1999

Goal 2: The City shall coordinate its transportation decision-making with other land use planning decisions and with public agencies providing transportation services or facilities (p. 78).

Goal 3: Utilize the volume to capacity standards specified in Table 4-3[22] to determine transportation facility adequacy (p. 79).

Policy 3.3: Within the Fern Valley Road/Interstate 5 Interchange area (including all lands located east of the Bear Creek Bridge within the Urban Growth Boundary) any request for annexation, zone change, or a change of use which are expected to significantly increase travel demand in the interchange area must be accompanied by at least a conceptual land use plan and a detailed traffic study as prepared by a licensed traffic engineer that evaluates the traffic impact the proposed use of the site will have on the traffic in the area. The traffic study shall also identify traffic mitigation measures that are intended to minimize the traffic impacts that development of the site will have on the area. The mitigation measures shall become conditions of land use approval as determined applicable by the City and shall be constructed concurrent with development of the site, or in the case of Transportation Demand Management strategies, the programs shall be implemented concurrent with the projects opening (p. 79).

Goal 5: Preserve the function and value of transportation facilities consistent with their classification. More restrictive access policies shall apply to higher-level streets (p. 82).

Policy 10.2: The City's street standards, as specified within the City s subdivision ordinance, shall reflect the following design objectives: minimize right-of-way and pavement widths consistent with functional classifications and adjoining land uses, include sidewalks on all streets, include bicycle lanes on collector and arterial streets, and provide on-street parking when rights-of-way allow and adjoining land uses warrant their construction (p. 85).

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[22] Table C-2 in Appendix C contains the standards applicable to OR 99, Fern Valley Road, and N. Phoenix Road in the vicinity of the interchange.

Policy 10.3: To facilitate pedestrian and bicycle travel at street intersections consider integrating design features such as, but not limited to: curb extensions; colored, textured and/or raised crosswalks; minimum necessary curb radii; pedestrian crossing push buttons; left and right bike turning lanes; and signal loop detectors in bike lanes or bike crossing push buttons (p. 85).

Policy 10.4: Use traffic calming tools to create a safe, convenient and attractive pedestrian and bicycle environment to slow vehicle speeds, reduce street widths, and interrupt traffic as appropriate consistent with the street function and the planned land use (p. 85).

Policy 10.5: The City shall acquire or control parcels of land that are needed for future transportation purposes through sale, donation, or land use action (p. 85).

Policy 10.6: Street dedication and improvement shall be a condition of land development. Improvements may, at the City's discretion, be postponed subject to the execution of a Deferred Improvement Agreement (p. 86).

Comprehensive Plan Land Use Designations

Figure 3 in the body of the IAMP shows City of Phoenix Comprehensive Plan designations. The Comprehensive Plan describes the designations relevant to the IAMP thus:

> **Interchange Business:** This designation describes those lands surrounding the Fern Valley Road/Interstate 5 interchange. They are intended to provide services and goods for the traveling public, as well as business locations serving the community and the region. Uses typically include truck stops, auto repair/service stations, restaurants, motels, other tourist accommodations, vehicle sales and service, product manufacturing, storage and distribution facilities, offices and retail. These uses, as a group, may generate significant traffic volumes. The interchange, Fern Valley Road, and local streets intersecting at or near the interchange, are poorly suited to handle large traffic volumes.
>
> Development in this area must be predicated upon satisfaction of Policy 4.2 of the Economic Element. Site design standards must ensure that property access does not adversely affect traffic by creating dangerous conditions or congestion. Access management, limiting the frequency and spacing of driveways and intersecting streets, should be applied as appropriate.

Commercial: Lands included in this category are diverse. Residential, commercial, and manufacturing uses all occur within this area. This diversity reflects the outward expansion of the City's business core along the Rogue Valley Highway in a haphazard manner, creating a commercial strip lacking character, focus, identity, and prosperity. That fact, accounts for the extensive number and acreage of properties classified within the 1995 Land Use Inventory as either vacant, partially vacant, or redevelopable.

Two separate and distinct zoning districts will apply to this area. The first, City Center, is intended to facilitate the evolution of the City's core business area from auto-centric to community-centric. These lands are characterized by commercial uses which are connected to the adjacent residential areas through a traditional gridded street network. This network affords easy access by residents to the City Center by a variety of transportation modes including walking and bicycling. At this time the city Center is likely to be limited to the area surrounding the two-way couplet of Bear Creek Drive and Main Street.

The City Center's emphasis is on general and specialty retail, service, and professional office. Site design requirements, uniquely suited to the City Center, will include standards:

A) Addressing off and on-street parking including joint or shared parking,
B) Focusing auto access to side streets and alleyways and thus limiting direct driveway access along Main Street and Bear Creek Drive,
C) Providing for the construction of a streetscape and thus providing a clear pedestrian orientation; facilitating access and creating amenities for non-auto transportation modes,
D) Permitting residential uses including the construction of new multi-family housing where the building is designed, oriented, constructed, and can be readily converted to a commercial use at a later time, and
E) Requiring the design and architectural details to foster development of the area's character; defining architectural elements which lend continuity but avoid homogeneity among new structures.

The balance of the commercial areas along Highway 99 will be zoned as Highway Commercial. These lands are planned to retain their focus on auto oriented businesses with accompanying limits on other uses that would be more suitably located in the City Center. Specific site design standards will provide for direct access off of Main Street when essential for development of the property. In these instances, developments will be required to incorporate shared driveway options into the site design and provide guarantees ensuring their future availability, at the City's discretion, for adjacent property access. Otherwise, local side streets or a single driveway off of Main Street serving multiple properties/businesses will be the norm. Off-street parking will be required while on-street parking will be prohibited.

The rational behind treating both the City center and Highway Commercial areas as a single plan designation relates to the evolving character of the corridor. Basic economic factors will determine the rate of evolution and change. The City is committed to implementing a streetscape. Without accompanying private investment, improvements in the public right-of-way will have little effect on business development. However, coupling private and public investment could yield substantial return and would tend to create opportunities for expansion of the City Center area.

Low Density Residential: These lands are typical of suburban communities and are characterized by low density residential development. The Housing Element has established a minimum and maximum residential lot size, and as such the overall residential density can be confidently estimated at four and one-half to six dwelling per gross acre. An exception to this general rule will occur on lands adjacent to the permanent urban growth boundary and within the Hilsinger Road area where lots may be as large as 16,000 square feet.

Residential site design standards, per the Housing Element and subject to Council adoption, will guide future development within these areas. The standards are intended to boost land and building efficiency through improved subdivision layout and residential design. The standards will offer both flexibility and rigidity; the former by providing development alternatives which have not been traditionally offered within the City and the later through explicit required design standards. Provisions considered flexible include:

A) Narrow residential streets,
B) Designated visitor parking as an alternative to continuous curb-side parking (parking bay),
C) Potential density bonuses for innovative design, layout and construction,
D) Greater variation in lot size, and
E) Zero lot lines

The flexibility is coupled with more explicit mandatory standards which are intended to achieve a variety of community objectives. These standards include:

A) The explicit consideration of pedestrian and bicycle transportation networks (both exclusive and shared facilities) in the design and layout of subdivisions,
B) The orientation of buildings to maximize winter season solar gain,
C) Planting of deciduous trees to ensure summer season shading of primary living areas, and
D) Minimization of non-porous surfaces and maximization of the retention of urban run-off on-site or within the development.

Residential Hillside: These areas include moderately to steeply sloping hillside areas within the urban growth boundary. They are characterized, when not developed, by open woodlands predominated by oaks and grasses. Due to their

location on the periphery of the urban growth boundary they serve to provide an excellent buffer or transition area between urban and rural/agricultural uses.

Because of excessive slopes, none of these lands are considered buildable, for purposes of the City's buildable lands inventory (see 1995 Land Use Inventory, Part 3). None the less, it is anticipated that they will be developed with scattered low density residential uses. However, under the City's planned unit development process, it may also be possible to concentrate development in less environmentally fragile areas while treating the balance of the site as private open space. Such a development could utilize attached single family dwellings/condominiums.

Development of these lands will present unique opportunities and challenges. To ensure that these are optimized the City will require any development, including the construction of and individual residential structure, be reviewed through the City's Planned Unit Development process. Specific issues that should be addressed include:

A) Erosion control (erosion control plan),
B) Urban run-off management including minimization of nonporous surfaces and maximization of on-site retention (urban run-off management plan),
C) Maintenance of existing vegetative cover especially trees and shrubs,
D) Avoidance of any unnecessary slope disturbance (grading plan),
E) Internal circulation to provide at least two routes for ingress and egress,
F) Slope stability (soils and geologic engineering assessment),
G) Building design and layout which steps up or down the slope and avoids "flat-pad" building design,
H) Hillside street design standards,
I) Provision of useable private open space, and
J) Stepped foundations generally conforming to the natural topography (engineered foundations – not hillside excavation).

Industrial: The City's designation of almost 54 acres of industrial land, of what 38 are considered buildable, reaffirms the City commitment to diversification of local employment.

Most of these lands are not currently served with sewer, water and access and are located west of the railroad tracks in the vicinity of Dano Drive. The site is largely surrounded by agricultural lands except to the east and across the railroad which is developed as residential subdivision. This site, pursuant to Policy 9.3 of the Economic Element, is targeted for development by businesses and industries that require and rely upon low noise environments or in harmony with such an environment. Additionally, the policy states that businesses proposed for location within the area not be appropriate for location within the City Center. Performance standards which implement this policy will need to be incorporated into the zoning ordinance/development code.

City of Phoenix Land Development Code

The City of Phoenix Land Development Code governs land use within the city of Phoenix. Following are the zones included in the area of the Fern Valley Interchange, as shown in Figure 4 in the body of the IAMP. Included are the purpose of each zone, as stated in the Development Code, and allowed uses. Conditional uses and development regulations can be determined from the full Development Code, which is available on-line at http://www.phoenixoregon.net/DevelCode.pdf.

Commercial Highway

The Development Code states:

> The purpose of the Commercial Highway district to provide for the development of easily accessible commercial areas that are intended to accommodate a mixture of retail businesses, services, and professional offices to serve the commercial and retail needs of the community and surrounding areas. In addition, this district will accommodate uses served by vehicles, such as auto repair or auto sales, which are not compatible with the City Center. Development shall satisfy all of the Phoenix Comprehensive Plan's Goals and Policies. All new development is subject to site plan review in accord with this code.[23]

Table 2.4.2 at the end of this appendix is the Development Code's table of uses permitted and permitted with conditions in the Commercial Highway district. Note that four categories of uses are allowed as conditional uses within the I-5 overlay zone (discussed below), but not allowed outside the I-5 overlay zone, i.e., on lands zoned Highway Commercial along OR 99. The description of the I-5 overlay zone below describes the four categories.

City Center

The Development Code states:

> A city goal is to strengthen the City Center District as the heart of the community and as the logical place for people to gather and create a business center. The District is intended to support this goal through elements of design and appropriate mixed-use development. This Chapter provides standards for the orderly development and improvement of the City Center District based on the following principles:
> - Efficient use of land and urban services;
> - A mixture of land uses to encourage walking as an alternative to driving, and providing more employment and housing options;
> - City Center District provides both formal and informal community gathering places;
> - There are distinct storefront characteristics that identify the City Center District;

[23] City of Phoenix Development Code, p. 55, http://www.phoenixoregon.net/DevelCode.pdf.

- The City Center District is connected to neighborhoods and other employment areas;
- Provide visitor accommodations and tourism amenities;
- Transit-oriented development reduces reliance on the automobile and reduces parking needs in the City Center District;[24]

Table 2.3.2.A at the end of this appendix is the Development Code's table of permitted uses in the City Center zone. Table D-3 is the Development Code's table of prohibited uses in the City Center zone.

General Industrial

The Development Code states:

> The General Industrial District accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high quality environment for businesses and employees. This Chapter guides the orderly development of industrial areas based on the following principles:
> A. Provide for efficient use of land and public services
> B. Provide transportation options for employees and customers
> C. Locate business services close to major employment centers
> D. Ensure compatibility between industrial uses and nearby commercial and residential areas.
> E. Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.[25]

Table 2.5.2.A at the end of this appendix is the Development Code's table of permitted uses in the General Industrial zone. Table 2.5.2.B is the Development Code's table of prohibited uses in the General Industrial zone.

Light Industrial

The Development Code states:

> The Light Industrial District accommodates a range of light manufacturing, industrial-office uses, automobile-oriented uses (e.g., lodging, restaurants, auto-oriented retail), and similar uses. The district s standards are based on the following principles:
> Ensure efficient use of land and public services
> Provide a balance between jobs and housing
> Provide transportation options for employees and customers
> Provide business services close to major employment centers
> Ensure compatibility between industrial uses and nearby residential areas
> Provide appropriately zoned land with a range of parcel sizes for industry

[24] Ibid., p. 39.
[25] Ibid., p. 63.

> Provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors.[26]

Table 2.6.2.A at the end of this appendix is the Development Code's table of permitted uses in the Light Industrial zone. Table 2.6.2.B is the Development Code's table of prohibited uses in the Light Industrial zone.

Residential Zones

The Development Codes states "The Residential Districts are intended to promote the livability, stability, and improvement of the City's neighborhoods."[27]

Single-family Residential: Permitted uses include single-family detached housing, single-family detached zero lot line (planned unit developments only), single-family attached townhouses, (planned unit developments only), accessory dwellings, manufactured homes individual lots, and family daycare .[28]

Medium Density Residential: Permitted uses include two- to four-family housing, single-family attached townhouses, and family daycare.[29]

High Density Residential: Permitted uses include: two- and three-family housing (duplex and triplex), multi-family housing, single-family attached townhouses, manufactured home parks, and family daycares .[30]

Hilsinger Overlay: Permitted uses include single-family detached housing, manufactured homes on individual lots, and family daycare.[31]

Farm Residential: The City of Phoenix zoning map and Figure 2 show this zone. However, the City's Development Code does not address it.

Table 2.2.2 at the end of the appendix lists uses permitted and conditionally permitted in the residential zones.

Bear Creek Greenway

The Development Code states:

> To provide for environmental preservation and limited development within the portion of the Bear Creek Greenway that lies within the City limits and urban growth boundary of Phoenix. The district is intended to protect the public health and safety, preserve the natural environment of the Bear Creek corridor, encourage the implementation of the Bear Creek Greenway Plan, provide for

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[26] Ibid., p. 71.
[27] Ibid., p. 23.
[28] Ibid., p. 24.
[29] Ibid., p. 24.
[30] Ibid, p. 24.
[31] Ibid., p. 24

> limited recreational uses, and ensure the continued preservation of fish and wildlife habitat within the riparian environment of the creek.[32]

Permitted uses include public parks and nature study areas, paths and trail systems, and uses or structures that are customarily appurtenant to a permitted use.

I-5 Overlay Zone

The Development Codes states that "The I-5 overlay zone shall be applied to lots within one quarter of a mile of the center of Interstate 5 interchange that are zoned Commercial Highway." It also states:

> The I-5 (Interstate 5) overlay zone is established to permit signs visible to travelers on the freeway. It recognizes a special dependence of freeway-oriented businesses to this market. Freeway signs shall be regulated in order to avoid adverse scenic impacts on the vista east of Phoenix and the Bear Creek Greenway. The I-5 overlay zone shall be applied to lots within one quarter of a mile of the center of Interstate 5 interchange that are zoned Commercial Highway.[33]

As mentioned in the description of the Commercial Highway zone above, uses are allowed as conditional uses on land zoned Commercial Highway in the I-5 overlay zone that are not allowed outside the I-5 overlay zone. The four categories of uses are:

- Retail sales and service, indoor only, greater than 50,000 square feet gross leasable area (GLA);
- Truck stops, truck sales, and heavy equipment sales;
- Transportation, freight and distribution, taxi cab dispatch, emergency vehicle dispatch;
- Industrial service (e.g., cleaning, repair)[34]

City of Phoenix Capital Improvements Program

The City of Phoenix Capital Improvements Program was most recently adopted on March 30, 2000, as part of Appendix A of the Phoenix System Development Charge Update. The following is a list of the major improvements listed. It includes several capital projects in the area of the Fern Valley Interchange. These include new traffic signals, channelization, new construction, and reconstruction projects as well as several smaller-scale bicycle and pedestrian improvements. Completed projects are noted.

New Signals:

1st Street and Main Street
1st Street and Bear Creek Drive
4th Street and Bear Creek Drive
Oak Street and Main Street/Bear Creek Drive

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[32] Ibid., p. 85.
[33] Ibid., p. 137.
[34] Ibid., Table 2.4.2, pp. 56-57.

Rose Street and Highway 99
Luman Road and Fern Valley Road
N. Phoenix Road and Fern Valley Road
I-5 West ramp terminals and Fern Valley Road
I-5 East ramp terminals and Fern Valley Road

Channelization:
Bear Creek Drive from Oak to 1st

New Construction:
Relocation of N. Phoenix and Luman at Fern Valley Road, completed
Extension of 4th from existing terminus to realigned Luman Road
Extension of Oak from existing terminus to S. Phoenix Road
Extension of Freshwater Lane from S. Phoenix Road to Pear Tree Lane, completed
S. Phoenix Road from Fern Valley to Freshwater, completed
S. Phoenix Road from Freshwater to Pear Tree Lane, completed
Parking Street in City Center from Bear Creek Drive to 3rd Street

Reconstruction:
Fern Valley Road from Highway 99 to relocated N. Phoenix Road
Realignment of Cheryl and Highway 99
Reconstruct Houston at 4th Street, completed

Table 2.2.2 Land Uses and Building Types Permitted and Conditionally Permitted in the Residential Districts: Single-family (R-1), Medium Density (R-2), High Density (R-3), Hilsinger Overlay (HO)

The following uses are Permitted Uses in the Residential Districts:	The following uses require a Conditional Use Permit:	The following uses require a Conditional Use Permit and are size limited:
1. Single-family Residential (R-1) District: a. Single-family detached housing b. Single-family detached zero lot line (Planned Unit Developments only) c. Single-family attached townhouses (Planned Unit Developments only) d. Accessory dwellings* e. Manufactured homes – individual lots* f. Family daycare **2. Medium Density Residential (R-2) District:** a. Two to Four Family housing (duplex and triplex)* b. Single-family attached townhouses. c. Family daycare **3. High Density Residential (R-3) District:** a. Two- and Three-Family housing (duplex and triplex)* b. Multi-family housing c. Single-family attached townhouses. d. Manufactured Home Park e. Family daycare **3. Hilsinger Overlay (HO) District:** a. Single-family detached housing b. Manufactured homes – individual lots* c. Family daycare **4. Home occupations*** **5. Agriculture, Horticulture** Limited to private and neighborhood gardens, no commercial activities. Domestic animals allowed in the Hilsinger Overlay(HO) District subject to the standards in 2.2.9.K.	**6. Public and Institutional** (requires a CUP in all residential districts)*: a. Churches and places of worship b. Clubs, lodges, similar uses c. Government offices and facilities (administration, public safety, transportation, utilities, and similar uses must all be located within an enclosed building) d. Libraries, museums, community centers, and similar uses e. Private utilities located within an enclosed building f. Public parks and recreational facilities g. Schools (public and private) h. Uses similar to those listed above **7. Accessory Uses and Structures (includes accessory dwellings).** The primary use for the lot must be already in existence.*	**8. Neighborhood Commercial:** The following uses require a CUP in the R-2 and R-3 districts. They are not permitted in the R-1 district:* a. *Child Care Center (care for more than 12 children)* b. Food services, bakeries, coffee shops c. Laundromats and dry cleaners d. Art studios e. Neighborhood grocery store f. Medical and dental offices g. Personal services (e.g., barber shops, salons, etc) h. Professional and administrative offices i. Residential care homes and facilities j. Mixed-use building (residential with other permitted use **9. Bed & breakfast inns and vacation rentals*** **10. Wireless Communication Facilities (Towers and monopoles prohibited)** (requires a CUP in all residential districts)
Uses marked with an asterisk (*) are subject to the standards in Chapter 2.2.9 – Special Standards for Certain Uses. Home occupations are subject to the standards in Chapter 4.9.2 – Home Occupation Permits. Wireless Communication Facilities are subject to the standards in Chapter 3.10.1 – Wireless Communication Facilities		

Table 2.3.2.A
Land Uses and Building Types Permitted in the City Center District

1. Residential*:	3. Public and Institutional*:	6. Commercial:
a. Single-family attached townhouses b. Three-Family housing (triplex) c. Multi-family housing d. Residential care homes and facilities e. Family daycare (12 or fewer children) g. Mixed-use development (housing & other permitted use)* **2. Bed & breakfast inns**	a. Churches and places of worship b. Clubs, lodges, similar uses c. Government offices and facilities (administration, public safety, transportation, utilities, and similar uses) d. Libraries, museums, community centers, concert halls and similar uses e. Public parking lots and garages f. Private utilities g. Public parks and recreational facilities h. Schools (public and private) i. Special district facilities j. Uses similar to those listed above [subject to CUP requirements, as applicable] **4. Accessory Uses and Structures*** **5. Cottage Industrial*:** **"Light manufacture" (e.g., small-scale crafts, electronic equipment, bakery, furniture, similar goods when in conjunction with retail)**	a. Retail trade and services, except auto-oriented uses b. Entertainment (e.g., theaters, clubs, amusement uses) c. Hotels/motels d. Medical and dental offices, clinics and laboratories e. Mixed-use development (housing & other permitted use)* f. Office uses g. Personal and professional services (e.g., child care center, catering/food services, restaurants, Laundromats and drycleaners, barber shops and salons, banks and financial institutions, and similar uses) h. Repair services must be enclosed within a building [subject to CUP requirements, as applicable] j. Uses similar to those listed above [may be subject to CUP requirements, as applicable]

Uses marked with an asterisk (*) are subject to the standards in Chapter 2.3.10 – Special Standards for Certain Uses.

Table 2.3.2.B
Land Uses Prohibited in the City Center District

Only uses specifically listed in Table 2.2.2, and uses similar to those in Table 2.2.2, are permitted in the City Center District. [The following uses are expressly prohibited: Major industrial uses; and automobile-oriented uses including auto sales, auto repair, and drive-up, drive-in and drive-through facilities, as defined in Chapter 2.3.10 – Special Standards for Certain Uses, Section E]

Table 2.4.2 – Permitted and Conditionally Permitted Land Uses in C-H

Commercial	
Retail Sales and Service, indoor only: ▪ less than 30,000 square feet GLA* ▪ 30,000 to 50,000 square feet GLA ▪ greater than 50,000 square feet GLA	 P C C, I-5
Nurseries and Landscape Supplies	C
Restaurants ▪ with drive-through ▪ without drive-through	 C P
Drive-up, drive-in, and drive-through facilities	C
Office, Banks, Research Facilities, and Clinics	P
Vet Hospitals (entirely enclosed in building)	C
Truck Stops, Truck Sales, and Heavy Equipment Sales	C, I-5
Auto Repair	P
Service Stations	C
Distribution Facilities	C
Lodging and RV Parks	P
Vehicle Sales and Service, RV and Boat Sales, Manufactured Home Sales, and Fuel Sales	C
Commercial and Public Parking	P
Commercial Storage ▪ enclosed in building and on an upper story ▪ not enclosed in building	 P C
Entertainment and Gyms ▪ enclosed in building (e.g., theater, museums, bowling alleys) ▪ not enclosed (e.g., amusement parks)	 P C
Wholesale ▪ 20,000 square feet GLA and greater ▪ less than 20,000 square feet GLA	 C P
Assisted Living Facilities	C
Mixed-use (residential with commercial/civic/industrial)	N
Civic	
Government ▪ offices, public library	P
Government –public works yards	C
Parks and Open Space	P
Schools ▪ pre-school, daycare, and primary ▪ secondary, colleges, and vocational	 P P

Clubs and Religious Institutions	C
Light Industrial	
Manufacturing and Production ▪ 5,000 sq. ft. and larger ▪ less than 5,000 sq. ft with retail outlet	 C P
Warehouse	C
Transportation, Freight and Distribution, Taxi Cab Dispatch, Emergency Vehicle Dispatch	C, I-5
Industrial Service (e.g., cleaning, repair)	C, I-5
Processing of Raw Materials	N

Table 2.5.2.A-Land Uses Types Permitted in the General Industrial District
1. Industrial:
Heavy manufacturing, assembly, and processing of raw materials* [CUP]
Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods)
Warehousing and distribution (this does not include Mini-Warehouse Storage facilities)
Uses similar to those listed above
2. Commercial:
Offices and other commercial uses are permitted when they are integral to a primary industrial use (e.g., administrative offices, wholesale of goods produced on location, and similar uses).
3. Public and institutional uses
Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, transit and transportation, and similar facilities where the public is generally not received.)
Private Utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities)
Special district facilities (e.g., irrigation district, and similar facilities)
Vocational schools co-located with parent industry or sponsoring organization
Uses similar to those listed above.
4. Accessory Uses and Structures
5. Wireless communication equipment – CUP*
6. Residential Uses for security purposes only
One caretaker unit shall be permitted for each development, subject to the standards in Chapter 2.5.8 – Special Standards for Certain Uses. Other residential uses are not permitted, except that residences existing prior to the effective date of this Code may continue.
* Land uses with an asterisk (*) shall require a Conditional Use Permit subject to the procedure and standards in Chapter 4.4 – Conditional Use Permits.

Table 2.5.2.B Land Uses Prohibited in General Industrial District
Only uses specifically listed in Table 2.5.2.A, and uses similar to those in Table 2.5.2.A, are permitted in this district. The following uses are expressly prohibited: new housing, churches and similar facilities, schools, junk yards, mini-ware housing storage facilities, tow truck businesses and vehicle storage yards.

Table 2.6.2.A Land Use Types Permitted in the Light Industrial District
1. Industrial:
Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods)
Research facilities
Light fabrication and repair shops such as blacksmith, cabinet, electric motor, heating, machine, sheet metal, stone monuments, upholstery, welding, auto body, and auto and truck repair.
Warehousing and distribution (this does not include Mini-Warehouse Storage facilities)
Similar uses
2. Commercial:
Offices and other commercial uses are permitted when they are integral to a primary industrial use (e.g., administrative offices, wholesale of goods produced on location, and similar uses).
Automobile-oriented uses (vehicle repair, sales, rental, storage, service; and drive-up, drive-in, and drive-through facilities)
Entertainment (e.g., theaters, amusement uses)
Medical and dental clinics and laboratories
Outdoor commercial uses (e.g., outdoor storage and sales)* (CUP)
Personal and professional services (e.g., child care, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, and similar uses)
Kennels* (CUP)
Repair services
Retail trade and services, not exceeding 25% of floor area per building
Wholesale trade and services
Uses similar to those listed above
3. Civic and Semi-Public Uses
Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, transit and transportation, and similar facilities)
Utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities)
Special district facilities (e.g., irrigation district, and similar facilities)
Vocational schools
Uses similar to those listed above.
4. Accessory Uses
5. Wireless communication equipment – CUP*
6. Residential Uses for security purposes only
* Land uses with an asterisk (*) shall require a Conditional Use Permit subject to the procedure and standards in Chapter 4.4 – Conditional Use Permits.

Table 2.6.2.B Land Uses Prohibited in Light Industrial District
Only uses specifically listed in Table 2.6.2.A, and uses similar to those in Table 2.6.2.A, are permitted in this district. The following uses are expressly prohibited: housing (other than on-site residential intended for security), churches and similar facilities, and non-vocational schools

Appendix E
Traffic Analysis

STATE OF OREGON **INTEROFFICE MEMO**

Department of Transportation
Transportation Development Division File
Mill Creek Office Park
555 13th Street NE Suite 2
Salem, Oregon 97301-4178
(503) 986-4110 FAX (503) 986-4174

Code:

Date: April 10th, 2009

TO: **Mike Baker, Principal Planner**
Region 3 Planning

FROM: **Christina Fera-Thomas, Transportation Analyst**
Peter L. Schuytema, P.E., Senior Transportation Analyst
Transportation Planning Analysis Unit

SUBJECT: **Fern Valley Interchange Area Management Plan**
Development Scenario Traffic Analysis Technical Memorandum

The purpose of this document is to present the analysis results for the Fern Valley Interchange Area Management Plan (IAMP). The function of the Fern Valley IAMP is to preserve the capacity of the interchange over the next 20 years as proposed by the Fern Valley Interchange Environmental Assessment (EA).

This traffic analysis memorandum is intended to complement the IAMP document and to be included as an IAMP appendix. The IAMP document should be referenced for more details on the development of the scenarios and the proposed measures.

Scenario Descriptions

The Base Scenario represents the growth in the study area over the next 20 years to 2030 which is reflected in the build alternatives from the Fern Valley Interchange EA. The Base Scenario is using the official future population and employment estimates for the Rogue Valley metropolitan area and land uses from the current comprehensive plans.

Development Scenario 1 represents the full build-out of the City of Phoenix Comprehensive Plan and areas outside of the city limits that have already been developed. The build-out assumes a realistic level of development based on established development patterns rather than assuming developments that generate the maximum amount of trips. All of the IAMP measures and decisions made will be based on Development Scenario 1 since it is consistent with the City of Phoenix Comprehensive Plan.

Development Scenario 2 is built off of Development Scenario 1 and also includes development of the urban reserve areas. It is expected that these areas will begin to develop prior to 2030. The purpose of Development Scenario 2 is to help identify how this additional development might affect the interchange area.

Development Scenario 2 with South Stage Overcrossing adds the South Stage Road extension from OR99 east to North Phoenix Road. The purpose of this scenario was to see how much volume from the Fern Valley Interchange area would divert to the new connection.

Volume Development

The Rogue Valley Council of Governments (RVCOG) travel demand model was used to develop the volumes for the scenarios. The model is based on the current comprehensive plans of Jackson County, Central Point, Medford and Phoenix. This is the same model as was used to develop the alternatives in the Fern Valley Interchange EA. A set of volumes was created for each scenario for both the "Fern Valley Thru" and the "North Phoenix Thru" EA build alternatives

Base Scenario

The Base Scenario volumes are the 2030 Build Volumes from the Fern Valley Interchange EA. The existing EA build model scenario was used, so no additional model runs were necessary for this scenario. The Base Scenario volumes can be seen in Figures A1 through A3.

Development Scenario 1

A new model scenario, Model Scenario 1, was created by allocating the additional development in Development Scenario 1 on top of the EA build model scenario. The development from Development Scenario 1 was allocated to the appropriate Traffic Analysis Zone (TAZ) with the following exceptions:

- Northeast interchange quadrant – extra trips were added to better quantify development and the regional pull of the potential future development on the old orchard property east of the interchange. Trips were removed from Model Scenario 1 to avoid double-counting.
- Southeast interchange quadrant – trips were removed from Development Scenario 1 and applied directly to the model to appropriately represent the uniqueness of the truck stop. This prevents the truck stop from inadvertently competing with other dissimilar service uses in the model.

The volumes were post-processed using procedures from the National Cooperative Highway Research Council (NCHRP) Report 255. The Model Scenario 1 and the EA build model scenario were compared to develop a relative difference between scenarios. This difference was applied to the 2030 EA Build Design Hour Volumes (DHV) for each EA alternative to arrive at the Development Scenario 1 Volumes (Figures B1 through B3).

Development Scenario 2

The volumes for Development Scenario 2 were created using a process similar to that for Scenario 1. A new model scenario, Model Scenario 2, was created by allocating additional development in Development Scenario 2 on top of Model Scenario 1. The development in Development Scenario 2 was allocated to the appropriate TAZ with the following exceptions:

- Northeast interchange quadrant – extra trips were added to better quantify development and the regional pull of the potential future development on the old orchard property east of the interchange. Trips were removed from Model Scenario 1 to avoid double-counting.
- Southeast interchange quadrant – trips were removed from Development Scenario 1 and applied directly to the model to appropriately represent the uniqueness of the truck stop. This prevents the truck stop from inadvertently competing with other dissimilar service uses in the model.

These volumes were also post-processed using procedures from Report 255. Model Scenario 2 and Model Scenario 1 were compared to develop a relative difference between scenarios. This difference was applied to the Development Scenario 1 Volumes to arrive at the Development Scenario 2 Volumes (Figures C1 through C3).

Development Scenario 2 with South Stage Overcrossing

An additional model scenario was also created to analyze the effect a South Stage Road extension from OR99 east to North Phoenix Road would have on the system. The extension was modeled as four lanes at a speed of 40 miles per hour. Model Scenario 2 with South Stage Overcrossing and Model Scenario 2 were compared to develop a relative difference between scenarios. This difference was applied to the Development Scenario 2 Volumes to arrive at the Development Scenario 2 Volumes with South Stage Overcrossing (Figures D1 through D3).

Analysis Results

All of the analysis done for Development Scenarios 1 and 2 was based on the current configuration of the build alternatives as they were described in the Fern Valley Interchange EA. In order to accommodate and to quantify the impacts of the large development expected at the old orchard property, a new signalized access was added to the system. This new signalized access was added north of Fern Valley Road in both alternatives as shown in Figures B1 and B2. This signal or its location has not been approved as it is shown for analysis purposes only. The decision of where and what type of accesses/intersections will be added for this potential future development will be determined as part of the development review process.

Evaluation Criteria

When evaluating the scenarios, the 2003 Highway Design Manual (HDM) design Volume to Capacity (v/c) Ratios were used for an MPO area. HDM standards are used for design level analysis. The HDM design v/c for Interstate 5 (I5) and the interchange

ramp terminals is 0.75. Fern Valley Road, OR99, and all other local roads have an HDM v/c of 0.85.

When analyzing the IAMP Measures, the 1999 Oregon Highway Plan (OHP) mobility standards for a Metropolitan Planning Organization (MPO) area were used. OHP standards are used for planning level analysis. The maximum acceptable v/c ratio for I5 is 0.80. For the ramp terminals the v/c ratio should not exceed 0.85. Fern Valley Rd, OR 99, and all other local roads have a maximum acceptable v/c ratio of 0.90. A v/c ratio of 1.0 represents an intersection that is at capacity.

In addition to v/c ratios, 95th percentile queue lengths were also obtained to better understand the operation of the system. Excessively long queues are often seen in areas where v/c ratios exceed standards.

Development Scenario 1

For Development Scenario 1, both alternatives show the intersection of Fern Valley Road at OR99 being slightly over standard. The southbound queue on OR99 approaching Fern Valley Road is at least 1000 feet long. The westbound queues along Fern Valley Road between OR99 and the interchange are almost continuous; taking up the majority of the segment length. Figures B4 through B10 show the v/c ratios and queues for Development Scenario 1. The interchange area will experience significant congestion without any new capacity or land use changes especially along OR 99 and east of I5.

Fern Valley Thru Alternative

The northbound queue on South Phoenix Road at Fern Valley Road is more than 1000 feet long. This will cause issues with the intersecting roadways along South Phoenix Road. The eastbound queue at Fern Valley Road and North/South Phoenix Road extends onto the northbound off-ramp. The intersection of Fern Valley Road and North/South Phoenix Road is overcapacity. See Table 1 for critical v/c ratio comparison.

North Phoenix Thru Alternative

The intersection of South Phoenix Road Extension and North Phoenix Road is overcapacity; the westbound queue is 1500 feet long and almost reaches the South Phoenix Road and Fern Valley Road intersection. The intersection of South Phoenix Road and Fern Valley Road is also overcapacity. See Table 2 for critical v/c ratio comparison.

Development Scenario 2

In Development Scenario 2 these issues described for Development Scenario 1 have gotten worse. The southbound queue on OR99 now approximately a mile long. The intersection of Fern Valley Road and the northbound ramp terminal is now over standard. Figures C4 through C10 show the v/c and queues for Development Scenario 2. While the v/c's at the interchange are not over standard, the related queuing along OR99, Fern Valley Road, and on I5 indicates that the interchange area and related roadway system has reached or exceeded capacity to handle traffic or any new growth.

Fern Valley Thru Alternative

All the traffic issues from Development Scenario 1 have gotten worse. The eastbound queue at Fern Valley Road and North/South Phoenix road now extends all the way to I5 mainline. There is significant slowing on I5 southbound mainline and the southbound off-ramp. See Table 1 for critical v/c ratio comparison.

North Phoenix Thru Alternative

The westbound queue at South Phoenix Road extension and North Phoenix Road now extends past the intersection of South Phoenix Road and Fern Valley Road. There is significant slowing on I5 mainline northbound and southbound. See Table 2 for critical v/c ratio comparison.

Table 1: Fern Valley Thru Critical Volume to Capacity Ratios[1]

	Base Scenario	Scenario 1	Scenario 2	Scenario 2 w/South Stage
Fern Valley Road at OR99[2]	0.75	**0.87**	**0.88**	**0.89**
Fern Valley Road at NB Ramps	0.52 0.68		**0.76**	0.59
Fern Valley Road at N/S Phoenix Road	0.68	**1.04**	**1.26**	**1.10**

[1]Black-shaded cells represent v/c ratios that are exceeding HDM mobility standards.
[2]The v/c ratios shown in this table for Fern Valley Road at OR 99 include the additional lanes that are part of the Capacity Expansion measure.

Table 2: North Phoenix Thru Critical Volume to Capacity Ratios[1]

	Base Scenario	Scenario 1	Scenario 2	Scenario 2 w/South Stage
Fern Valley Road at OR99[2]	0.75	**0.87**	**0.88**	**0.89**
Fern Valley Road at NB Ramps	0.52 0.68		**0.76**	0.59
N Phoenix Road at South Phoenix Road Extension	0.60	**1.21**	**1.35**	**1.25**
South Phoenix Road at Fern Valley Road	0.40	**>2.00**	**>2.00**	**>2.00**

[1]Black-shaded cells represent v/c ratios that are exceeding HDM mobility standards.
[2]The v/c ratios shown in this table for Fern Valley Road at OR 99 include the additional lanes that are part of the Capacity Expansion measure.

Development Scenario 2 with South Stage Overcrossing

Figures D4 through D6 show the v/c ratios for Development Scenario 2 with the South Stage Extension. The addition of the South Stage Road extension has increased the volumes on I5 as well as on OR99 South of Fern Valley Road. Overall, the volumes on Fern Valley Road, North Phoenix Road, and OR99 north of Fern Valley Road, have decreased. The v/c ratio at Fern Valley Road and OR99 is slightly higher than it was for Development Scenario 2. These changes in volume have improved the v/c ratios on the eastside in both alternatives, but they are still overcapacity. While the South Stage Road extension is a good addition to the roadway system, additional connections will be necessary to handle the Development Scenario 2 volumes.

IAMP Measures

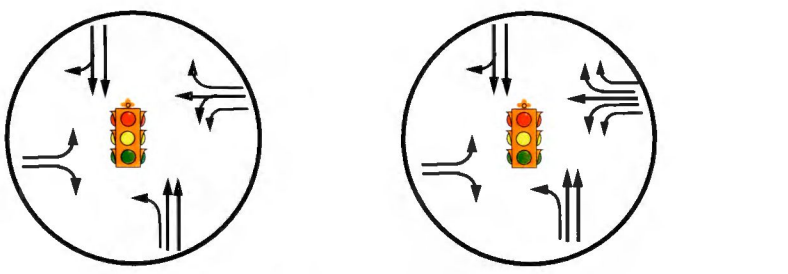
This section covers two out of the ten of the measures covered in the IAMP; the Capacity Expansion Measure and the Trip Budget Measure. These are the measures that are dependent on the traffic analysis. The IAMP document provides additional information on these and the other measures.

Capacity Expansion

This measure would improve intersections with v/c ratios that are over standard by adding capacity. There are two parts to this measure:

The first part will be built as part of the Fern Valley Interchange project. It includes adding an additional exclusive left and an additional exclusive right turn lane at the intersection of Fern Valley Road and OR 99.[1]

Illustration 1: Fern Valley Road at OR 99



BUILD **BUILD WITH ADDED CAPACITY**

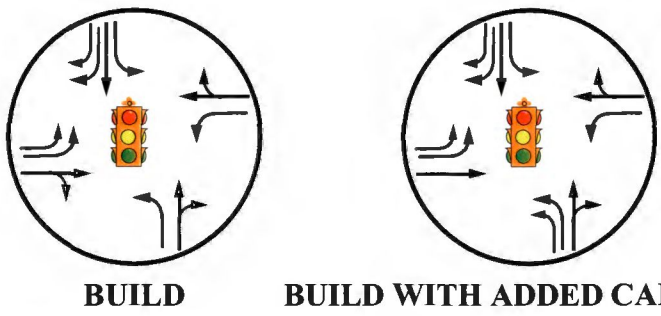
The second part of the measure is the proposed capacity expansion which is alternative specific. The illustrations below show the proposed changes. Table 3 shows a comparison of the v/c ratios with and without capacity expansion.

[1] Since these improvements have been added to the EA analysis, all figures and tables within this memorandum reflect this configuration.

Fern Valley Thru

For the Fern Valley Thru Alternative a second northbound left-turn lane and an exclusive eastbound right-turn lane would be added to the intersection of Fern Valley Road and North/South Phoenix Road, reducing the v/c ratio from 1.04 to 0.82.

Illustration 2: Fern Valley Road at North/South Phoenix Road

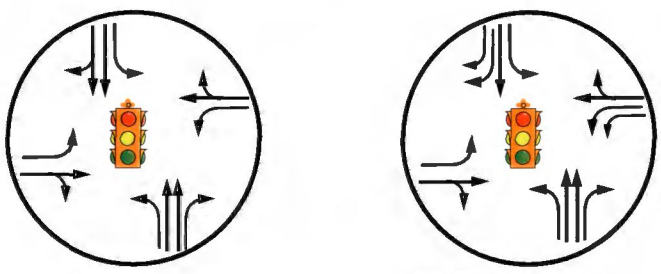


BUILD **BUILD WITH ADDED CAPACITY**

North Phoenix Thru

For the North Phoenix Thru Alternative this would include a second westbound left-turn lane at the intersection of Fern Valley Road/North Phoenix Road and South Phoenix Road Extension, as well as turning the intersection at Fern Valley Road and South Phoenix Road into a four-way stop with a southbound right turn lane[2].

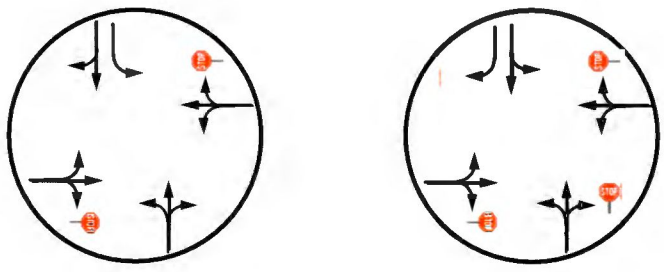
Illustration 3: North Phoenix Road at South Phoenix Road Extension



BUILD **BUILD WITH ADDED CAPACITY**

[2] Although not part of the original North Phoenix Thru alternative, a southbound right turn lane does currently exist at the intersection of Fern Valley Road and South Phoenix Road.

Illustration 4: South Phoenix Road at Fern Valley Road



BUILD **BUILD WITH ADDED CAPACITY**

Table 3: V/C Ratios for Capacity Expansion Measure[1]

Intersection	Alternative	Scenario 1	Scenario 1 with Capacity Expansion
Fern Valley Road at OR 99	Both	**1.15**	**0.87**
Fern Valley Road at N/S Phoenix Road	Fern Valley Thru	**1.04**	0.82
N Phoenix Road at South Phoenix Road Ex.	North Phoenix Thru	**1.21**	0.80
South Phoenix Road at Fern Valley Road	North Phoenix Thru	**>2.00**	0.43

[1]Black-shaded cells represent v/c ratios that are exceeding HDM mobility standards.

Trip Budget

The Trip Budget Measure works in combination with the Capacity Expansion Measure. The City of Phoenix will adopt an amendment to its Land Development Code to establish a trip budget overlay zone. This zone will include land that the Phoenix Comprehensive Plan designates Interchange Business as well as the property that is bordered by Fern Valley Road to the north, OR 99 to the west, and East Bolz Lane to the east.

Allowable growth is defined as the number of afternoon peak-hour trips that can be generated by parcels within the overlay zone without exceeding the OHP mobility standards. This calculation is based on RVCOG model volumes. The allowable growth is a set number and cannot change. It equals the total trips allowed minus the existing trips. The intersection of Fern Valley Road and OR99 has the highest v/c ratio of the intersections in the project area (0.87). Because of this, it was used to determine how much growth beyond what is already in Development Scenario 1 the system could handle. For the purpose of the trip budget analysis, the OHP mobility standard was used (0.90). The additional growth that the Fern Valley Road & OR99 intersection can handle makes up the 3 percent difference between the OHP standard and the intersection v/c ratio.

Parcel Budgets are defined as the afternoon peak-hour primary[3] trips parcels could generate when developed or redeveloped without City approval of additional trips from the Trip Bank. The Parcel Budget was figured by taking the number of vacant developable acres multiplied by 20 trips per acre plus any trips from existing development. The parcel budget rate can be adjusted, which would either increase or decrease the Trip Bank.

The Trip Bank Trips are defined as those trips that are available to be allocated at the City's discretion. Trip Bank Trips are calculated by subtracting the parcel budget trips, and urban reserve trips from the allowable growth. Urban Reserve Trips are the number of new trips that are generated in the model by PH-5, PH-10, and MD-5. Table 4 shows the derivation of the Trip Budget.

Table 4: Trip Budget

	PM Peak-hour Trips
Allowable Growth in Overlay Zone District and Urban Reserve Areas	2219
Trips from new development within the overlay zone allowed by parcel budgets[1]	1084
Trips from New Development within the Urban Reserves	156
Trip Bank Trips	979

[1]Based on 20 trips per acre.

Summary

The traffic analysis for the IAMP has shown a need for measures that can protect the capacity of the interchange and the critical intersections within the study area. Development Scenario 1 identified the critical locations within the project area that needed to be addressed by the IAMP. IAMP measures will be used to improve these conditions.

Scenario 2 was used to identify what might occur when the area develops beyond what is in the City of Phoenix Comprehensive Plan. This analysis verified what the critical locations are, confirming what was seen in Scenario 1. Scenario 2 with the South Stage Overcrossing showed improvement in certain locations, but overall was not a great enough improvement system-wide to make it a valid solution to the capacity issues.

If there are any questions or comments, please contact me at 503-986-4119.

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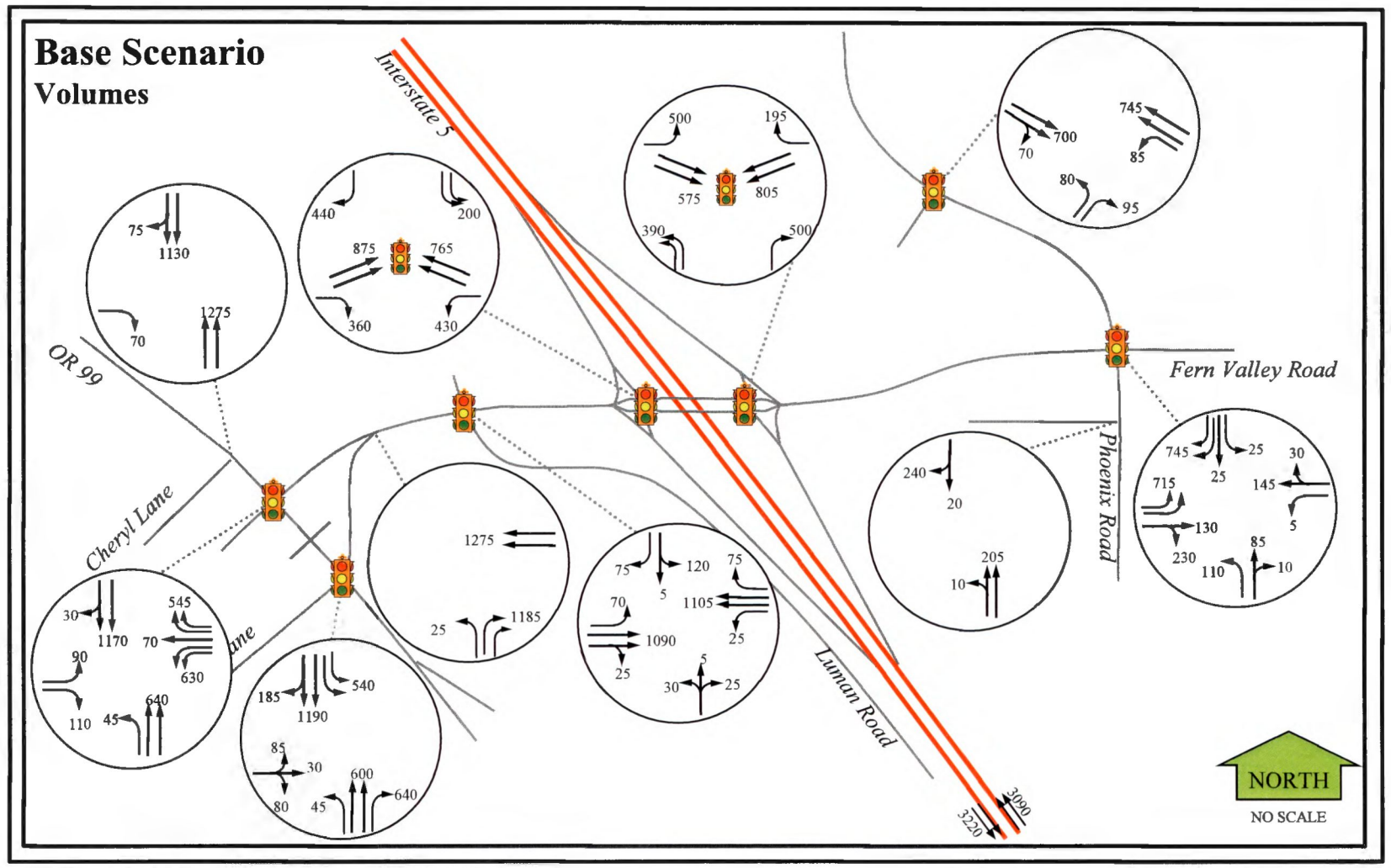
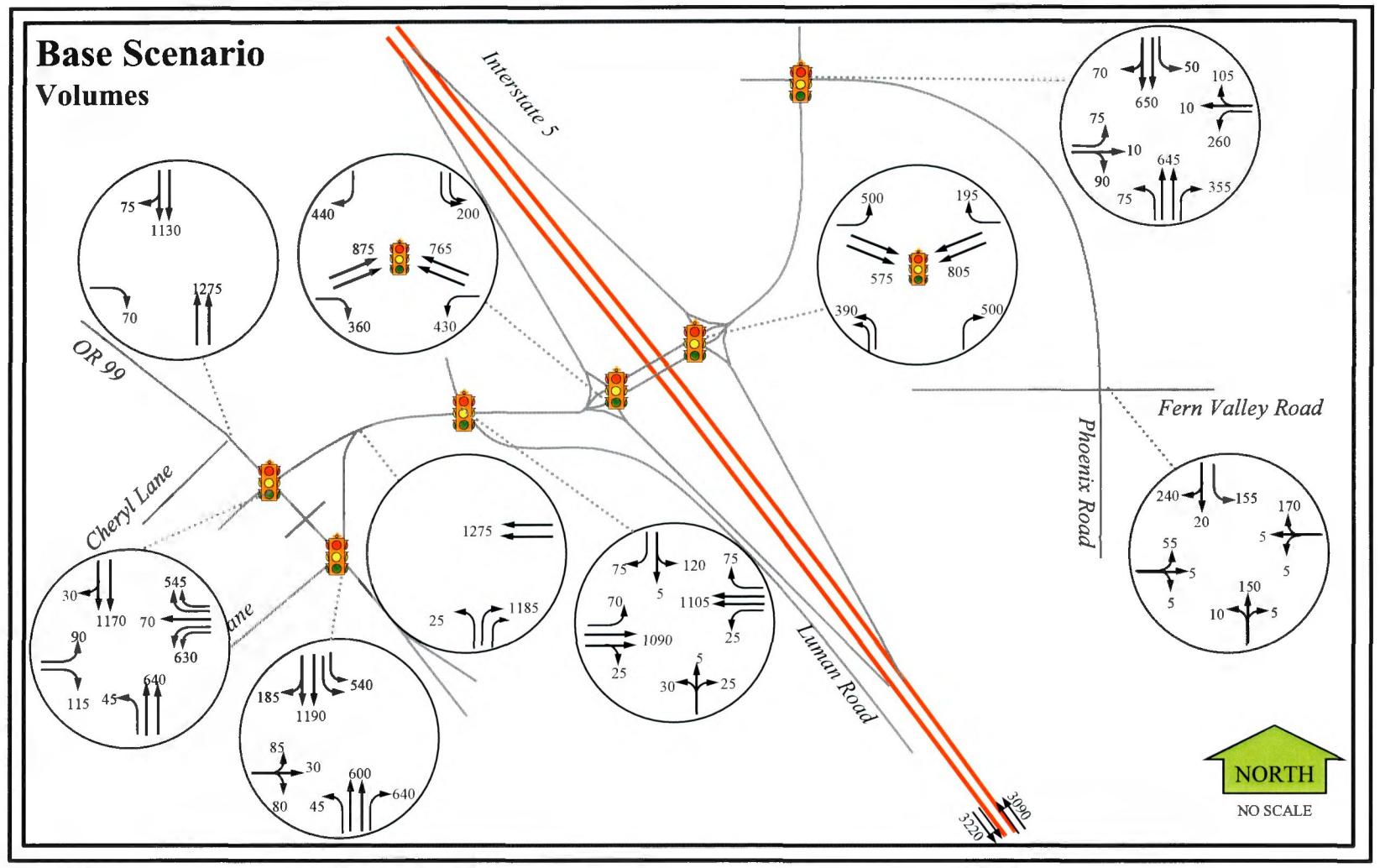
[3] Primary trips are new trips to and from parcels, not including pass-by or diverted link trips.

cc: Anna Henson, Environmental Project Coordinator, Region 3
Kate Lyman, URS
Dick Leever, Project Leader, Region 3
John Kelly, URS
John McDonald, Long Range Planner, Region 3
Nancy Reynolds, URS
Brian Sheadel, Roadway Designer, Region 3
Dorothy Upton, Transportation Planning Analysis Unit
File

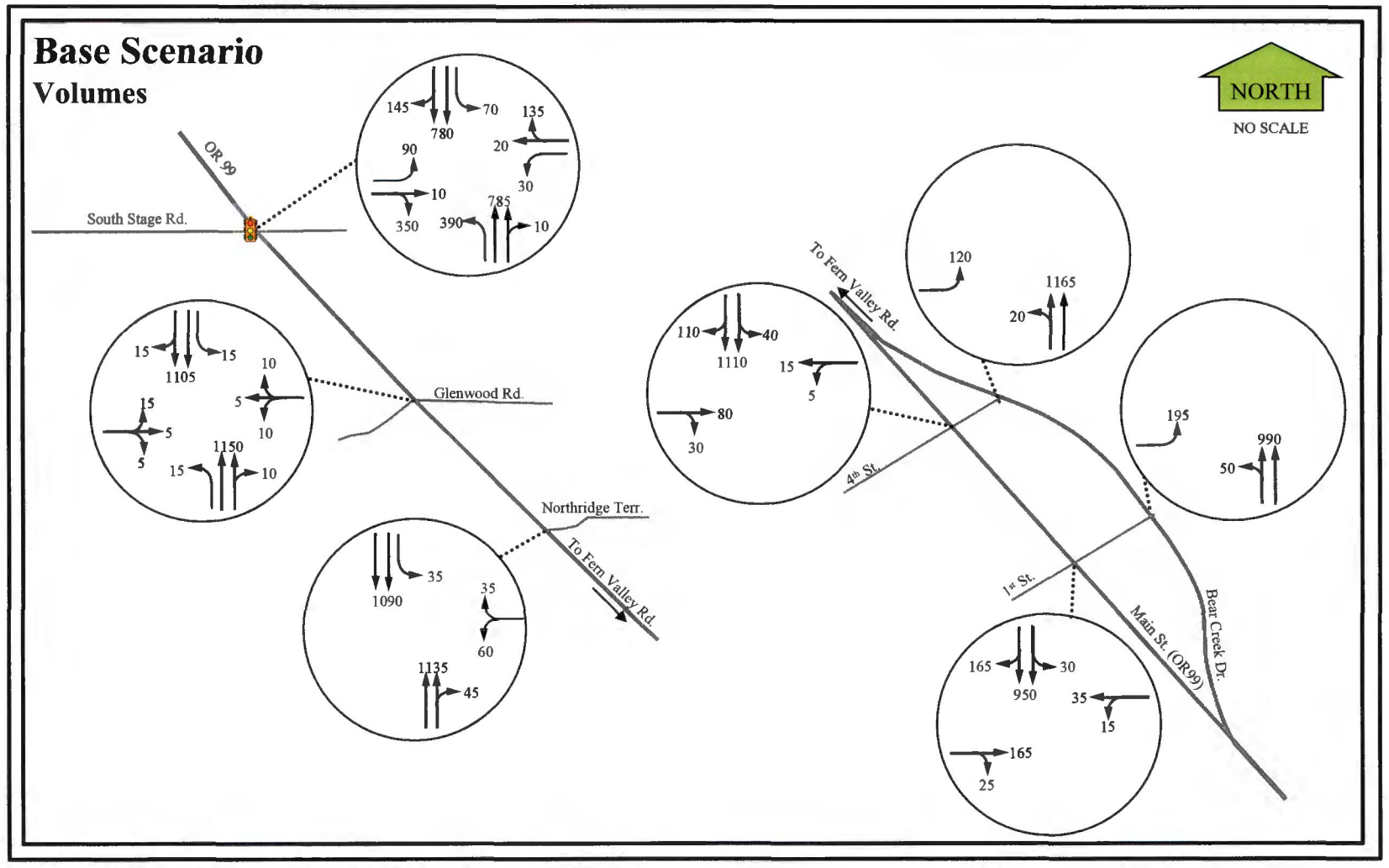
ANNEX A - BASE SCENARIO


Base Scenario
Volumes
Interstate 5
OR 99
Fern Valley Road
Phoenix Road
Cheryl Lane
Luman Road
NORTH
NO SCALE
OREGON DEPARTMENT OF TRANSPORTATION
TPAU
TRANSPORTATION PLANNING ANALYSIS UNIT
Fern Valley IAMP – Base Scenario - Fern Valley Thru Volumes
File: FernValleyIAMP
Date : 03/17/2009
Prepared By: C. Fera-Thomas
Rev. By: P. Schuytema PE
FIGURE A1



OREGON DEPARTMENT OF TRANSPORTATION TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Base Scenario – North Phoenix Thru Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE A2
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



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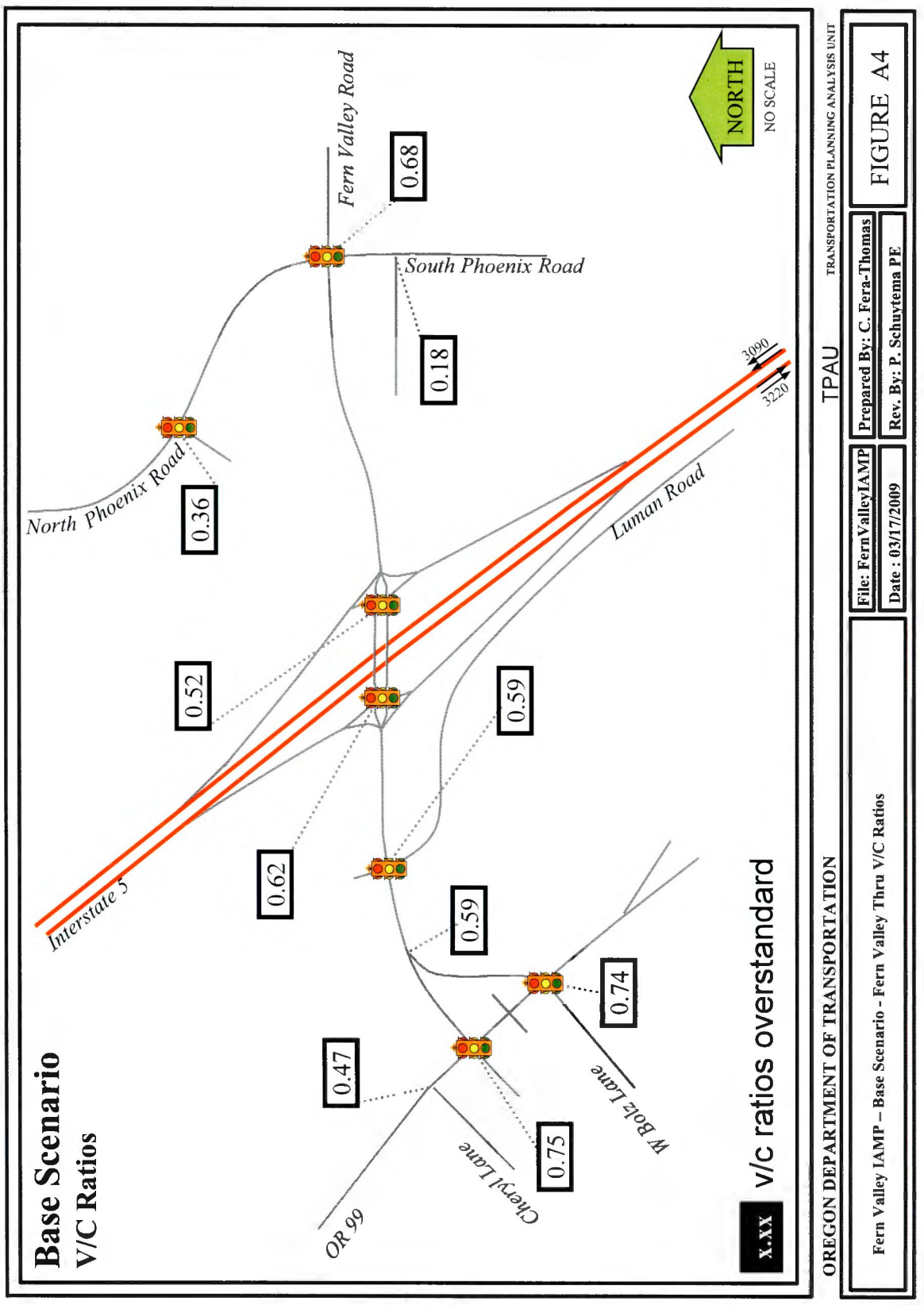
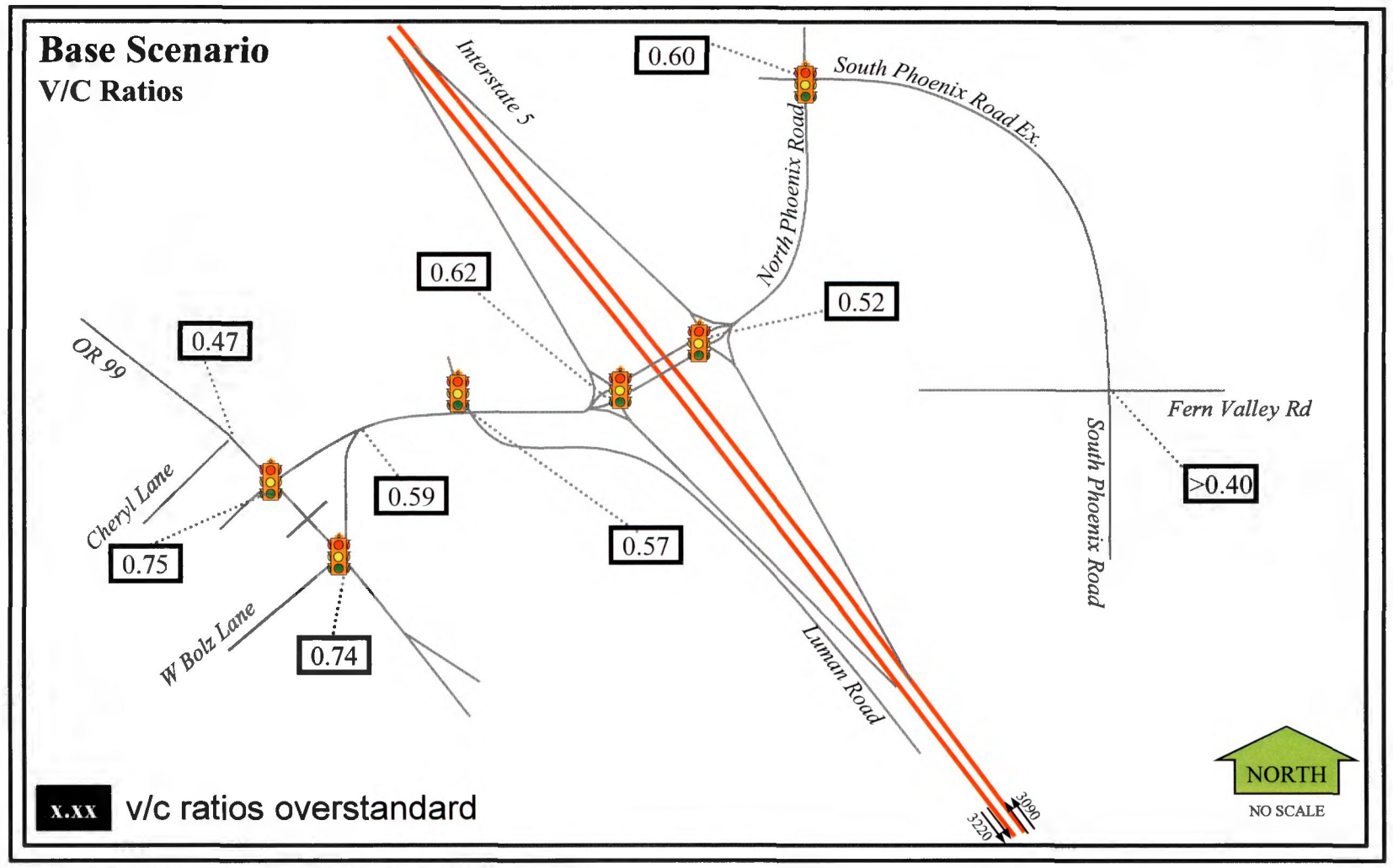
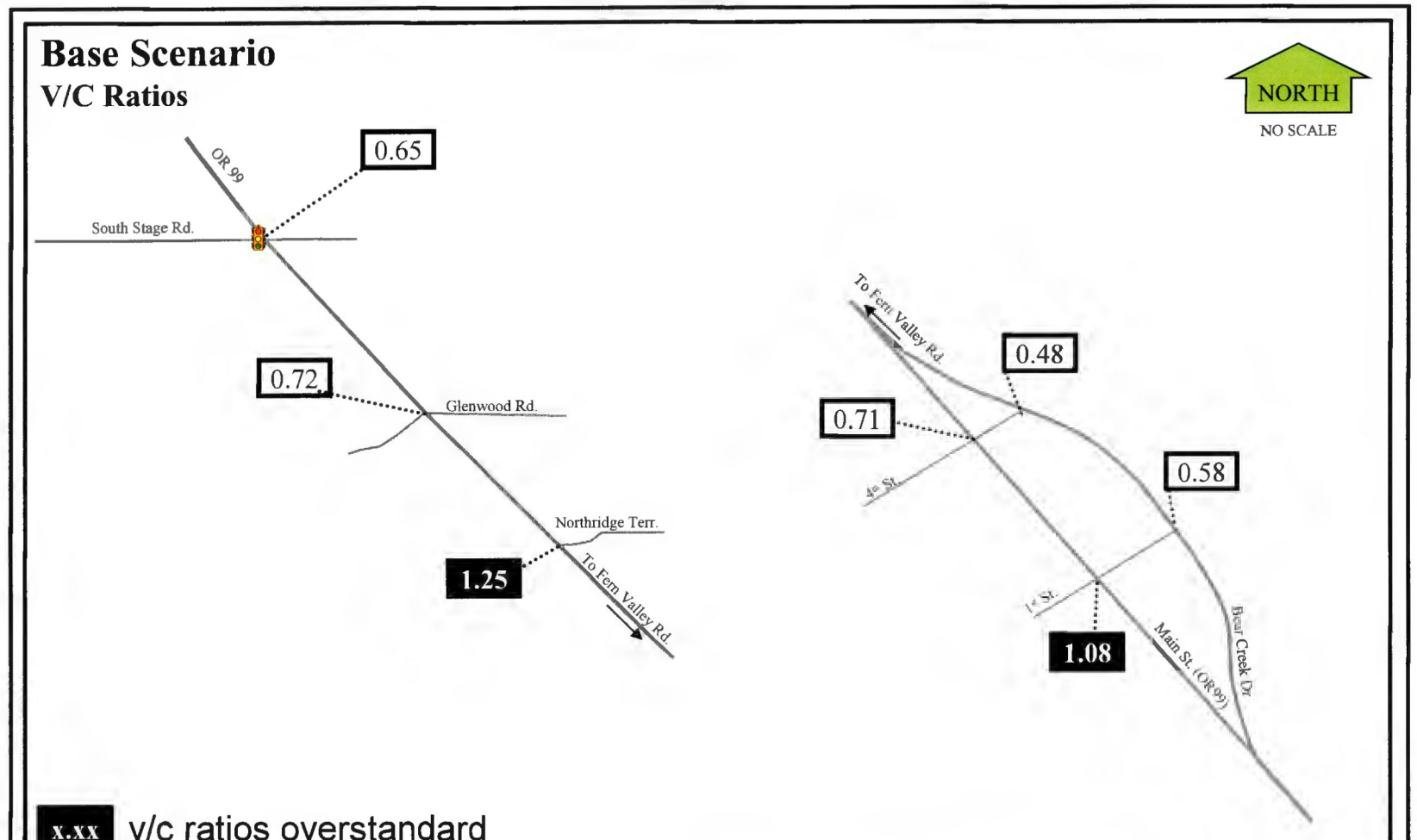
Fern Valley IAMP – Base Scenario - Common Volumes	File: FernValleyIAMP	Prep. By: P. Schuytema, PE	FIGURE A3
	Date : 03/17/2009	Rev. By: D. Norval, PE	


Base Scenario
V/C Ratios
X.XX
v/c ratios overstandard
Fern Valley Road
South Phoenix Road
North Phoenix Road
Interstate 5
Luman Road
W Bolz Lane
Cheryl Lane
OR 99
0.68
0.18
0.36
0.52
0.59
0.62
0.59
0.74
0.47
0.75
3090
3220
TPAU
TRANSPORTATION PLANNING ANALYSIS UNIT
OREGON DEPARTMENT OF TRANSPORTATION
Fern Valley IAMP – Base Scenario - Fern Valley Thru V/C Ratios
File: FernValleyIAMP
Date : 03/17/2009
Prepared By: C. Fera-Thomas
Rev. By: P. Schuytema PE
FIGURE A4

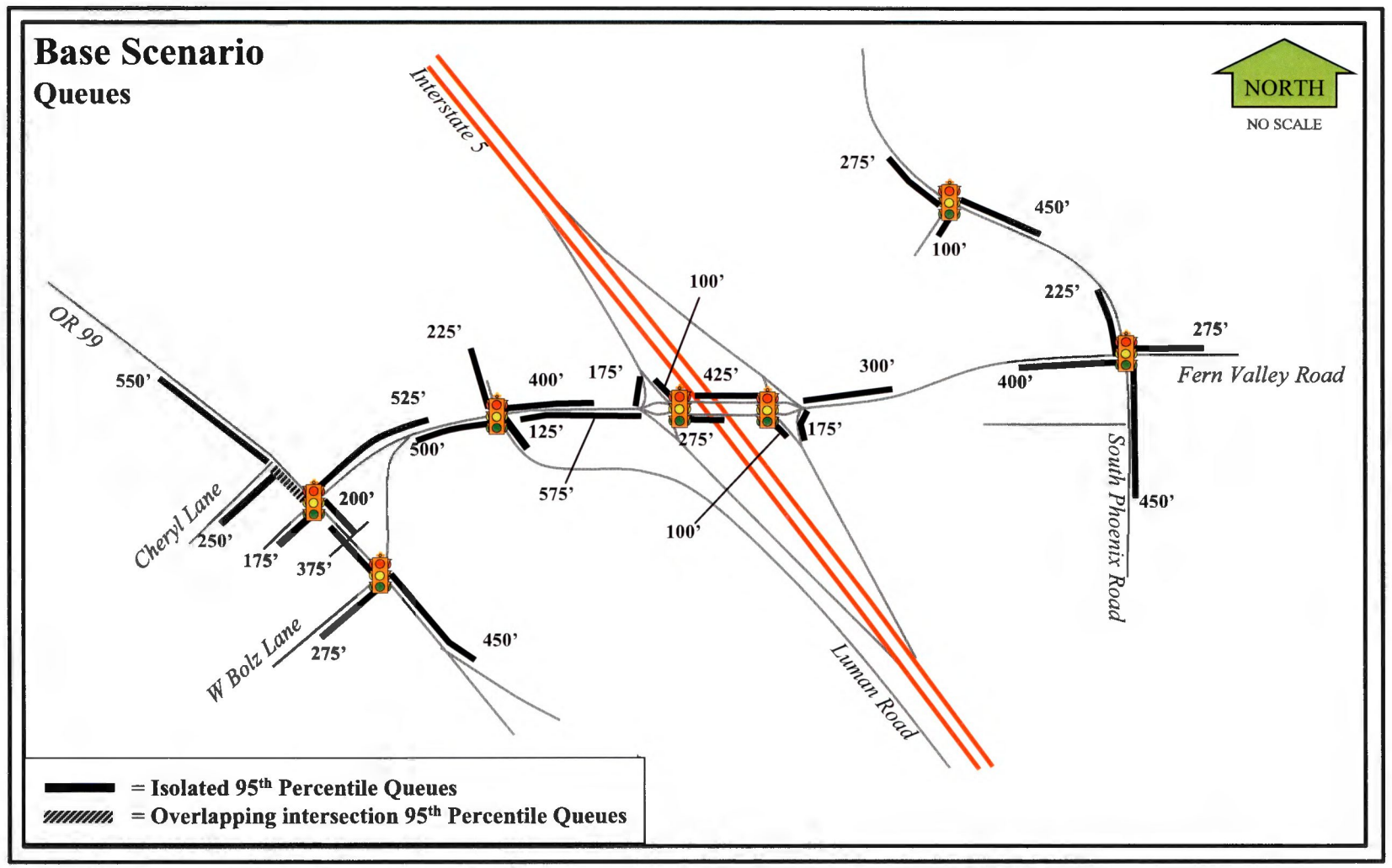


OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

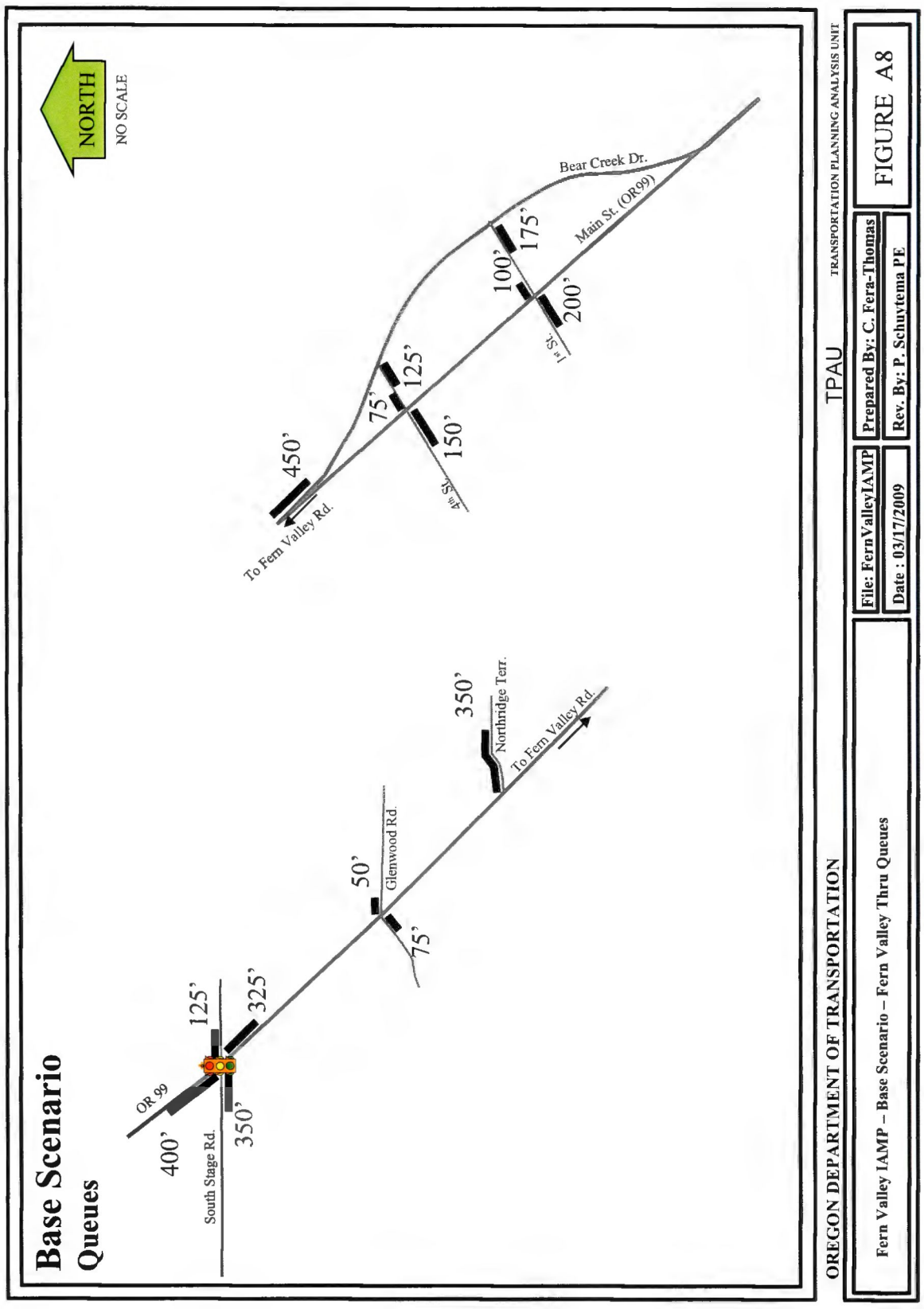
Fern Valley IAMP – Base Scenario – North Phoenix Thru V/C Ratios	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE A5
	Date : 03/17/2009	Rev. By: P. Schuytema PE	

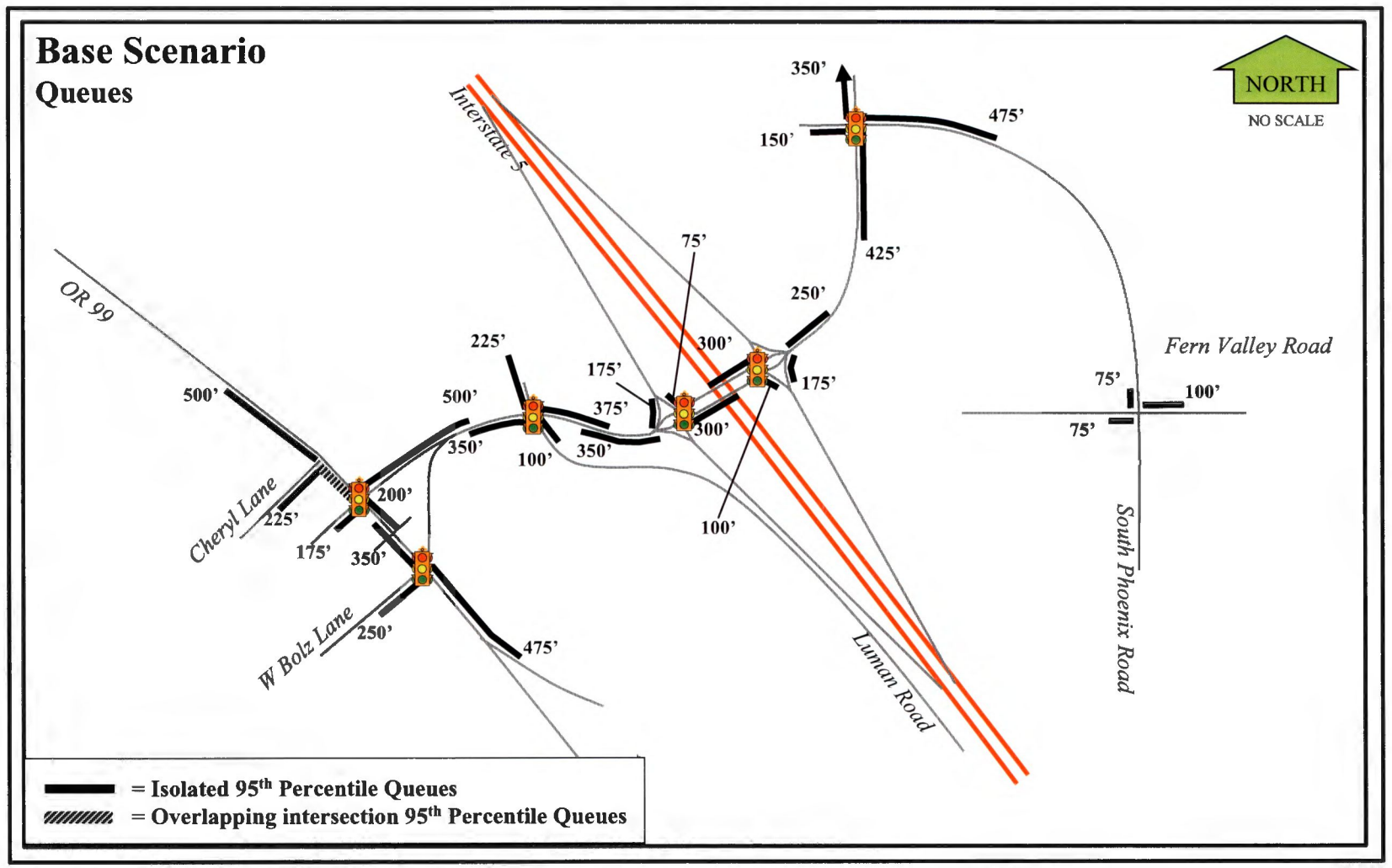


OREGON DEPARTMENT OF TRANSPORTATION		TPAU TRANSPORTATION PLANNING ANALYSIS UNIT	
Fern Valley IAMP – Base Scenario – Common V/C Ratios	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE A6
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



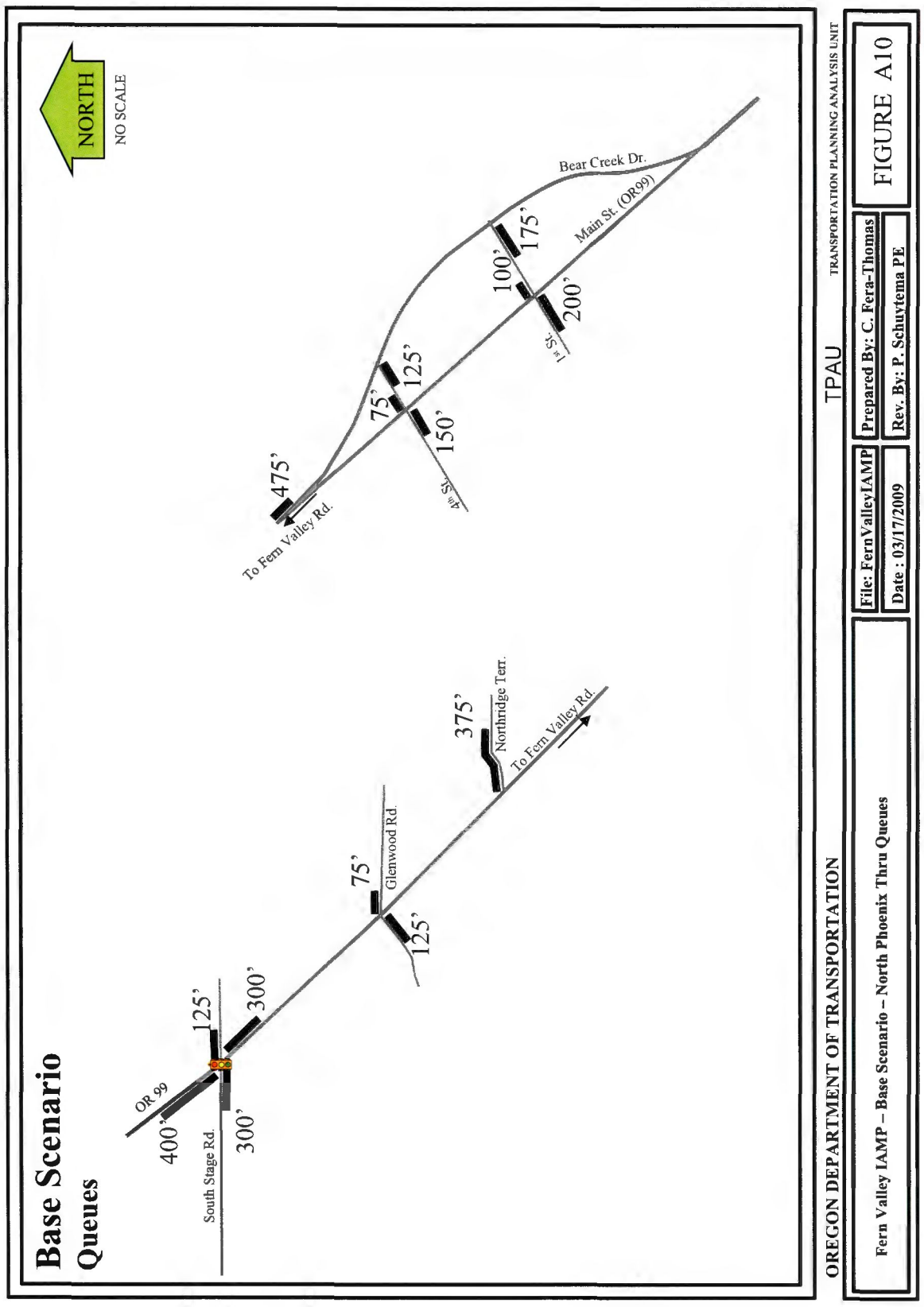
OREGON DEPARTMENT OF TRANSPORTATION		TPAU TRANSPORTATION PLANNING ANALYSIS UNIT	
Fern Valley IAMP – Base Scenario – Fern Valley Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE A7
	Date : 03/17/2009	Rev. By: P. Schuytema PE	


Base Scenario
Queues
NORTH
NO SCALE
OR 99
South Stage Rd.
400’
125’
350’
325’
50’
Glenwood Rd.
75’
350’
Northridge Terr.
To Fern Valley Rd.
450’
To Fern Valley Rd.
75’
125’
150’
4th St.
100’
175’
1st St.
200’
Main St. (OR99)
Bear Creek Dr.
OREGON DEPARTMENT OF TRANSPORTATION
TPAU
TRANSPORTATION PLANNING ANALYSIS UNIT
Fern Valley IAMP – Base Scenario – Fern Valley Thru Queues
File: FernValleyIAMP
Prepared By: C. Fera-Thomas
Date : 03/17/2009
Rev. By: P. Schuytema PE
FIGURE A8

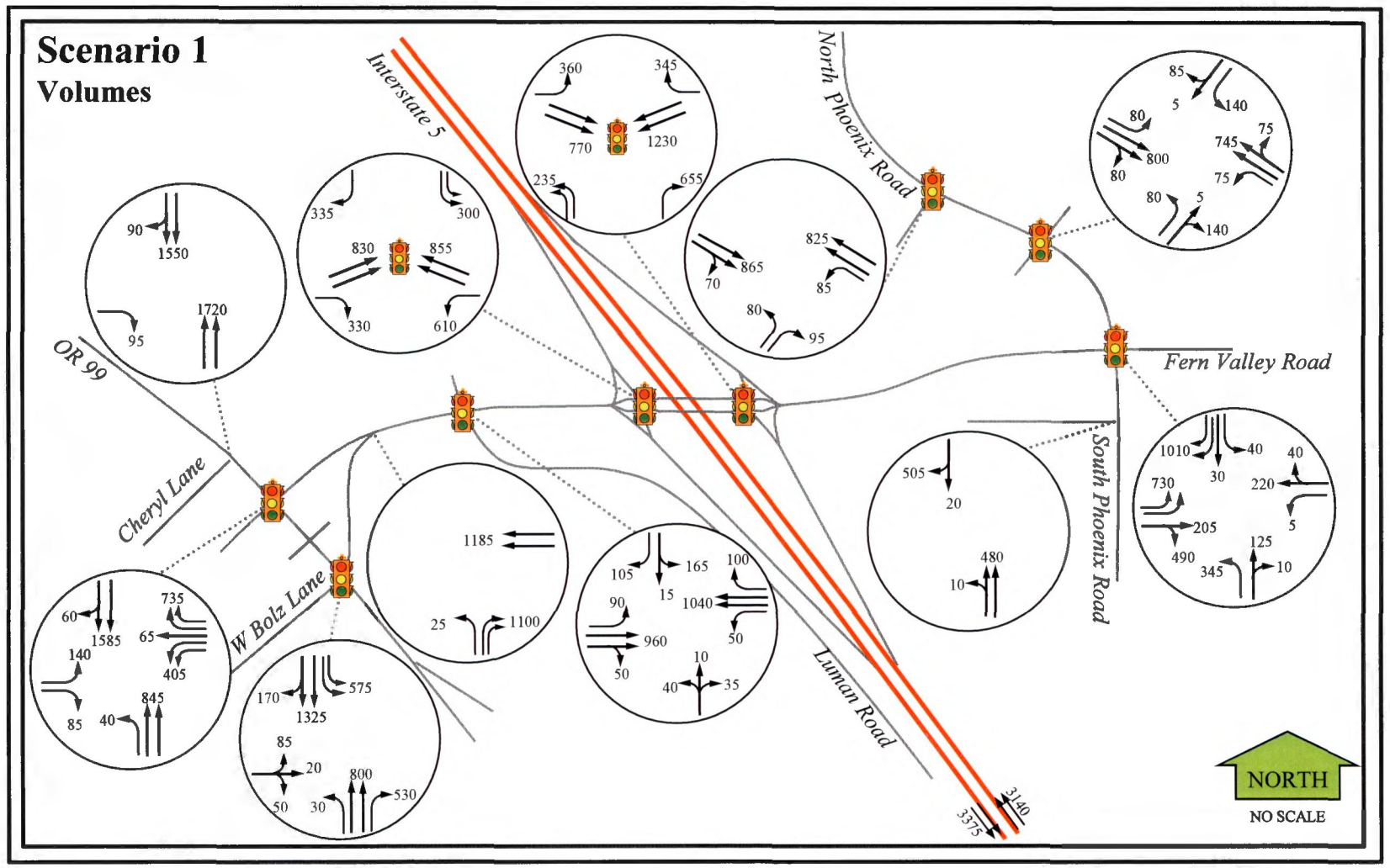


OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Base Scenario – North Phoenix Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE A9
	Date : 03/17/2009	Rev. By: P. Schuytema PE	

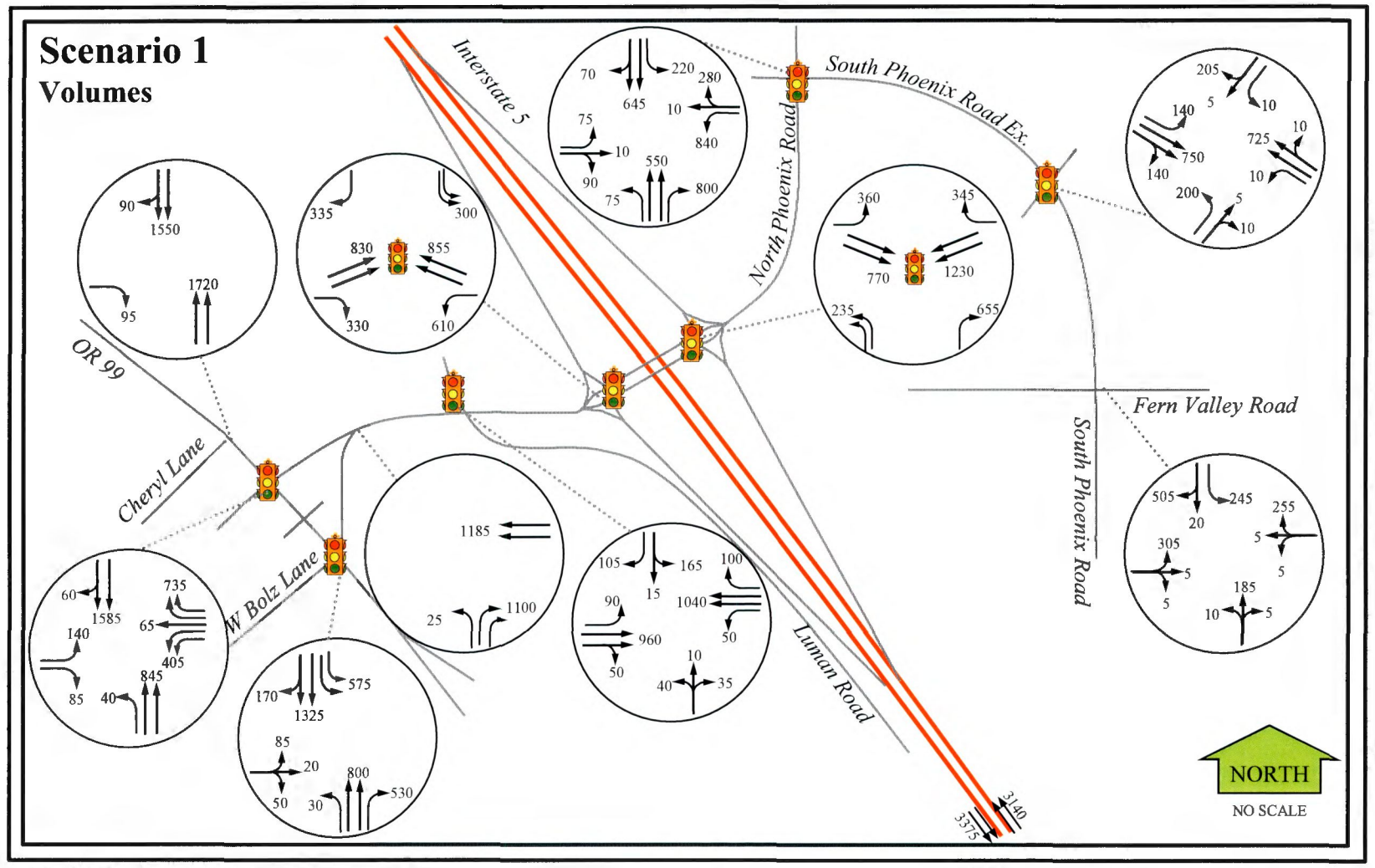

Base Scenario
Queues
NORTH
NO SCALE
OR 99
South Stage Rd.
400’
125’
300’
300’
75’
Glenwood Rd.
125’
375’
Northridge Terr.
To Fern Valley Rd.
475’
To Fern Valley Rd.
75’
125’
150’
4th St.
100’
175’
1st St.
200’
Main St. (OR99)
Bear Creek Dr.
OREGON DEPARTMENT OF TRANSPORTATION
TPAU
TRANSPORTATION PLANNING ANALYSIS UNIT
File: FernValleyIAMP
Date : 03/17/2009
Prepared By: C. Fera-Thomas
Rev. By: P. Schuytema PE
Fern Valley IAMP – Base Scenario – North Phoenix Thru Queues
FIGURE A10

ANNEX B – SCENARIO 1



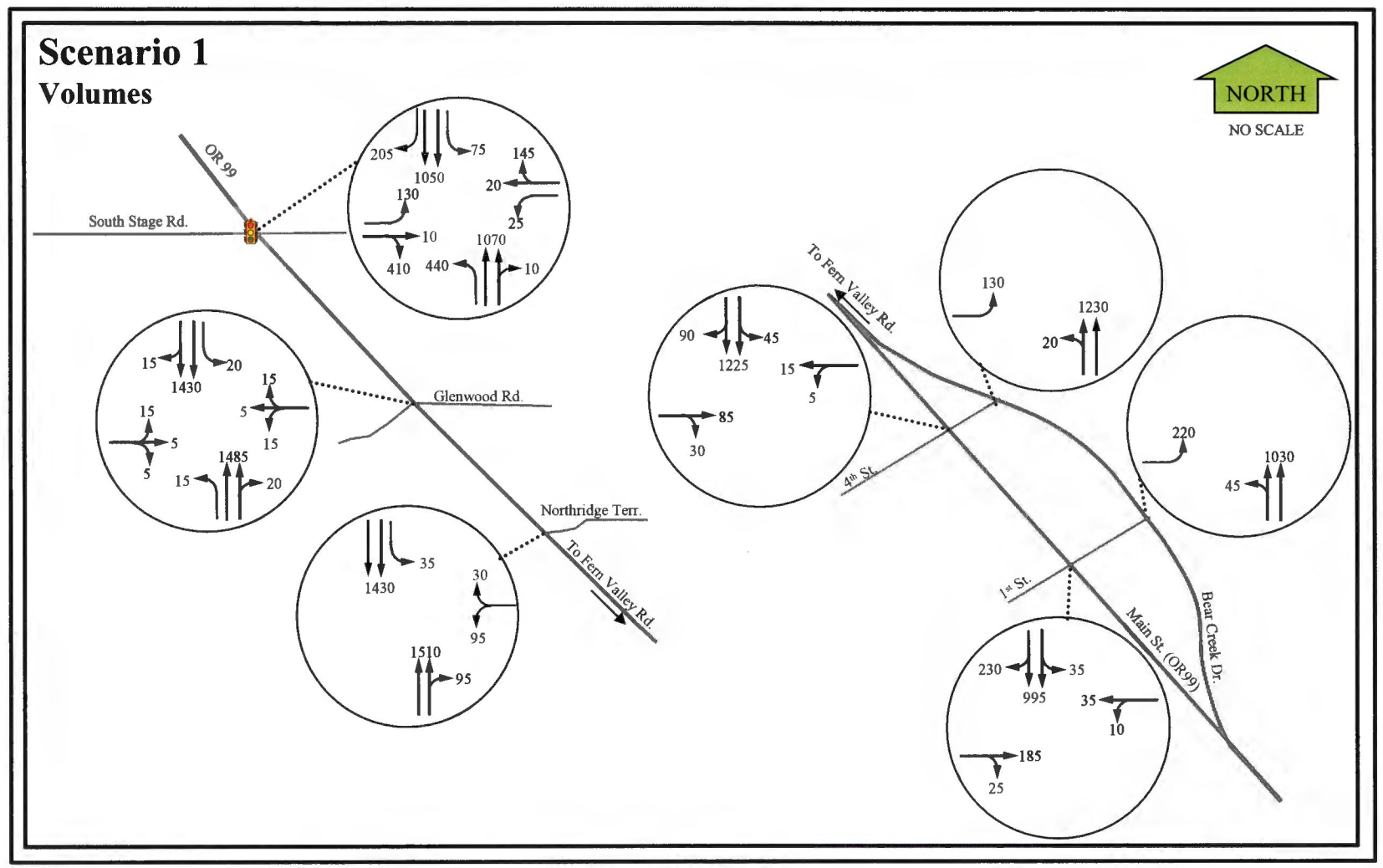
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 1 - Fern Valley Thru Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B1
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



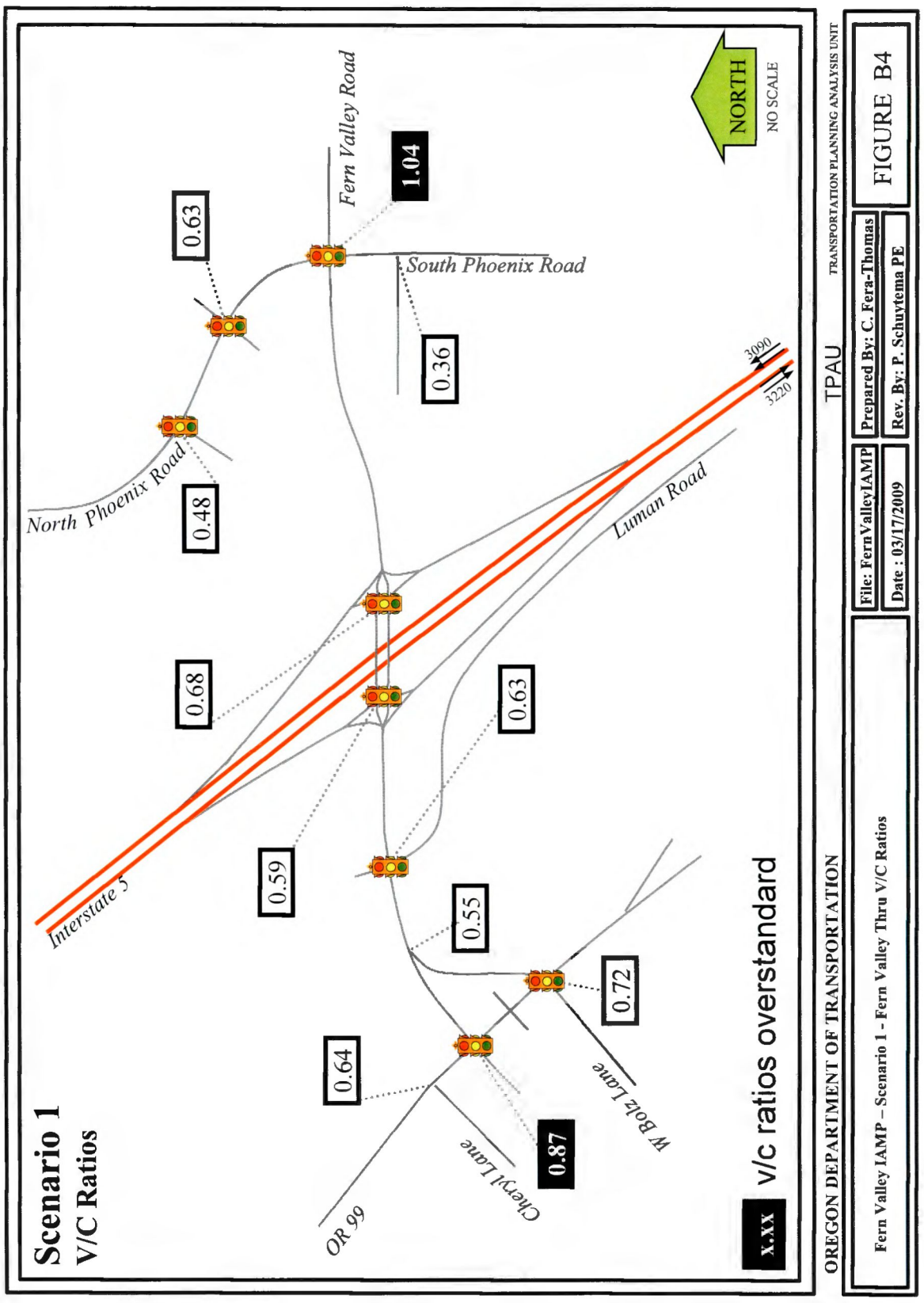
OREGON DEPARTMENT OF TRANSPORTATION TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

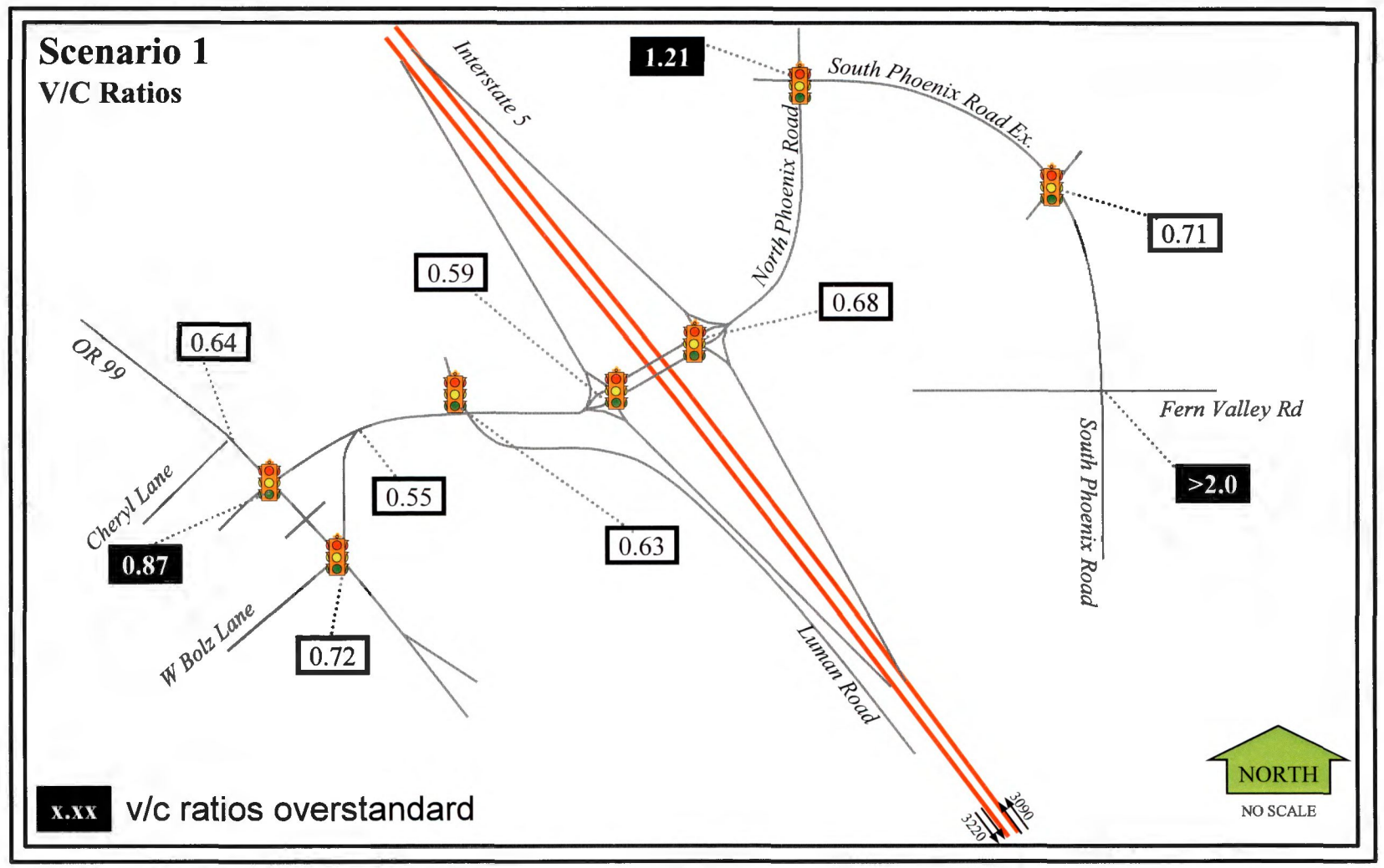
Fern Valley IAMP – Scenario 1 – North Phoenix Thru Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B2
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

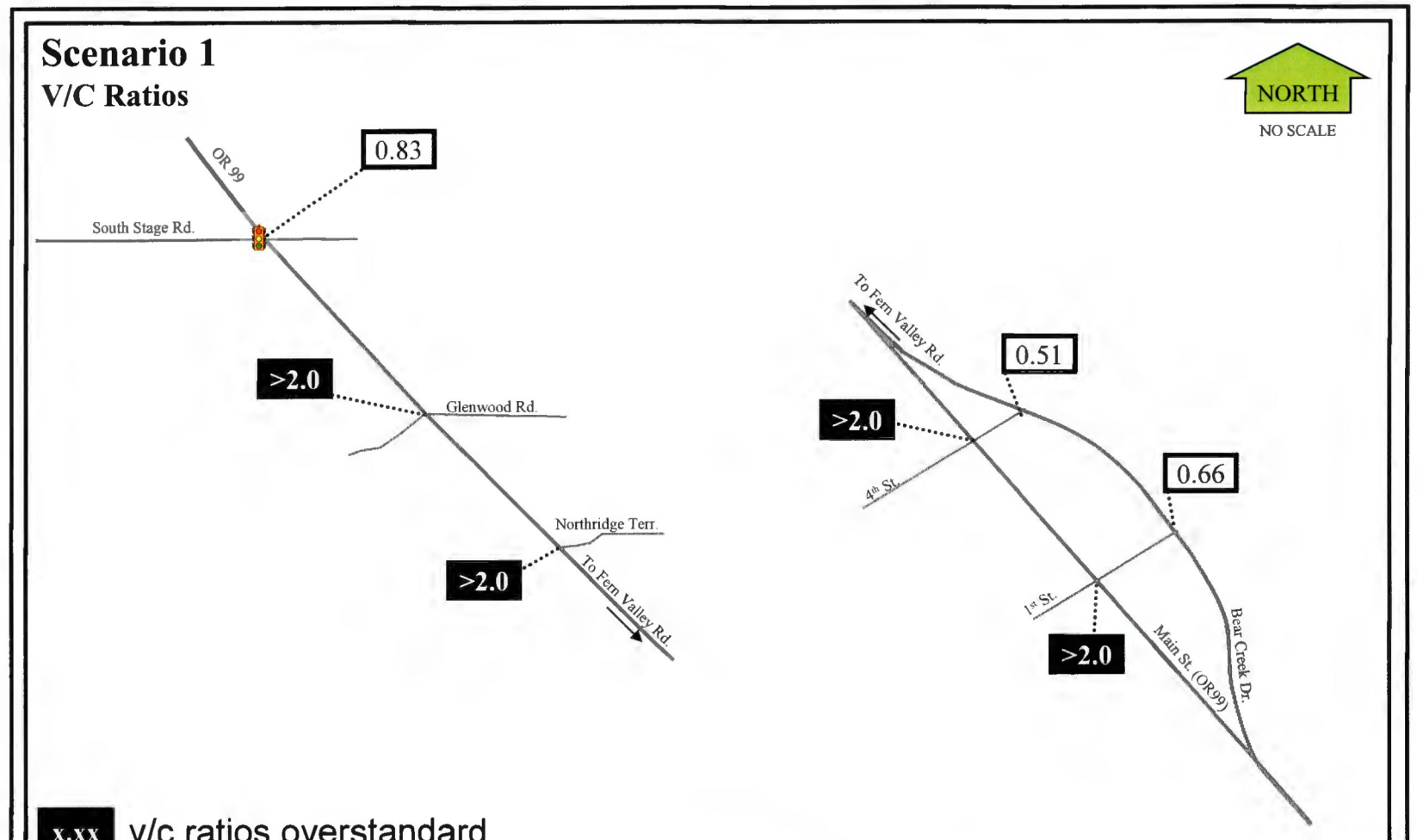
Fern Valley IAMP – Scenario 1 – Common Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B3
	Date : 03/17/2009	Rev. By: P. Schuytema PE	


Scenario 1
V/C Ratios
X.XX v/c ratios overstandard
NORTH
NO SCALE
Fern Valley Road
South Phoenix Road
North Phoenix Road
Interstate 5
Luman Road
W Bolz Lane
Cheryl Lane
OR 99
1.04
0.63
0.36
0.48
0.68
0.59
0.63
0.55
0.72
0.64
0.87
3090
3220
TPAU
TRANSPORTATION PLANNING ANALYSIS UNIT
OREGON DEPARTMENT OF TRANSPORTATION
Fern Valley IAMP – Scenario 1 - Fern Valley Thru V/C Ratios
File: FernValleyIAMP
Date : 03/17/2009
Prepared By: C. Fera-Thomas
Rev. By: P. Schuytema PE
FIGURE B4



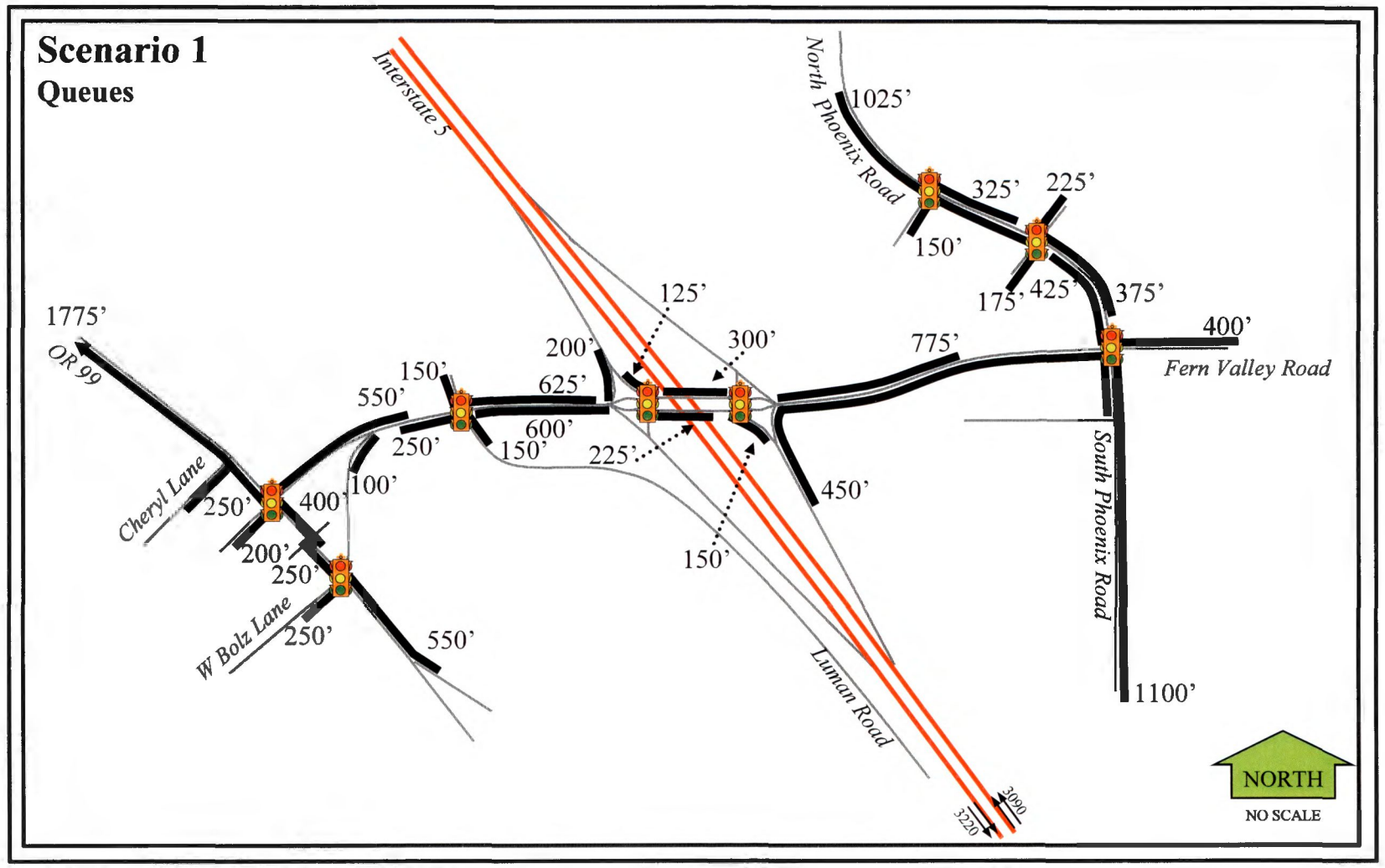
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 1 – North Phoenix Thru V/C Ratios	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B5
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



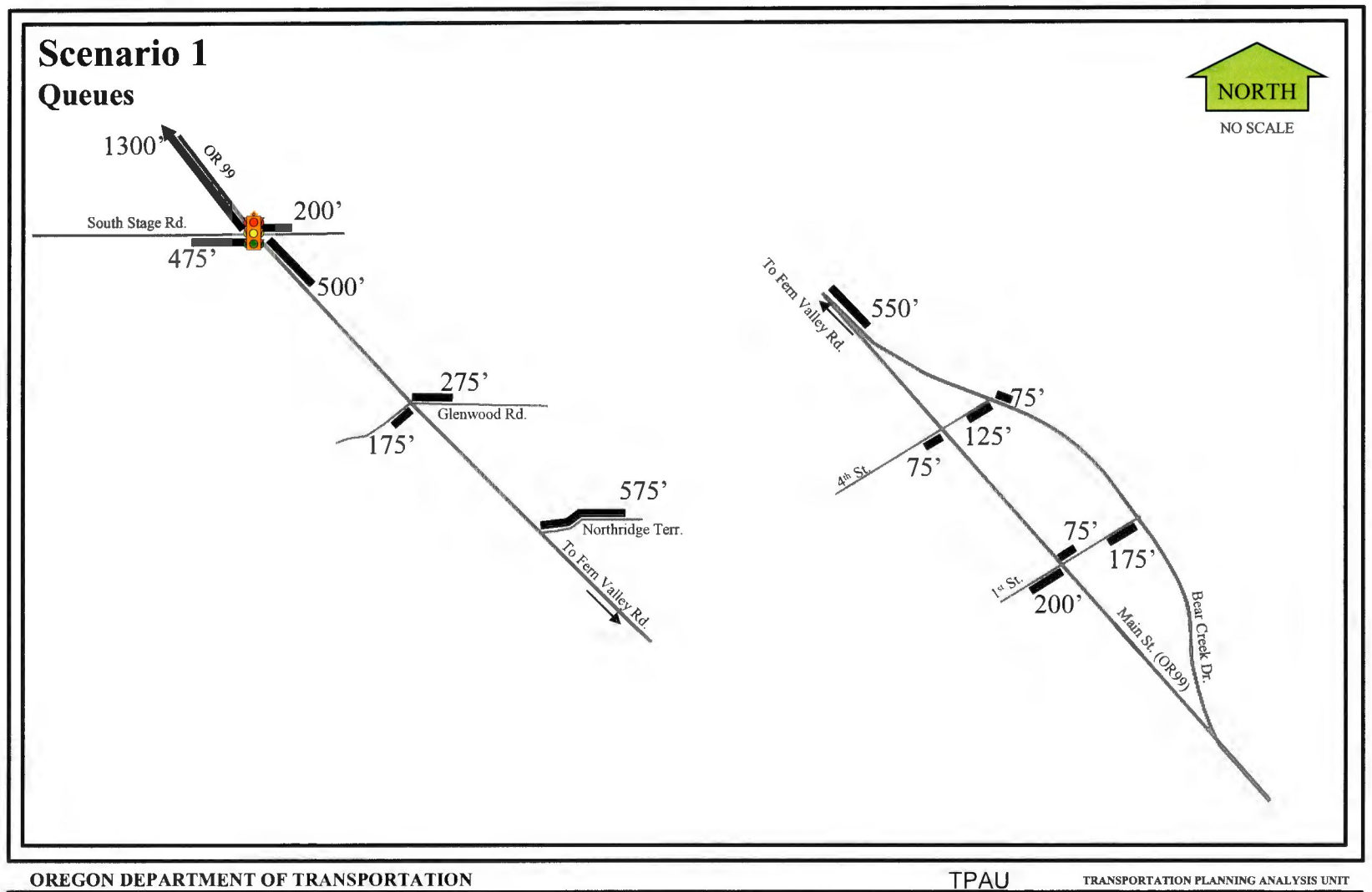
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 1 – Common V/C Ratios	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B6
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



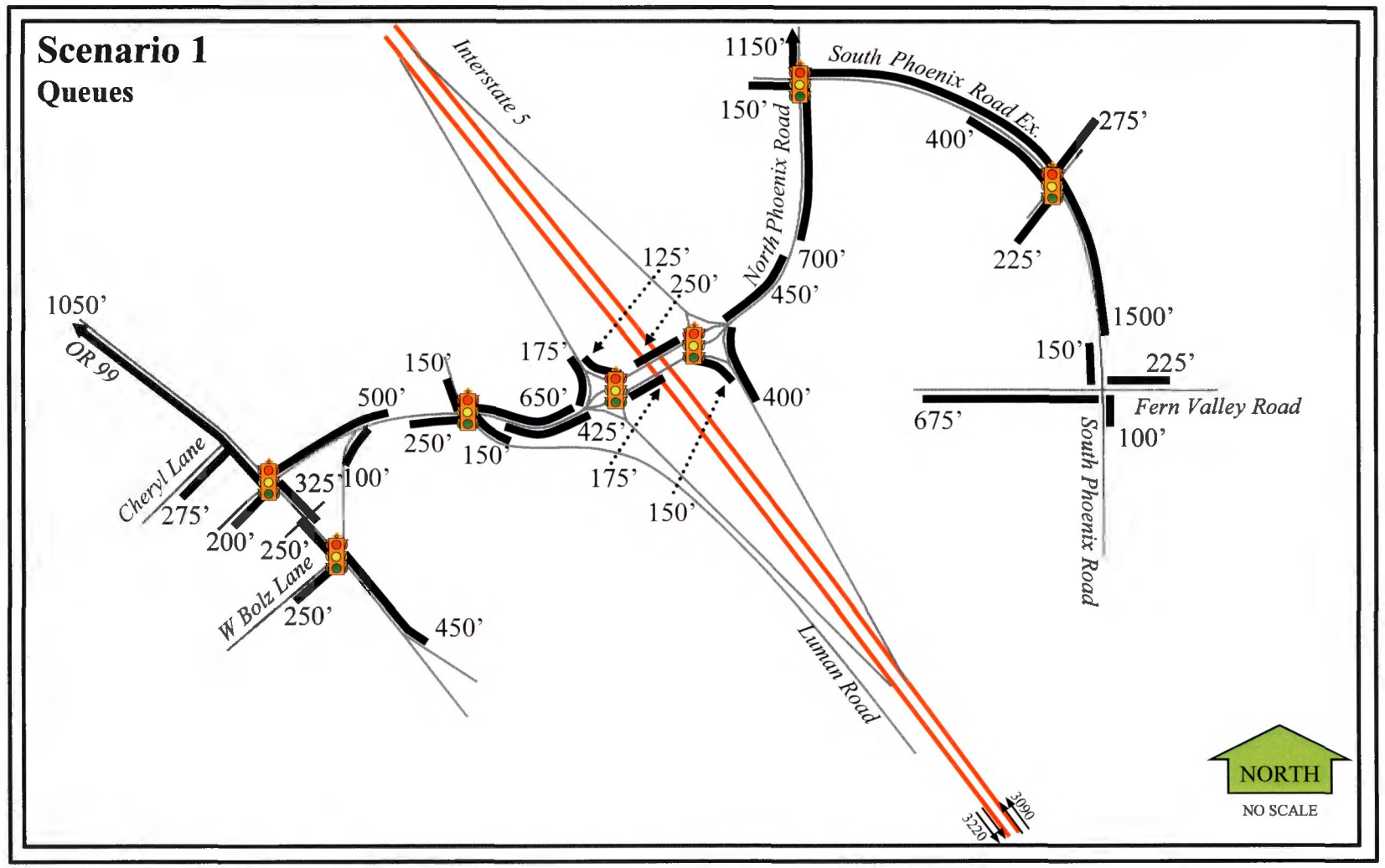
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 1 - Fern Valley Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B7
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



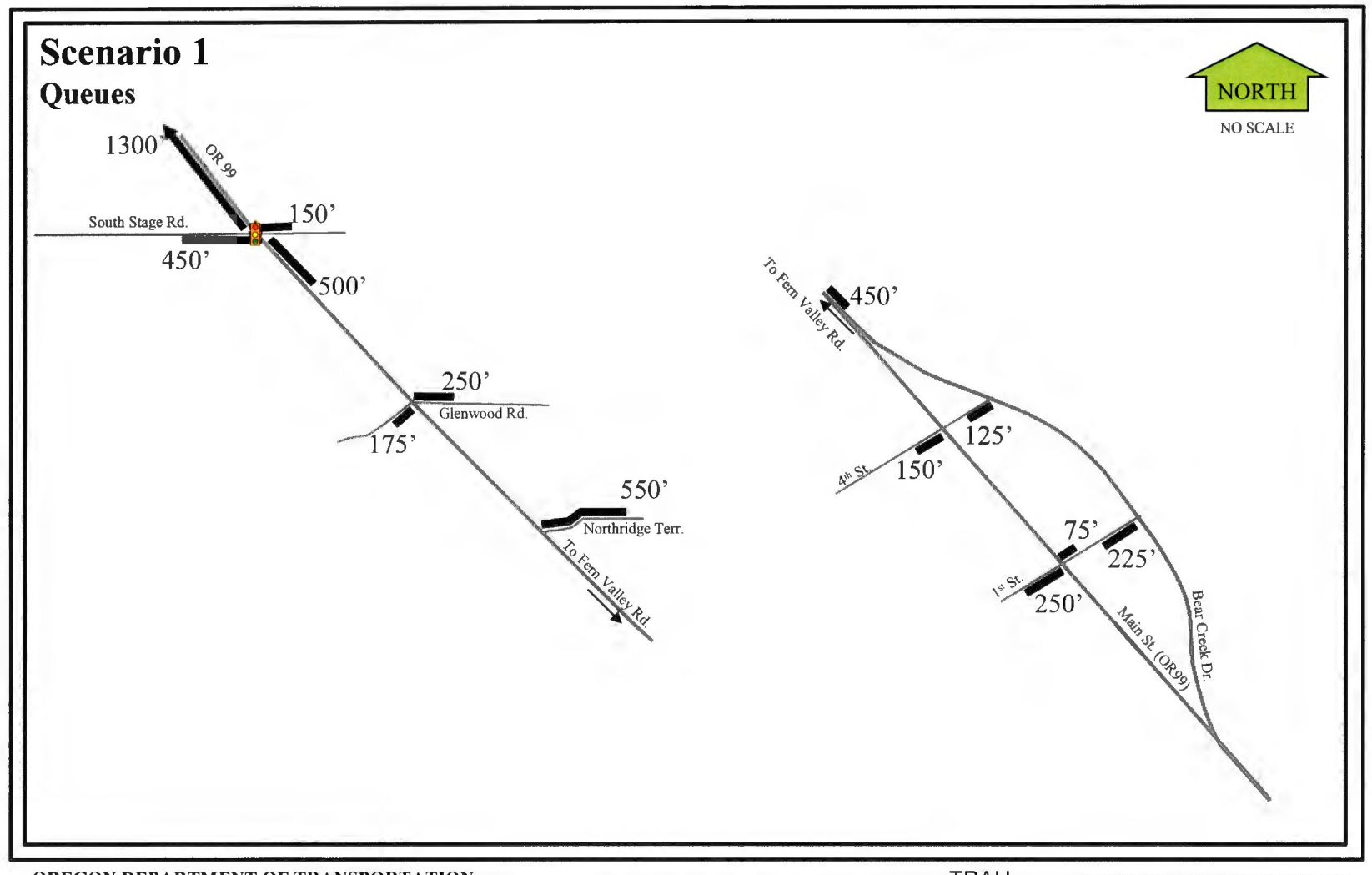
OREGON DEPARTMENT OF TRANSPORTATION TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 1 – Fern Valley Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B8
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

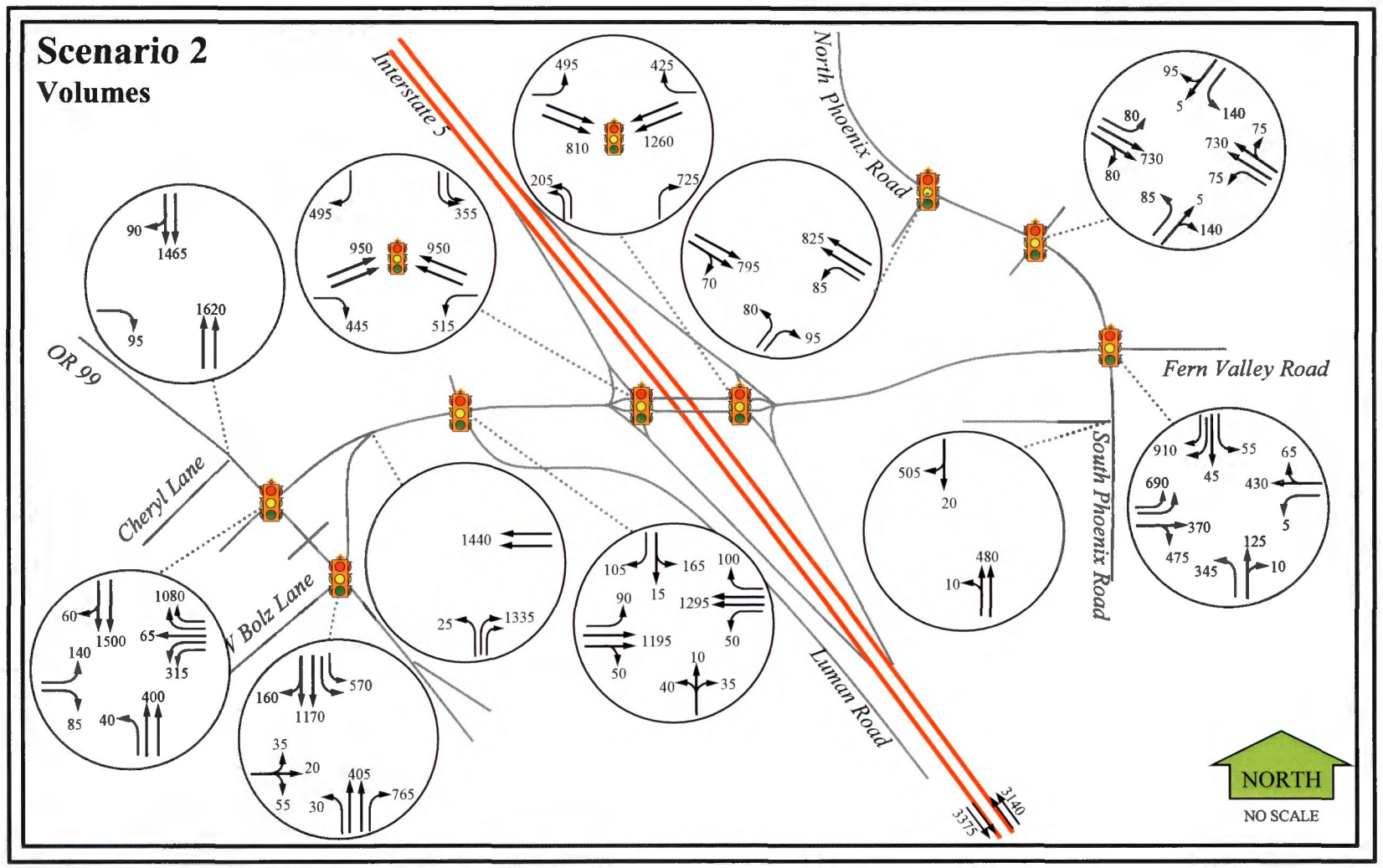
Fern Valley IAMP – Scenario 1 – North Phoenix Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B9
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



OREGON DEPARTMENT OF TRANSPORTATION TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

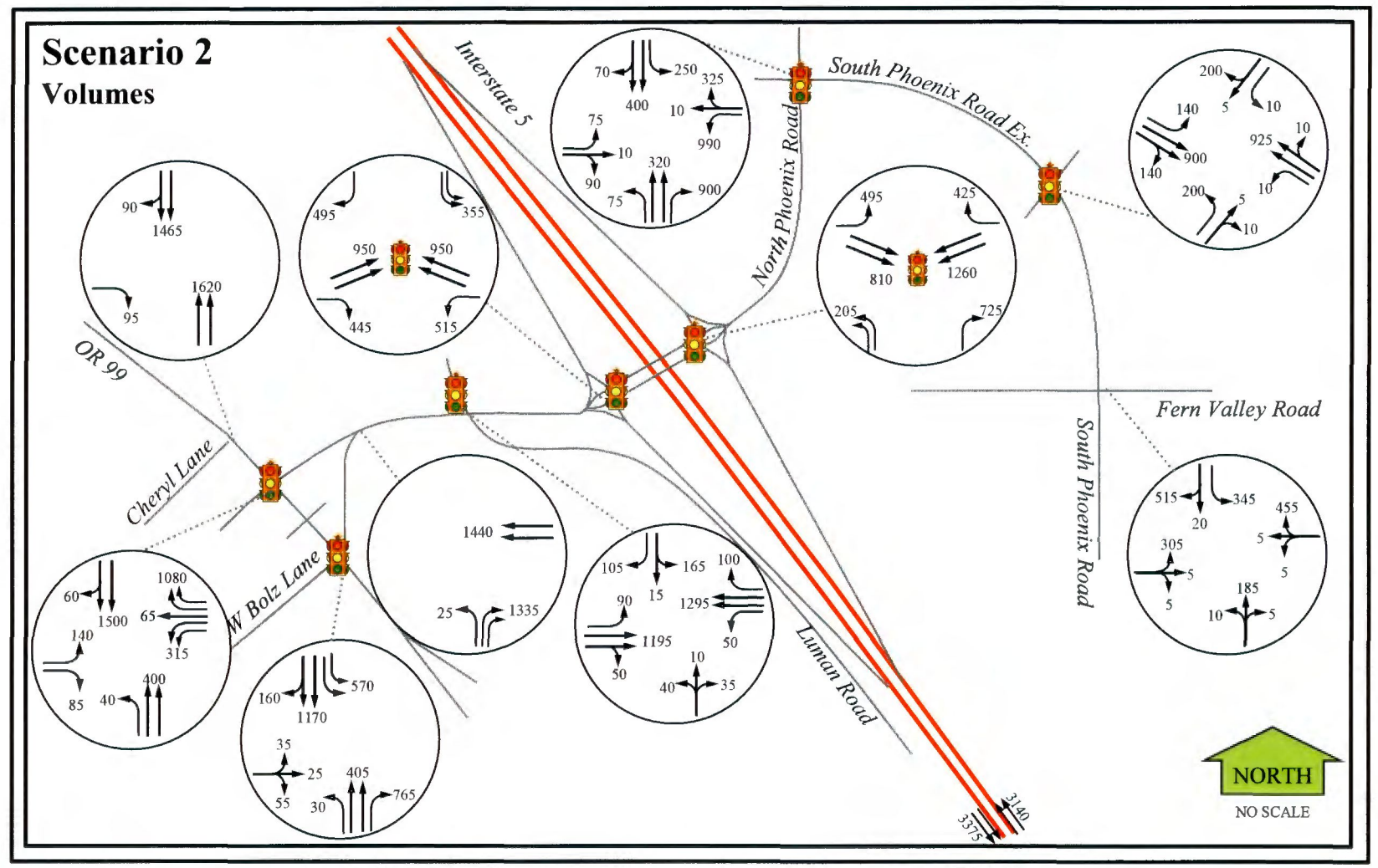
Fern Valley IAMP – Scenario 1 – North Phoenix Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE B10
	Date : 03/17/2009	Rev. By: P. Schuytema PE	

ANNEX C – SCENARIO 2



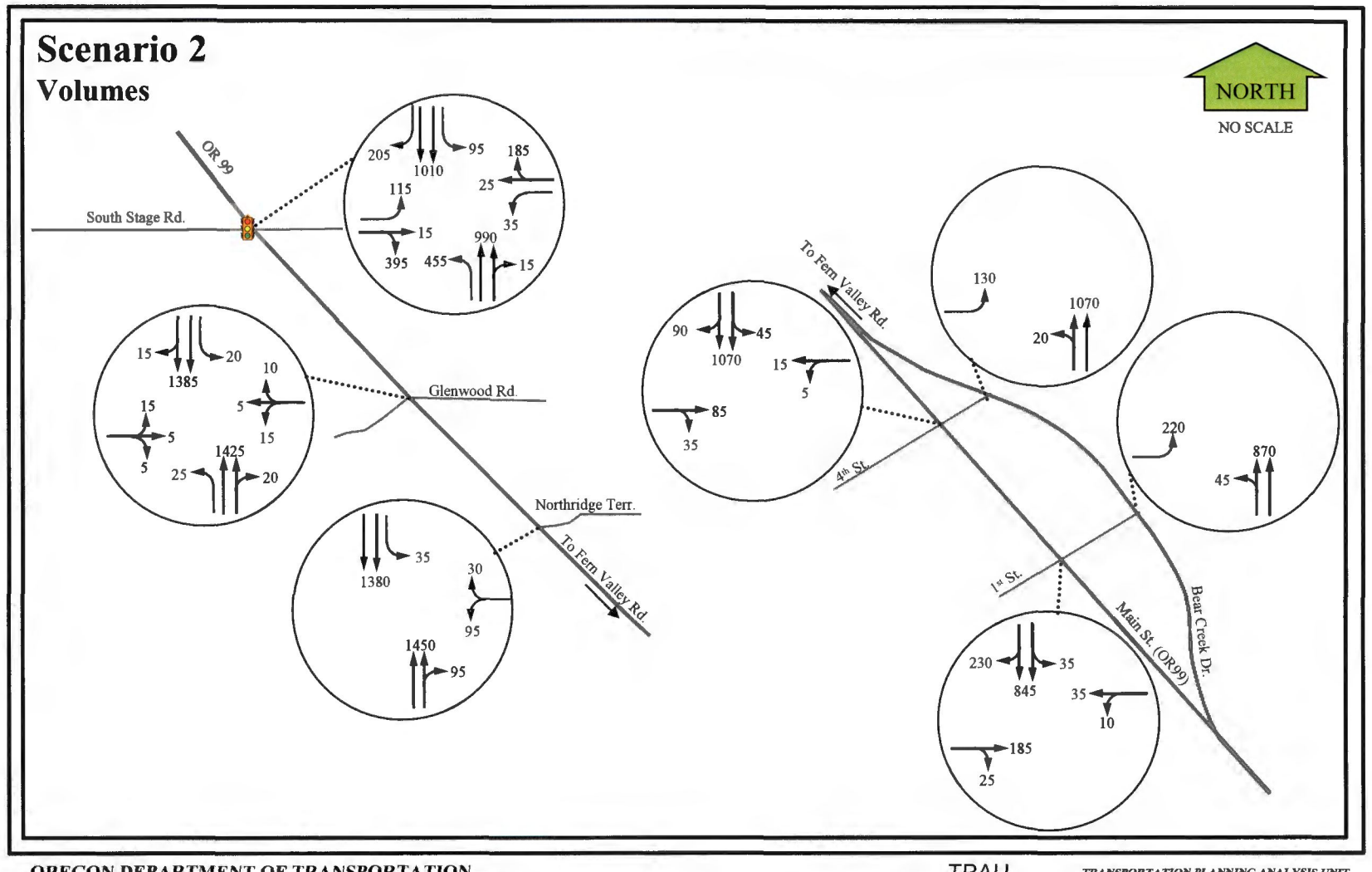
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 2 - Fern Valley Thru Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C1
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



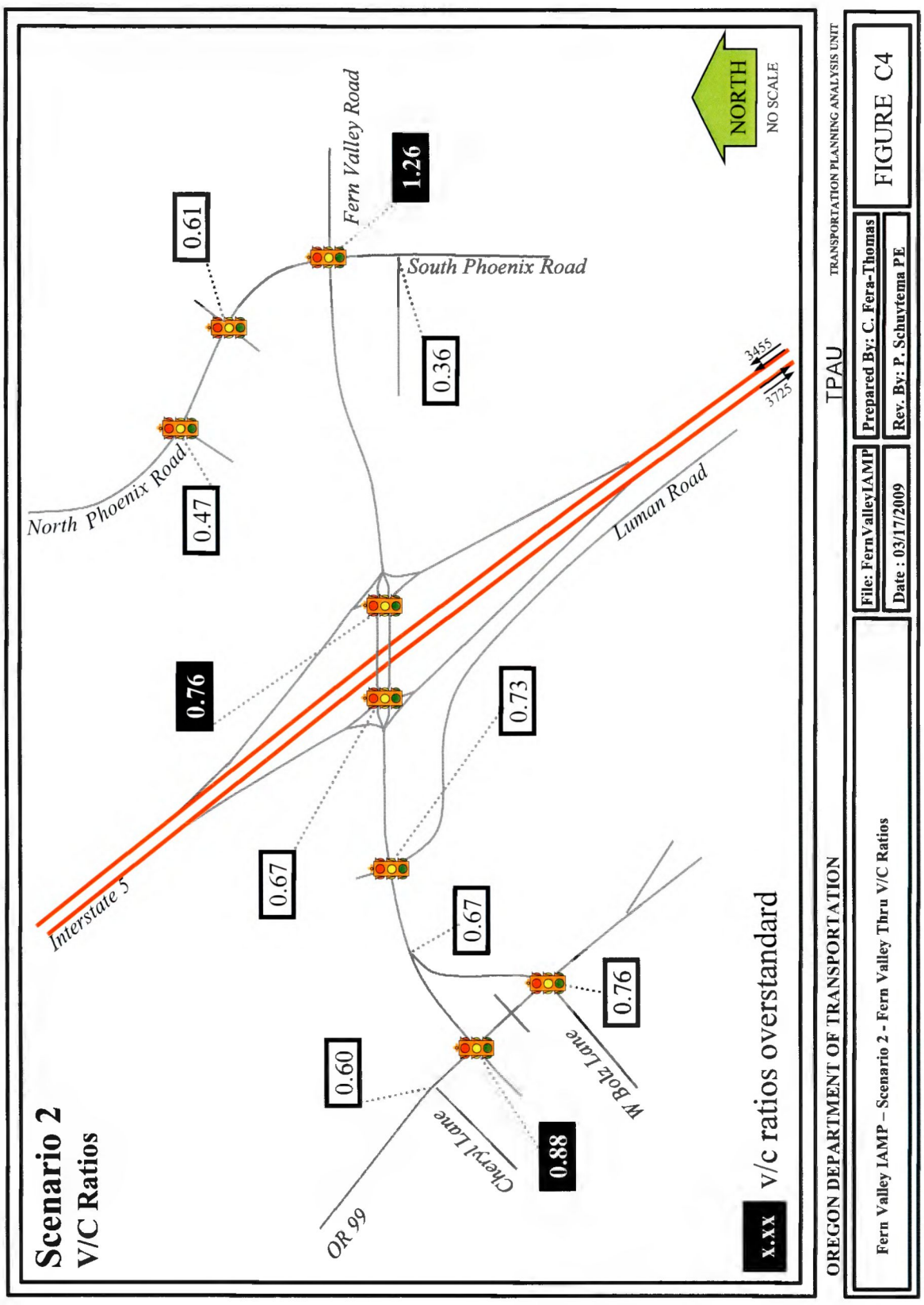
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

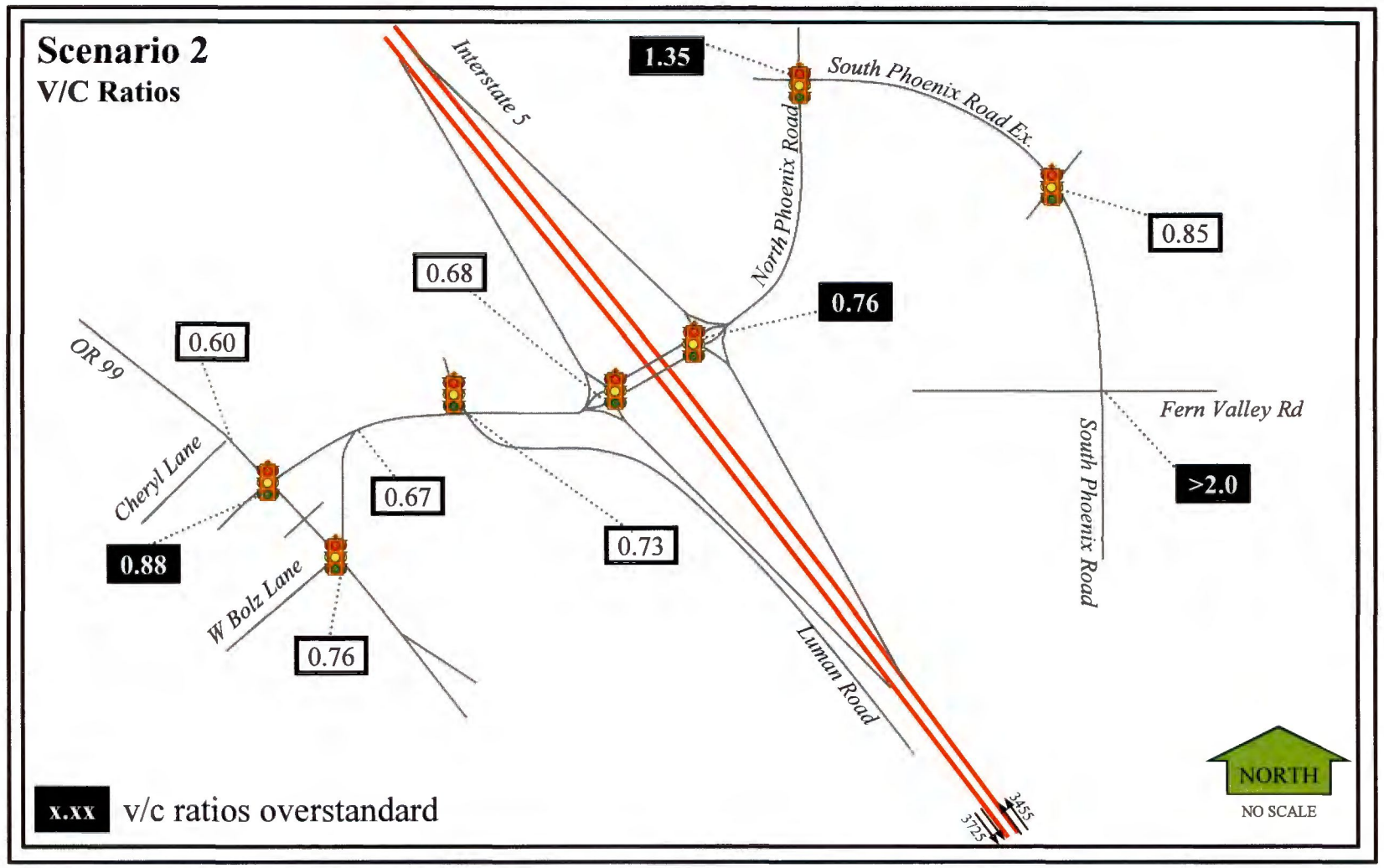
Fern Valley IAMP – Scenario 2 – North Phoenix Thru Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C2
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



OREGON DEPARTMENT OF TRANSPORTATION TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

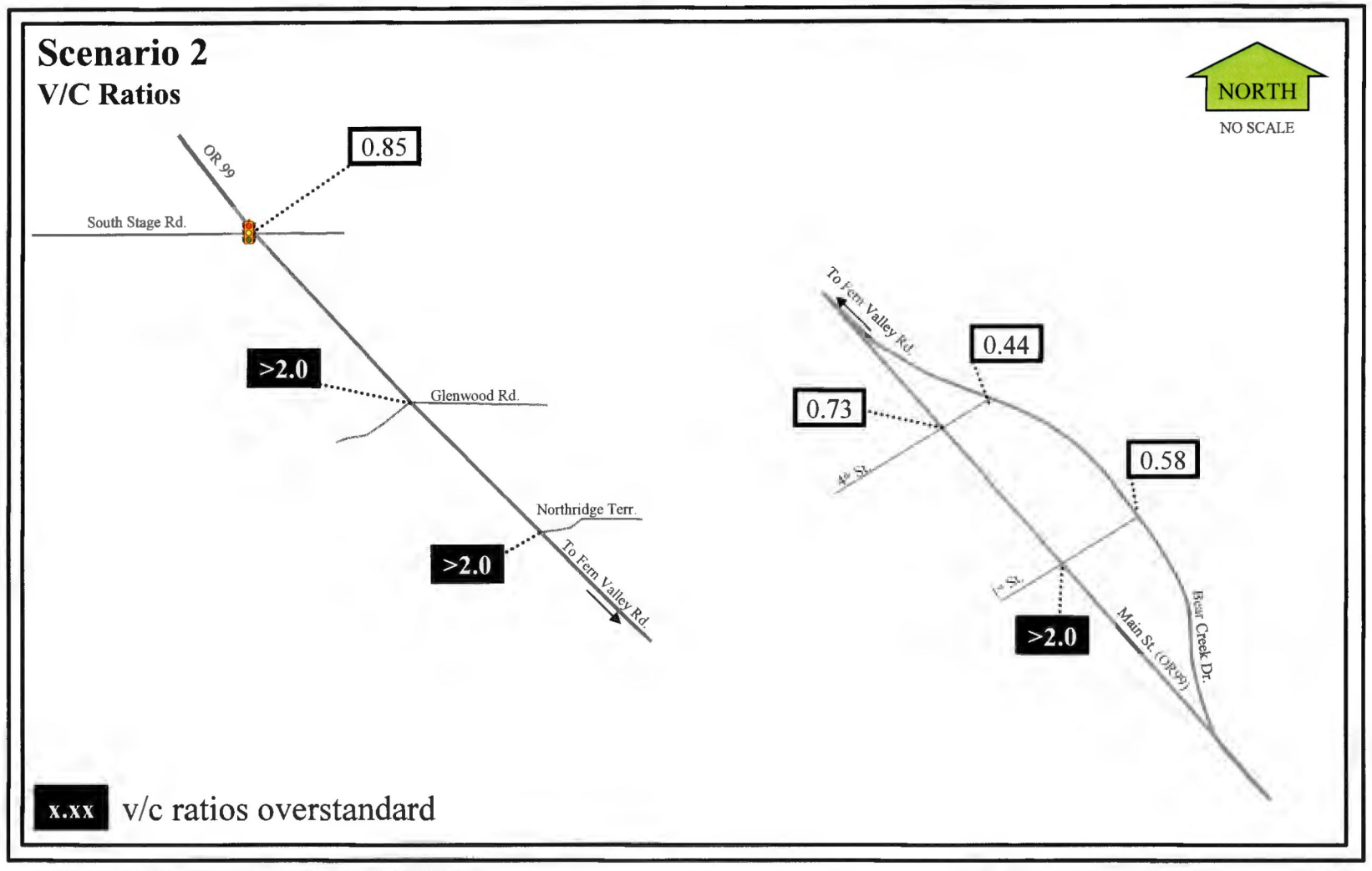
Fern Valley IAMP – Scenario 2 – Common Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C3
	Date : 03/17/2009	Rev. By: P. Schuytema PE	


Scenario 2
V/C Ratios
NORTH
NO SCALE
Fern Valley Road
South Phoenix Road
North Phoenix Road
Interstate 5
Luman Road
W Bolt Lane
Cheryl Lane
OR 99
1.26
0.61
0.36
0.47
0.76
0.73
0.67
0.67
0.76
0.60
0.88
3455
3725
X.XX
v/c ratios overstandard
TPAU
TRANSPORTATION PLANNING ANALYSIS UNIT
OREGON DEPARTMENT OF TRANSPORTATION
Fern Valley IAMP – Scenario 2 - Fern Valley Thru V/C Ratios
File: FernValleyIAMP
Date : 03/17/2009
Prepared By: C. Fera-Thomas
Rev. By: P. Schuytema PE
FIGURE C4

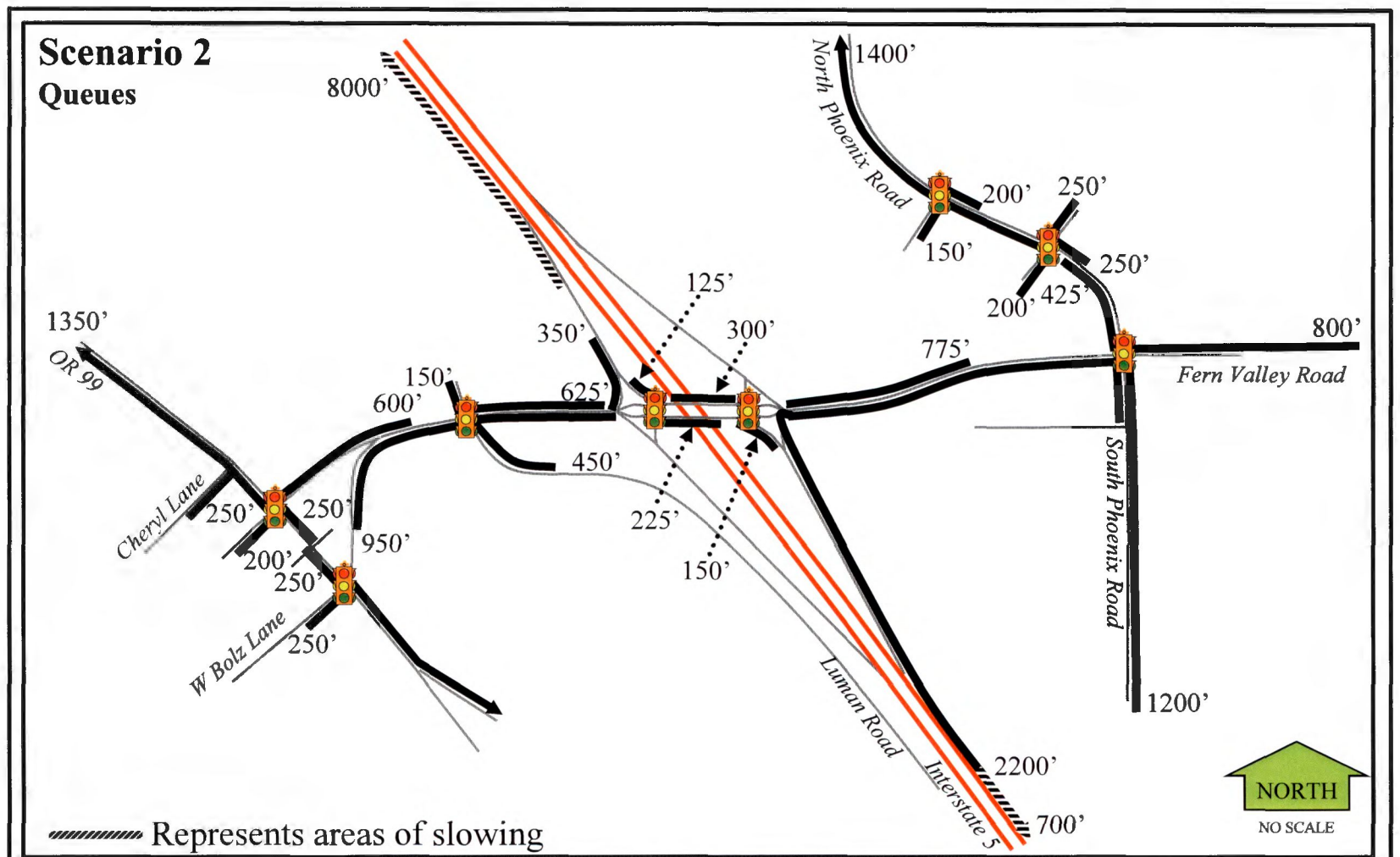


OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

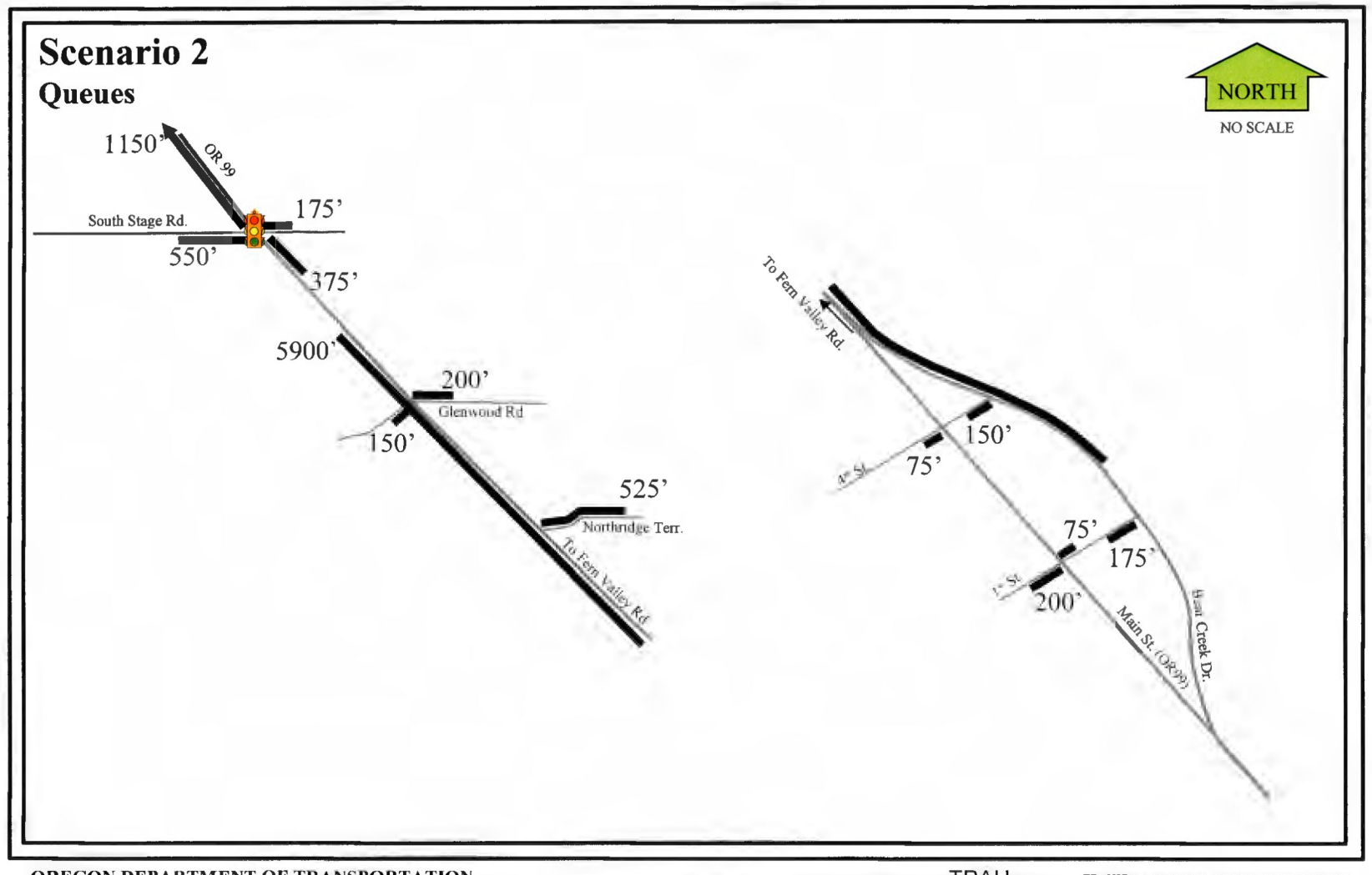
Fern Valley IAMP – Scenario 2 – North Phoenix Thru V/C Ratios	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C5
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



OREGON DEPARTMENT OF TRANSPORTATION			TPAU TRANSPORTATION PLANNING ANALYSIS UNIT
Fern Valley IAMP – Scenario 2 – Common V/C Ratios	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C6
	Date : 03/17/2009	Rev. By: P. Schuytema PE	

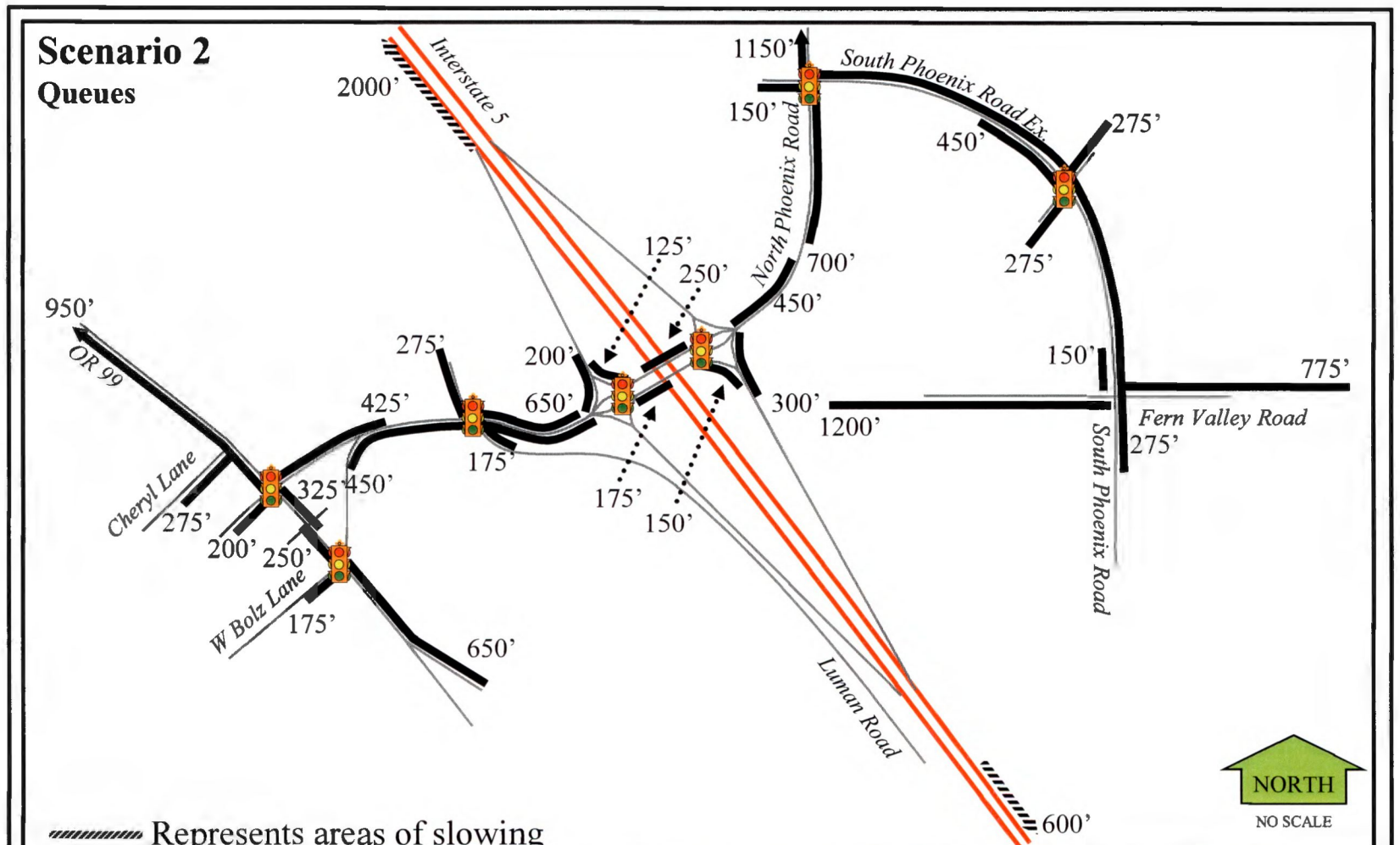


OREGON DEPARTMENT OF TRANSPORTATION			TPAU TRANSPORTATION PLANNING ANALYSIS UNIT
Fern Valley IAMP – Scenario 2 - Fern Valley Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C7
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



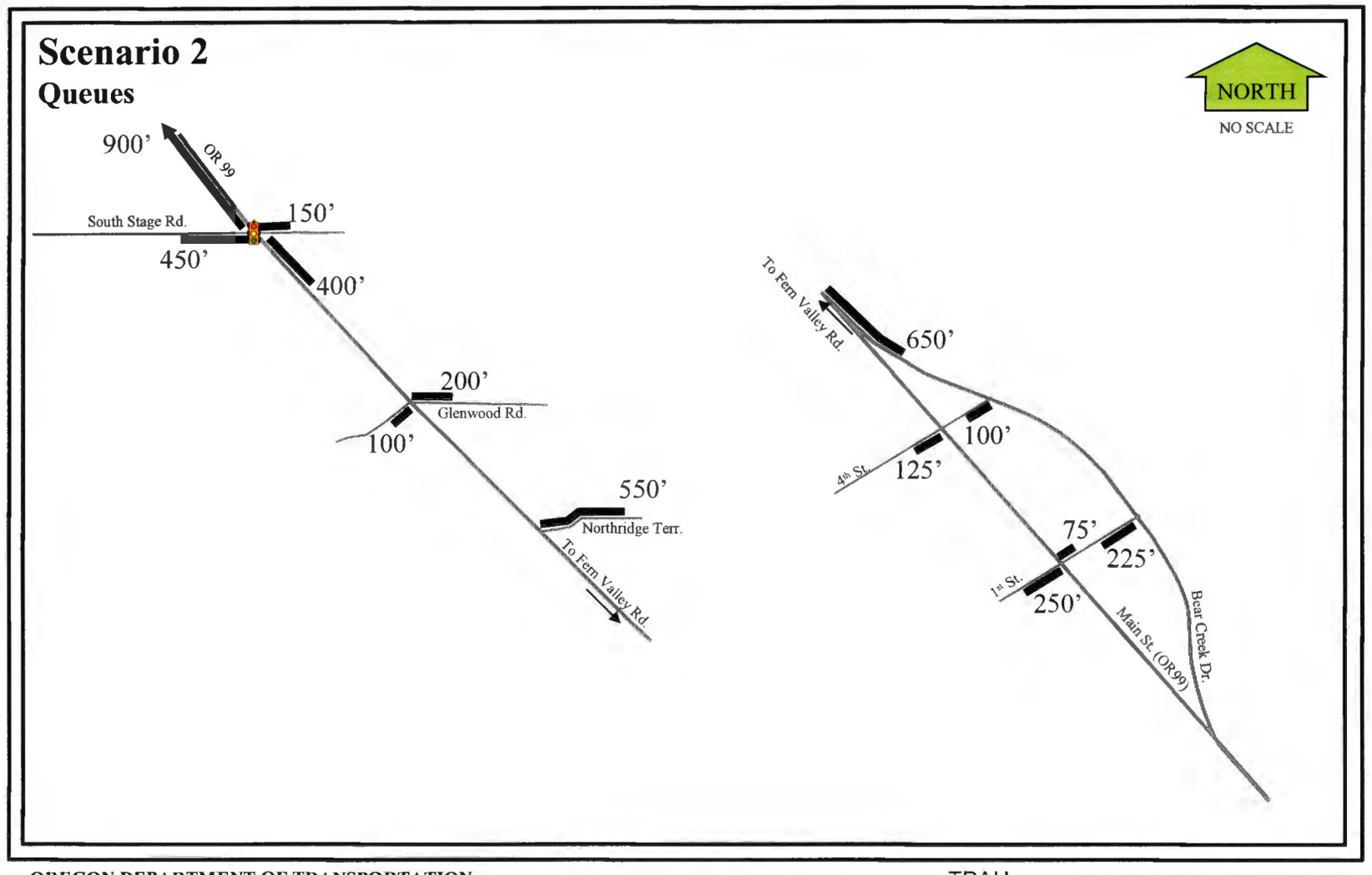
OREGON DEPARTMENT OF TRANSPORTATION TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 2 – Fern Valley Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C8
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

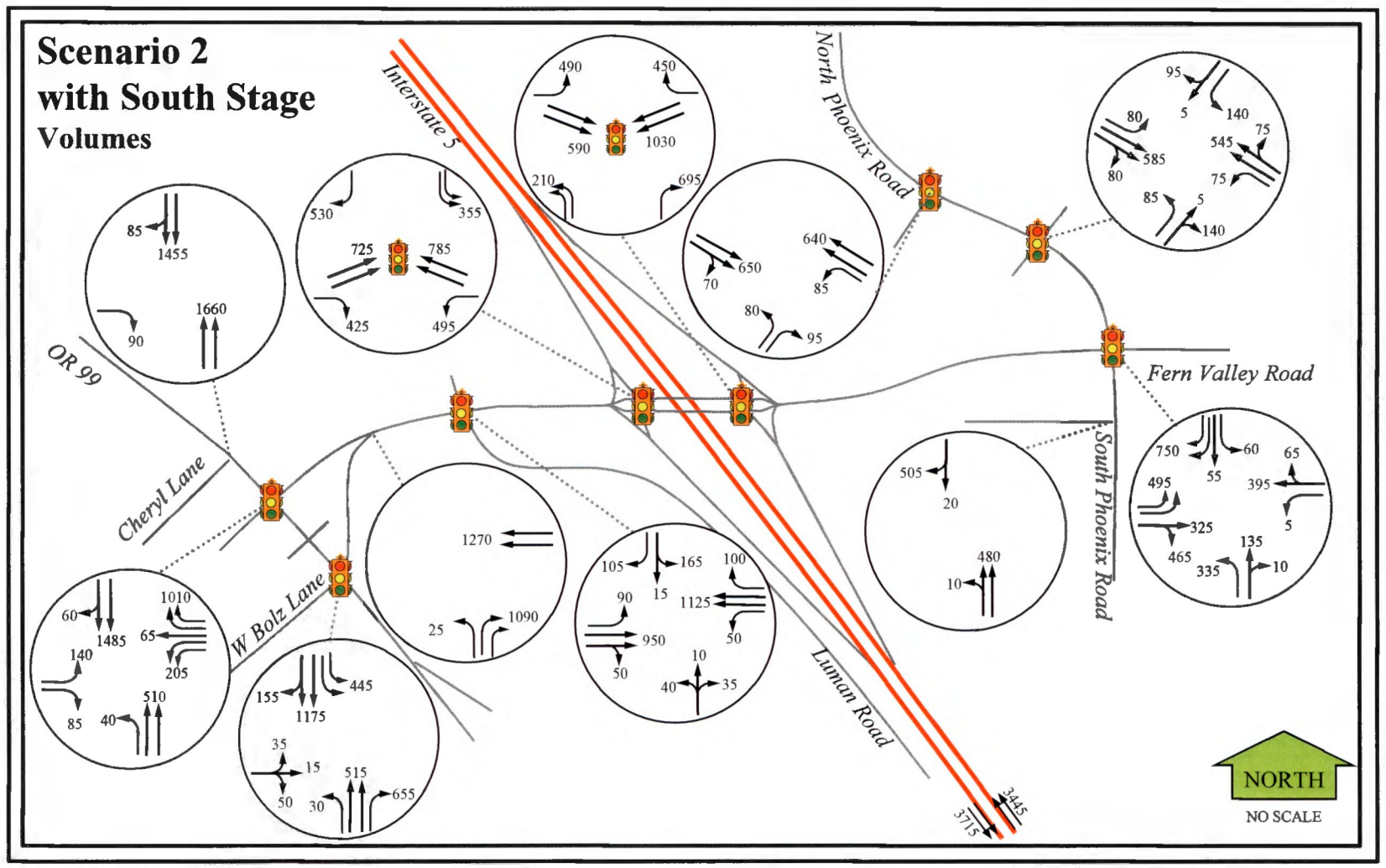
Fern Valley IAMP – Scenario 2 – North Phoenix Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C9
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



OREGON DEPARTMENT OF TRANSPORTATION TPAU TRANSPORTATION PLANNING ANALYSIS UNIT

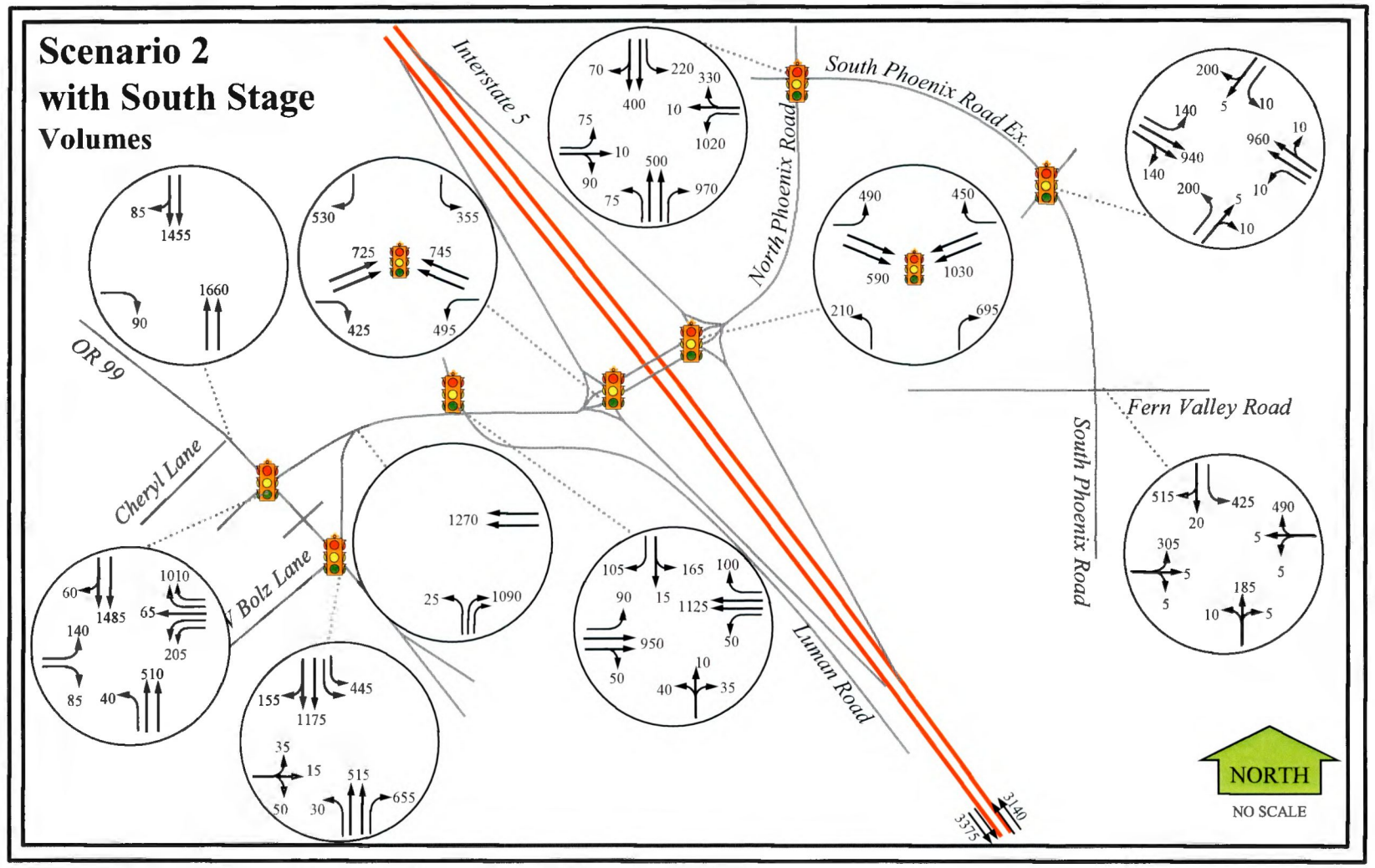
Fern Valley IAMP – Scenario 2 – North Phoenix Thru Queues	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE C10
	Date : 03/17/2009	Rev. By: P. Schuytema PE	

ANNEX D – SCENARIO 2 WITH SOUTH STAGE OVERCROSSING



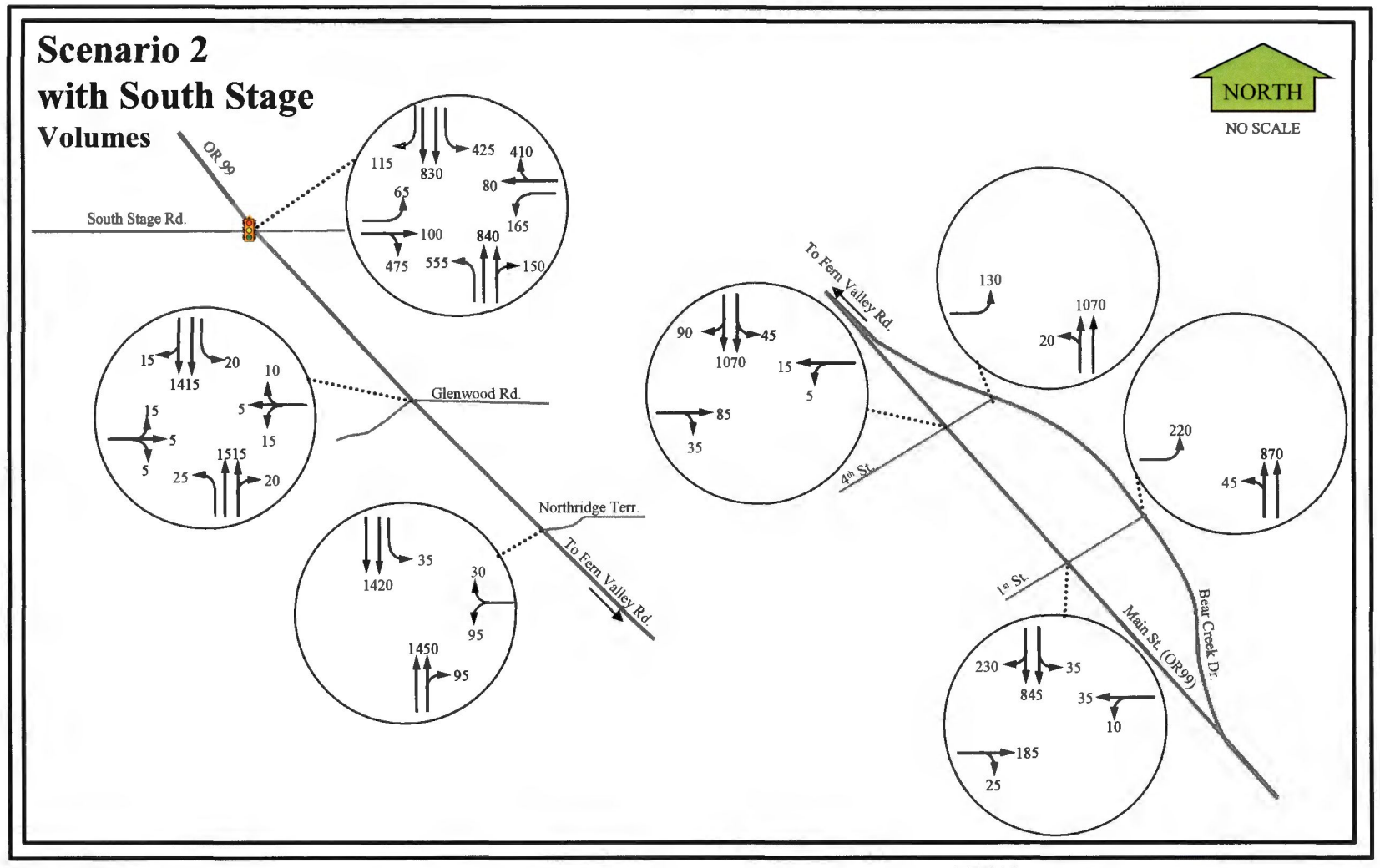
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 2 with S. Stage Connection - Fern Valley Thru Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE D1
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



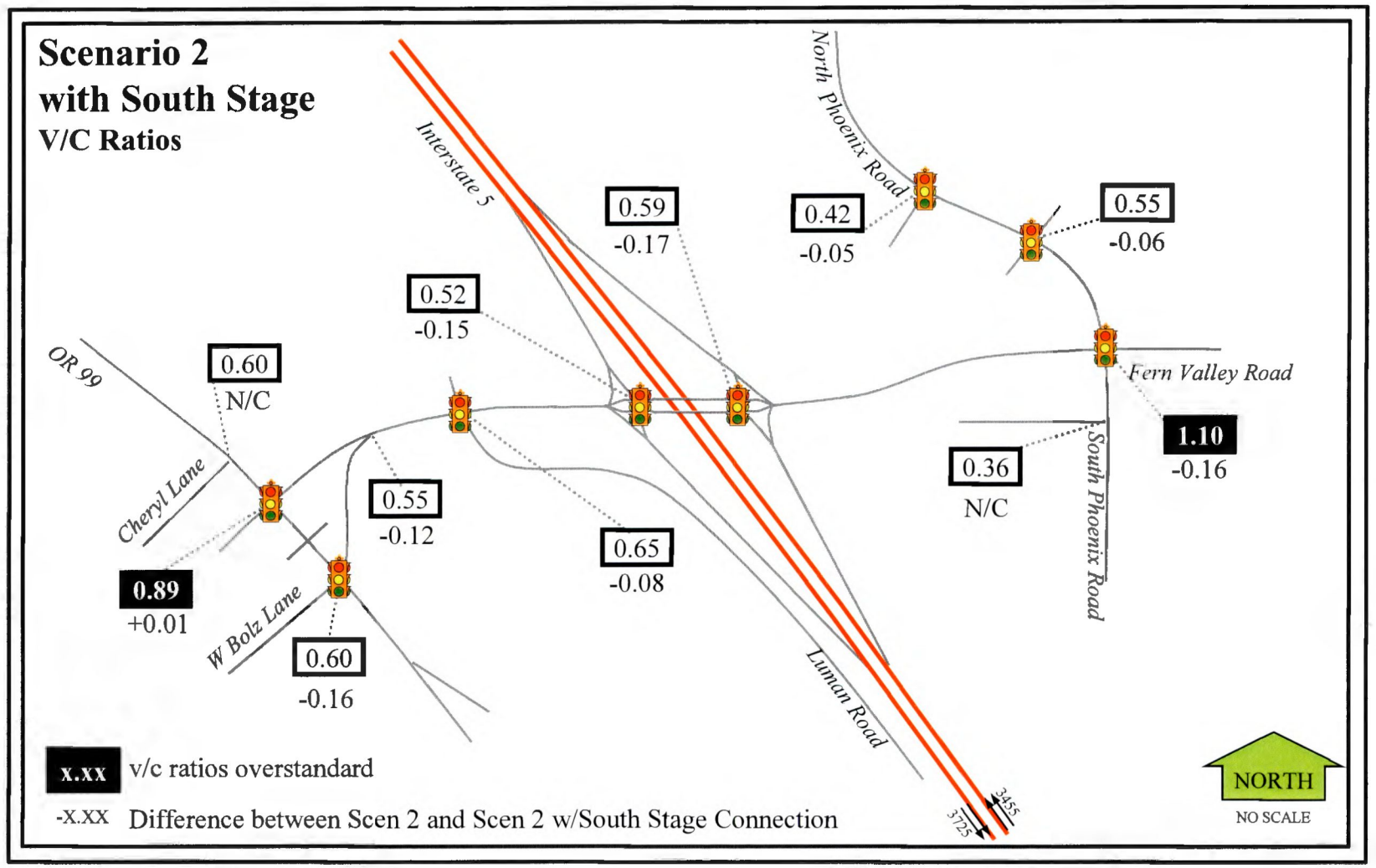
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 2 with S. Stage Connection – North Phoenix Thru Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE D2
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



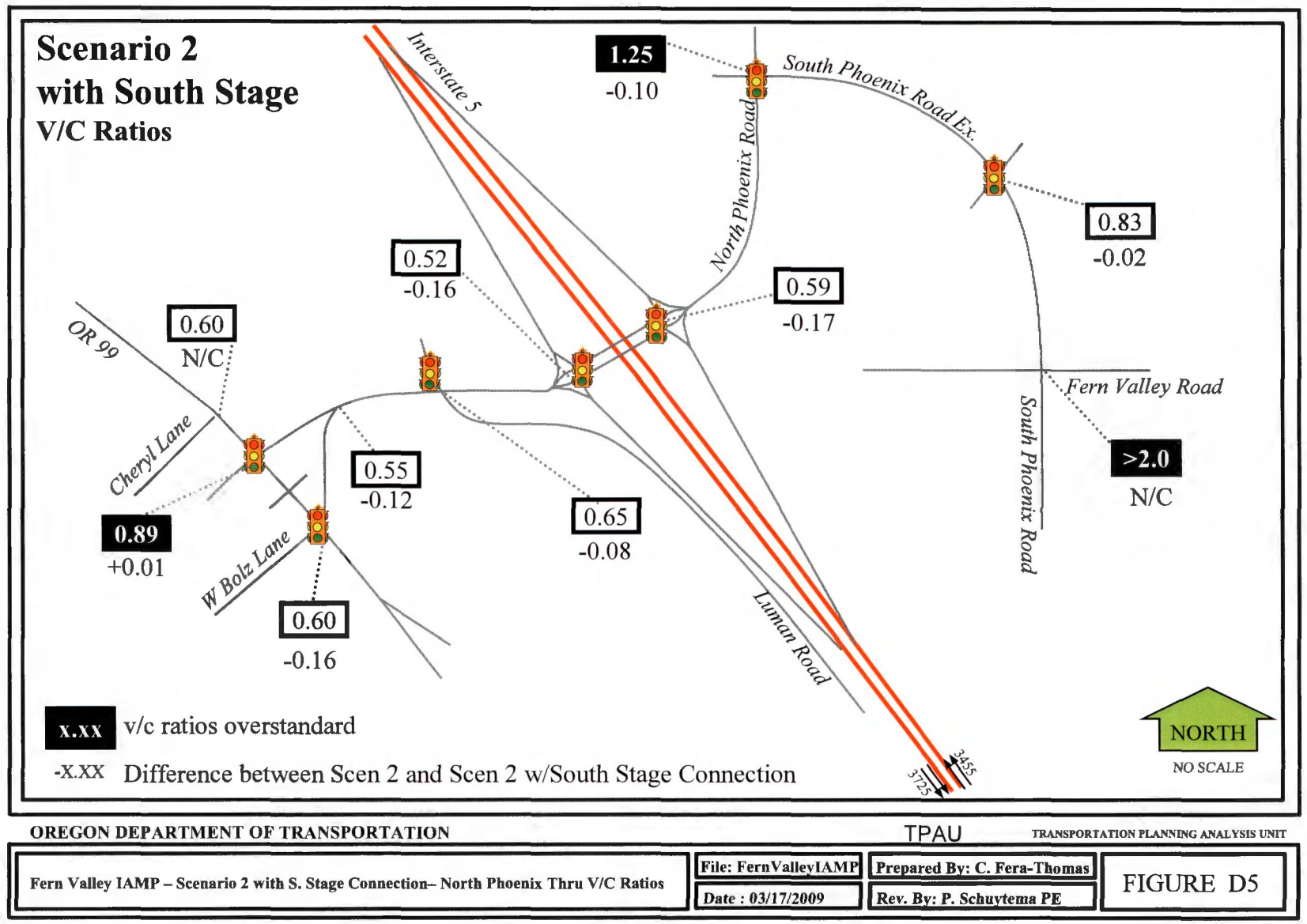
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 2 with S. Stage Connection – Common Volumes	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE D3
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



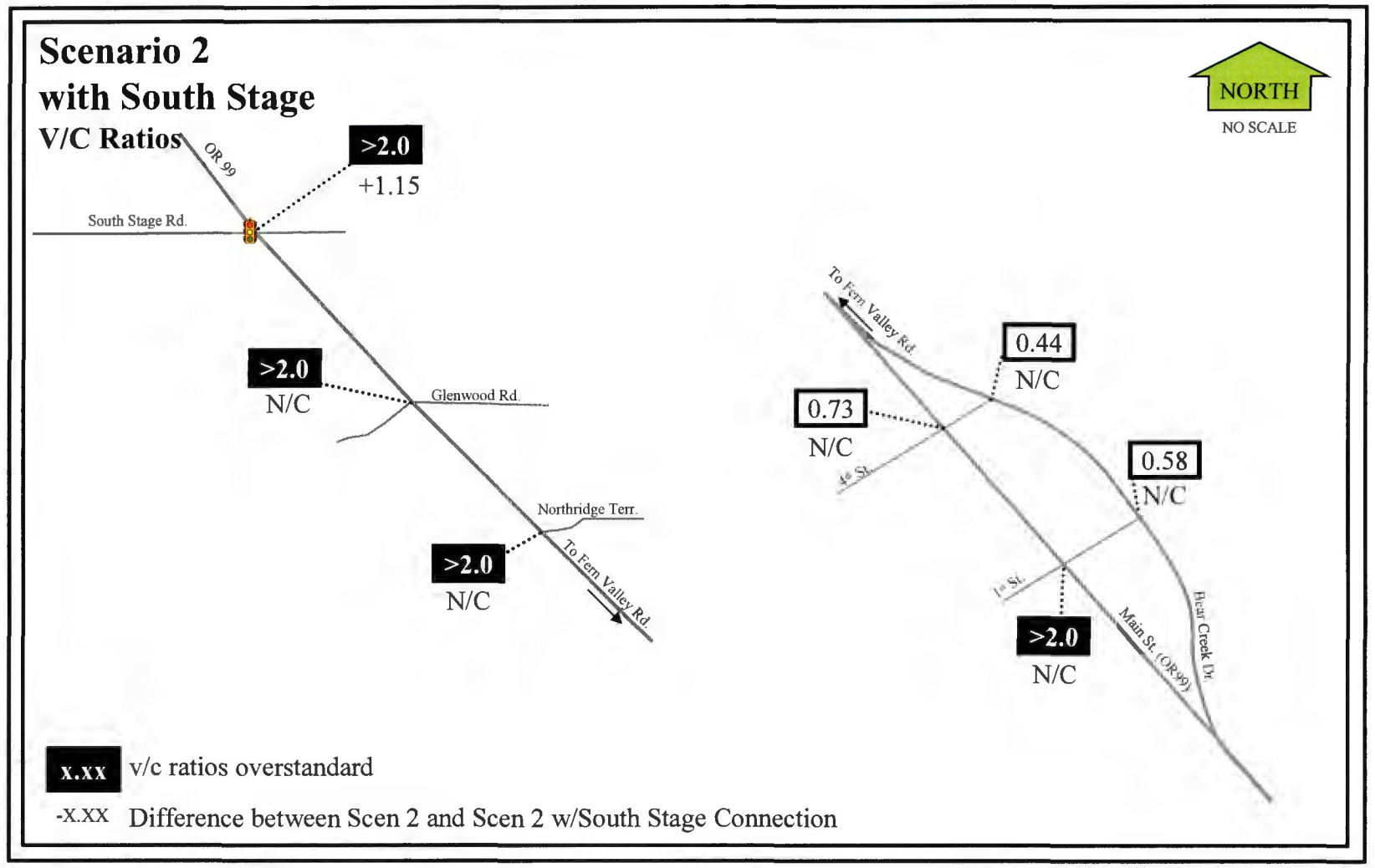
OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 2 with S. Stage Connection- Fern Valley Thru V/C Ratios	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE D4
	Date : 03/17/2009	Rev. By: P. Schuytema PE	



OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 2 with S. Stage Connection– North Phoenix Thru V/C Ratios	File: FernValleyIAMP Date : 03/17/2009	Prepared By: C. Fera-Thomas Rev. By: P. Schuytema PE	FIGURE D5



OREGON DEPARTMENT OF TRANSPORTATION — TPAU — TRANSPORTATION PLANNING ANALYSIS UNIT

Fern Valley IAMP – Scenario 2 with S. Stage Connection– Common V/C Ratios	File: FernValleyIAMP	Prepared By: C. Fera-Thomas	FIGURE D6
	Date : 03/17/2009	Rev. By: P. Schuytema PE	

Appendix F
Land Use Scenarios

This appendix describes the land use scenarios on which is based the traffic analysis contained in Appendix E and summarized beginning on page 5 of the body of the IAMP. Note that the scenarios were intended to show how development *could* occur to serve as a basis for modeling the roadway system to forecast traffic volumes and roadway system performance. The scenarios are forecasts of possible development and in no way confer entitlements to development on individual properties.

SCENARIO 1

Scenario 1 represents the full build-out of the existing City of Phoenix Comprehensive Plan and of already-urbanized areas outside city limits. "Full build-out" means that vacant land is developed and some developed land is redeveloped to conform to applicable Comprehensive Plan designations and zoning. Densities are similar to existing development; they are not maximum allowed densities.

Scenario 1 consists of the land uses, square footages, and numbers of dwelling units in the portion of the IAMP study area which is within the existing City of Phoenix UGB and the adjacent urbanized area outside the UGB along OR 99 to the north. This area is made up of all the analysis areas in Annex 1 of this appendix, except for analysis areas 1, 2, 3, 23, 51, and 52. Annex 2 is a map showing the boundaries of the analysis areas. Annexes 3 - 6 contain supporting documentation.

SCENARIO 2

Scenario 2 adds to Scenario 1 the full build-out of four City of Phoenix urban reserve areas included in the draft proposed Greater Bear Creek Valley Regional Plan.[1] These are urban reserve areas PH-1, PH-2, PH-5, and PH-10. "Build-out" means complete development of the urban reserve areas with the types of uses (residential, commercial, industrial, institutional, and parks/open space) the draft plan specifies for each urban reserve area. As with Scenario 1, densities are similar to existing development.

Scenario 2 consists of the land uses, square footages, and numbers of dwelling units for all analysis areas in Annex 1, i.e., the same area that Scenario 1 includes plus analysis areas 1, 2, 3, 23, 51, and 52.

THE ROLES OF SCENARIOS 1 AND 2 IN THE IAMP

The roles of the two scenarios in the IAMP differ. The IAMP is based on Scenario 1 because the IAMP needs to be compatible with the City of Phoenix Comprehensive Plan. Build-out of the Comprehensive Plan can be expected within the IAMP planning horizon, which is 2030. However, more development in the interchange area can be expected by 2030 than what is in the Comprehensive Plan as of today. Modeling traffic volumes

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[1] Rogue Valley Council of Governments, Greater Bear Creek Valley Regional Plan, Draft, July 2008, http://rvcog.org/mn.asp?pg=rps_main_page.

under Scenario 2 helped identify the nature and extent of impacts to interchange performance from this additional development. The draft Regional Plan is the best available indication of the form and location of that additional development.

METHODOLOGY FOR DEVELOPMENT SCENARIO FORMULATION

In formulating the development scenarios, the IAMP team:

1. Drew the boundaries of the development scenario study area to include land the use of which would likely substantially affect traffic volumes on the interchange and on I-5, Fern Valley Road, OR 99, and N. Phoenix Road near the interchange.
2. Divided the study area into analysis areas, each composed of land that is similar in its present use and:
   a. if within the City of Phoenix urban growth boundary (UGB) or already developed with urban uses, had the same zoning;
   b. if within urban reserve areas PH-1, 2, 5, or 10, as identified in the September 5, 2007, draft of the RPS Plan,[2] had similar topography and the same owner or a limited number of owners.
3. For each analysis area, compiled in a MS Excel workbook:
   a. gross area (total area as measured by a geographic information system) and net area (the sum of tax lot acreages, i.e., exclusive of public right-of-way);
   b. comprehensive plan designation;
   c. applicable zoning;
   d. existing land use;
   e. tax lot number, address, owner, size in acres, value of land, and value of improvements for each tax lot making up the analysis area, from public tax assessment records.
4. Compiled floor area, site size, and the ratio of floor area to site size for various land uses in the Central Point/Medford/Phoenix/Talent area (referred to as "comparables").
5. Compiled information on proposed uses, in instances where an applicant has submitted information as part of a development approval process. (There were two such instances: the "orchard" property, which comprises analysis area 21, and the "triangle" property which comprises analysis area 42).
6. Identified on a map of analysis areas the boundaries of the 100-year floodplain.
7. Compiled a list of uses likely to be developed in the interchange area, their sizes, and the amount of land each would occupy.
8. For all large tracts of undeveloped land, deducted acreage for public streets, slopes, and existing irrigation canals.
9. Deducted from affected analysis areas acreage that would be used for the Fern Valley Interchange project, taking into account instances where the interchange project would replace existing roadways and that they could be vacated.
10. Identified analysis areas which do not warrant detailed examination because either:
    a. they are fully developed or nearly fully developed and existing uses are likely to

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[2] Ibid. Urban reserve areas are areas outside existing UGBs into which UGBs would be expanded in the future under the RPS Plan.

remain unchanged (e.g., existing residential subdivisions and commercial properties that are stable and have high ratios of the value of improvements to the value of the land); or

b. redevelopment is likely to be piecemeal and unpredictable because of small lots, fragmented ownership, or other sources of uncertainty, and is unlikely to materially alter traffic generation or impact the interchange.

(TPAU based trip generation in these analysis areas on RVCOG model employment and household projections.)

11. For remaining analysis areas within the Phoenix UGB and including developed land along OR 99 north of the Phoenix UGB:
    a. judged whether individual properties are likely to be redeveloped, based on the ratio of the value of their improvements to the value of the land, development constraints (especially whether in the 100-year floodplain), and their desirability for development (mainly proximity to high-volume roadways);
    b. for existing uses likely to remain, identified commercial buildings by type of use and compiled or estimated their sizes in square feet, and counted or estimated numbers of dwelling units;
    c. for the analysis areas identified in step 5, used the compiled information;
    d. for other vacant land and land expected to be redeveloped, estimated square footages of commercial uses, based on the comparables; allocated expected uses from step 7; and estimated residential dwelling units based on zoning and site constraints.
12. For analysis areas in urban reserve areas PH-5 and 10:[3]
    a. computed the number of acres by category of use by applying the use allocation percentages in the RPS Plan;
    b. for residential lands, made an assumption of what City of Phoenix zoning would apply and either made assumptions about average lot size (analysis areas 1 and 2 in PH-5) or applied the density ratio from a nearby existing subdivision (analysis area 23 in PH-10);
    c. for commercial lands, allocated expected uses from step 7 and estimated the amount of other commercial uses based on the comparables from step 4;
    d. for industrial and institutional uses, estimated square footage based on the comparables from step 4;
    e. for parks/open space, used the amount computed in step 12.a.
13. Summarized the uses, square footages, numbers of dwelling units, and acreages.
14. Provided the results of the above steps to the members of the Fern Valley IAMP Citizens Advisory Committee and Project Development Team, recorded their review comments, and revised the results to respond to the comments.
15. Recorded notes on the application of the methodology and instances where circumstances required departing from details of the methodology.

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[3] Urban reserve areas PH-1 and PH-2 make up analysis areas which were identified as not warranting detailed examination in step 10.

Appendix F, Annex 1
Full Build-out
Development Scenario
INTERCHANGE AREA MANAGEMENT PLAN
Fern Valley Interchange

Analysis Area No.	TAZ[1] No.	Gross. Acres[2]	Net Acres[3]	Existing			Full-Buildout							
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Notes
1	156	57.1	55.2	Agricultural Land	Exclusive Farm Use	Undeveloped, unclultivated; possibly pasture, but looks ungrazed.	11% Low Density Residential 11% Medium Density Residential 11% Commercial Highway 30% Industrial, Light Industrial 22% Low Density Residential (institutional uses) 12% Low Density Residential (parks and open space)	Residential	226	-	-	-	-	Part of urban reserve area PH-5. Use allocations come from September 2007 draft of Regional Problem Solving Plan. Zoning City of Phoenix Low Density Residential (R-1), with average lot size 8,000 SF. Now includes a few farm buildings. Land available for development adjusted for streets.
2	167	327.3	327.2	Agricultural Land	Exclusive Farm Use	Agriculture; mainly pasture.		13% Residential 15% Commercial 24% Industrial 31% Institutional 17% Parks & open space	262	Specialty retail center: 285 Chain drugstore: 15 Fast-food restaurant w/ drive-thru: 5 High-turnover sit-down restaurant: 5 Drive-in bank: 4 Motel: 120	60	400	40	Part of urban reserve area PH-5. Use allocations from September 2007 draft of Regional Problem Solving Plan. Residential zoning City of Phoenix Medium Density Residential (R-2) zoning, with average lot size 5,000 SF. Commercial: specialty retail centers, 10,000 SF/acre, except uses from use mix worksheet. Industrial: 11,000 SF/acre. Institutional: schools and day care centers, 6,000 SF/acre. Land available for development adjusted for streets and slopes. Includes Arrowhead Equestrian Center and a farmstead. Equestrian center not a protected historic resource, per draft EA analysis.
3	155	67.6	65.7	Agricultural Land	Exclusive Farm Use	Agriculture		Industrial	-		540	-	-	Part of urban reserve area PH-5. PH-5 use allocations come from September 2007 draft of Regional Problem Solving Plan. AA 3 100% industrial, 1,000 SF/acre. Land available for development adjusted for streets and slopes.
4	165	47.0	47.0	Urban Residential Land	Urban Residential-10	Mobile homes	Urban Residential-10	Mobile homes	250	-	-	-	-	Medford Estates mobile home park. Will remain. Units appear to mainly date from 1970's and 80's.
5	165	3.0	3.0	Commercial Land	General Commercial	Mixed commercial	General Commercial	Commercial (mini-warehouse)	-	Mini-warehouse: 25	-	-	-	Existing mini-warehouse will remain.
6	165	1.9	1.9	Commercial Land	General Commercial	Medical clinic	General Commercial	Medical clinic	-	Medical clinic: 15	-	-	-	Existing La Clinica del Valle will remain.
7	166	19.4	19.4	Commercial Land	General Commercial	Commercial	General Commercial	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.
8	166	10.2	10.2	Industrial Land	Light Industrial	Industrial	Light Industrial	Industrial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.
9	166	1.6	1.5	Urban Residential Land	Urban Residential-10	Commercial	Urban Residential-10	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.
10	165	13.2	11.8	Urban Residential Land	Urban Residential-30	Assisted living center on OR 99, then apts. along Northridge	Urban Residential-30	Institutional, residential	140	-	-	Assisted living: 32	-	Northridge Center assisted living facility and existing mobile homes and apartments remain.
11	165	21.5	19.1	Urban Residential Land	Urban Residential-8	Modular homes along Northridge; mobile homes north	Urban Residential-8	Residential	86	-	-	-	-	35 mobile homes, 25 modular homes on Northridge, 26 single-family dwellings along Oak Crest Way remain.
12	166	22.5	22.4	Urban Residential Land	Urban Residential-10	Residential (mobile home park)	Urban Residential-10	Residential (mobile home park)	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.

Appendix F, Annex 1
Full Build-out
Development Scenario
INTERCHANGE AREA MANAGEMENT PLAN
Fern Valley Interchange

Analysis Area No.	TAZ[1] No.	Gross. Acres[2]	Net Acres[3]	Existing			Full-Buildout							
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Notes
13	166	12.1	12.1	Commercial Land	General Commercial	Commercial	General Commercial	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.
14	165	17.6	17.1	Commercial Land	General Commercial	Commercial uses (RV parts and service, storage, contractors, residential)	General Commercial	Commercial	-	High-turnover sit-down restaurant: 5 Chain drugstore: 15 Specialty retail center: 48 Contractor: 5 RV parts & repair: 5 Mini-storage: 23	-	-	-	Existing mini-storage, one contractor, and RV repair uses remain; remaining lots redeveloped as high-turnover sit-down restaurant, chain drugstore (from use mix worksheet) and specialty retail centers. Trip generation rate for the RV parts and repair facility the average of the rates for auto parts and general light industrial (34 average daily trips per 1,000 sq. ft.).
15	165	36.7	33.3	Urban Residential Land	Urban Residential-10	Mobile home parks	Urban Residential-10	Residential	289	-	-	-	-	Present uses remain. Tax lots 381W09A-102, 809, and 110, which Jackson County owns, remain as open space. Other lots remain occupied by mobile home parks. Location of much of analysis area within the 100-year floodplain will deter redevelopment.
16	500	21.7	21.7	Interchange Business	Commercial Highway	Commercial; RV park	Commercial Highway	Commercial	-	Specialty retail center: 71 Fast food: 5.8 RV park: 96 spaces	-	-	-	Holiday RV Park, McDonald's, and Shops at Exit 24 shopping center remain. Project would reduce the size of the RV park by four spaces. Trips use mobile home park ratio for RV park and assume 80% occupancy.
17	501	5.2	4.8	Interchange Business	Commercial Highway	South of Grove Way Lazyboy furniture store, north undeveloped	Commercial Highway	Commercial	-	Furniture store: 39 Motel: 130	-	-	-	Lazyboy remains. Undeveloped parcel to north developed as 130-room motel.
18	501	15.5	14.5	Interchange Business	Commercial Highway	South of Grove Way Home Depot, north undeveloped	Commercial Highway	Commercial	-	Home improvement superstore: 130 High-turnover sit-down restaurant: 5 Specialty retail center: 7	-	-	-	Home Depot remains. Undeveloped parcel to north developed with a high turn-over sit-down restaurant (5,000 SF on 1.2 acres), with the remainder a specialty retail center at ratio of 10,000 SF per acre, but with 30 percent reduction in area because of slopes and some portion likely to be occupied by motel included in AA 17 (land north of Grove Way in AA 17 and AA 18 under single ownership).
19	501	4.1	4.1	Interchange Business	RR-5	Undeveloped; sloped	Commercial Highway	Commercial	-	5	-	-	-	Site has steep slopes and is occupied by a historic residence. Converted to bed & breakfast.
20	501	14.5	14.6	Interchange Business	Commercial Highway	About 1/4 Peterbilt truck repair, 3/4 undeveloped	Commercial Highway	Commercial	-	Heavy truck repair: 23 General office	-	-	-	For scenario, AAs 20 and 21a combined because either build alternative would reduce their combined area by about 8.2 acres. Truck repair in AA 20 remains. Remaining

Analysis Area No.	TAZ[1] No.	Gross. Acres[2]	Net Acres[3]	Existing			Full-Buildout							
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Notes
21a	501	31.1	30.1	Interchange Business	Farm Residential	Orchard				building: 94 High-turnover restaurant: 14 Fast-food restaurant w/out drive through: 14 Hotel: 167 Discount club: 85 Gasoline/Service Station with Convenience Market: 3 Specialty retail center: 53				development consists of the development proposal described in a proposal for zone change of AA 21a, as described in March 15, 2007, letter from David Fletcher, ODOT, to Bart Benthul, JRH Engineering, plus one acre developed as a as gasoline/service station with convenience market and 1.3 acres developed as specialty retail center. Motor vehicle trips assume gasoline/service station has eight fueling positions.
21b	501	7.5	7.5	Residential Hillside	Exclusive Farm Use outside city limits; Farm Residential inside	Residential outside city limits; agriculture inside city limits	Low Density Residential	Residential	16	-	-	-	-	Because of slopes and comprehensive plan designation as Residential Hillside, this land developed in low density residential use.
22	501	1.0	0.3	Interchange Business	Commercial Highway	Undeveloped (ODOT owns portion south of N. Phoenix Rd.)	Commercial Highway	Commercial, except portion south of N. Phoenix Rd. undeveloped	-	-	-	-	-	Parcel on south side of N. Phoenix Road owned by ODOT; remains undeveloped. Highway improvements would occupy portion north of N. Phoenix Rd. under Fern Valley Thru Alternative. Under N. Phoenix Thru Alternative, portion north of N. Phoenix Rd. would be developed as part of development described for AAs 20 and 21a.
23	167	43.3	43.3	Agricultural Land	Exclusive Farm Use	Agriculture, w/ dwelling	15% Commercial Highway 85% Low Density Residential	15% commercial 85% SF residential	121	Supermarket: 50	-	-	-	This is urban reserve area PH-10 in the September 2007 draft of the Regional Problem Solving Plan. The plan calls for 85% residential development and 15% commercial development. Total acreage available for development reduced by acres occupied by irrigation canal and the acres used for the interchange project (using an average of the two build alternatives). Retail developed as the one 50,000 SF supermarket from the use mix worksheet. Supermarket size is comparable to the Altertson's on N. Phoenix Rd. Residential developed at same density as Phoenix Hills Subdivision immediately to the south, i.e., 3.7 DUs per gross acre.
24	506	54.8	43.0	Low Density Residential	Low Density Residential	Residential	Low Density Residential	Residential	199	-	-	-	-	Phoenix Hills subdivision, fully developed (undeveloped portions permanent open space and irrigation canal).
25	506	4.6	4.6	Interchange Business	Commercial Highway	Undeveloped	Commercial Highway	Commercial	-	Restaurant w/ drive-thru: 5 Retail specialty center: 24	-	-	-	Developed as fast-food restaurant with drive-thru (5,000 SF on one acre) from use mix worksheet, with remainder retail specialty center at 10,000 SF per acre.
26	506	1.3	1.3	Interchange Business	Commercial Highway	Undeveloped	Commercial Highway	Commercial	-	Retail specialty center: 12	-	-	-	Developed as a retail specialty center at 10,000 SF per acre.
27	506	1.9	1.9	Interchange Business	Commercial Highway	Light industrial	Commercial Highway	Light industrial	-	-	16	-	-	Existing building remains.

Appendix F, Annex 1
Full Build-out
Development Scenario
INTERCHANGE AREA MANAGEMENT PLAN
Fern Valley Interchange

Analysis Area No.	TAZ[1] No.	Gross. Acres[2]	Net Acres[3]	Existing			Full-Buildout							
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Notes
28	506	3.5	3.5	Interchange Business	Commercial Highway	Commercial	Commercial Highway	Commercial	-	Modular home sales: 2.5	-	-	-	Modular home sales continue. Permanent structure (vs. model homes) appears to be about 2,500 SF. Average daily trips use twice the rate for furniture stores.
29	506	10.6	10.6	Interchange Business	Commercial Highway	Commercial	Commercial Highway	Commercial	-	High-Turnover Sit-down Restaurant: 11 Service station with convenience market: 2.7 Truck servicing building: 12.8	-	-	-	Petro truck stop remains. Average daily trips does not include separate trips for fueling and uses light industrial rate for the truck servicing building.
30	506	4.8	4.8	Interchange Business	Commercial Highway	Commercial	Commercial Highway	Commercial	-	Motel: 46 RV Park: 45	-	-	-	Motel and RV park remain. Vacant land developed as expansion of RV park, for which City approval issued. Trips use mobile home park ratio for RV park and assume 80% occupancy.
31	505	8.7	0.7	Interchange Business	Commercial Highway	Undeveloped, except 1-story professional buildings. at Luman and N. Phoenix. Rd.	Commercial Highway	Commercial	-	Professional offices: 3.6 Retail specialty center: 27	-	-	-	Most of parcel 381W09A201 and about half of parcel 381W102901 (both north and south of Lumen Rd.) are within the 100-year floodplain. The interchange project will reduce the size of both parcels, but mainly 381W102901. Professional offices on parcel 381W09A201 remain. Parcel 381W102901 (both north and south of Lumen Rd.) developed as retail specialty centers, but with only half their area developable.
32	504	3.6	3.6	Commercial	Commercial Highway	Residential, commercial	Commercial Highway	Commercial	-	Specialty retail center: 30	-	-	-	Existing uses include six non-conforming single-family homes and the 17-unit motel Bavarian In Motel, built in 1947. A portion is within the 100-yr. floodplain and both interchange alternatives would use 0.3 acre. Remainder redeveloped as single retail specialty center.
33	504	1.5	1.5	Commercial	Commercial Highway	Commercial	Commercial Highway	Commercial	-	Sit-down restaurant: 3 Gasoline/service station with convenience market: 8 fueling positions Car wash Coffee stand	-	-	-	Site occupied by two buildings currently vacant. Build-out uses based on pre-application submitted to the City of Phoenix. Average daily trips for car wash (108) comes from the single study of a self-service car wash reported in the ITE trip manual. The manual contains no average weekday trips for automated car washes. Average daily trips for the coffee stand (100) equates to one every 8.4 minutes over 14 hours (the ITE trip manual does not include coffee stands).
34	500	5.1	4.9	Commercial	Commercial Highway	Commercial uses, residential on east end	Commercial Highway	Commercial	-	Retail specialty center: 65			-	Now occupied by Pacific Business Center, including the Salvation Army; a gas station; shops; and residential on east end. Existing commercial and retail remain; residential uses and gas station convert to retail specialty center use, with a ratio of 10,000 SF per acre (similar to existing retail). Area size reduced to reflect use of a total of 0.4 acres for the interchange project.
35	503	7.5	7.0	Commercial	Commercial Highway	Commercial	Commercial Highway	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the traffic analysis zone (TAZ) that contains this analysis area reflects only modest growth in population, households, and employment.

Analy-sis Area No.	TAZ[1] No.	Gross. Acres[2]	Net Acres[3]	Existing			Full-Buildout							
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Notes
36	503	21.6	20.9	High Density Residential	High density residential	Residential	High density residential	Residential	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the TAZ that contains this analysis area reflects only modest growth in population, households, and employment.
37	503	1.1	1.1	Commercial	Commercial Highway	Commercial	Commercial Highway	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the TAZ that contains this analysis area reflects only modest growth in population, households, and employment.
38	503	29.7	23.2	Low Density Residential	Low Density Residential	Residential	Low Density Residential	Residential	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the TAZ that contains this analysis area reflects only modest growth in population, households, and employment.
39	502	34.7	33.8	Industrial	Industrial	Undeveloped	Industrial	Industrial	-	-	Industrial park: 300	-	-	Now undeveloped. Land developed as industrial park, with 20% deducted for streets.
40	503	4.2	4.1	Commercial	Commercial Highway	Commercial	Commercial Highway	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the TAZ that contains this analysis area reflects only modest growth in population, households, and employment.
41	504	4.7	4.5	Commercial	Commercial Highway	Commercial, undeveloped, residential	Commercial Highway	Commercial	-	Retail specialty center: 15 Automobile parts sales: 6.4 Gas station: 1.1 Automobile care center: 3.1 Motel: 22	-	-	-	Existing commercial uses remain or are replaced with similar uses. Vacant and residential land developed for services with ratios of building square footage to land area like the existing uses. Services classified as retail specialty centers for trip generation estimates. Not affected by use of a small amount of area for interchange project. Average daily trips for automobile care center based on light industrial ratio, because the ITE trip manual does not report average weekday trips for automobile care centers.
42	504	1.9	1.9	High Density Residential	High density residential	Residential, undeveloped	High density residential	Residential	20	-	-	-	-	The twenty existing townhouses remain. The 0.8-acre lot now undeveloped remains undeveloped because it is partially within the 100-year floodplain.
43	509	13.0	10.6	City Center District	City Center	Commercial	City Center	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange. Also, the City of Phoenix owns 3.8 acres, all or much of which is undevelopable because of slopes, wetland values, and legal restrictions under Section 6(f) of the Federal Land and Water Conservation Fund Act.
44	505	13.7	13.7	Medium Density Residential	High density residential	Residential (1 residence?), outdoor storage, RV storage	High density residential	Residential, RV storage	80	RV storage: 82,000	-	-	-	1.88 acres used for RV storage remains. Other two parcels have same owner, but about half of their area is in the 100-year floodplain. Developed for residential use under R-2 zoning with attached townhouses, 20% deducted for streets. Clustering used to avoid construction in the floodplain. Average daily trips for RV storage not included, because so low as to be immaterial.
45	505	37.2	37.2	High Density Residential	High density residential	Residential	High density residential	Residential	210	-	-	-	-	Bear Lake Mobile Estates remains as is, with 210 mobile homes.
46	506	9.6	9.6	Interchange Business	Farm Residential/ Commercial Highway	Commercial, Undeveloped	Farm Residential/ Commercial Highway	Commercial	-	Mini-warehouse: 60	-	-	-	North lot mini-storage; south undeveloped, with piles of rock and cement block debris. Mini-storage continues (size estimated, because tax records don't include). Half of the vacant parcel is rezoned Commercial Highway and developed for mini-storage; remainder remains vacant because of its slope.

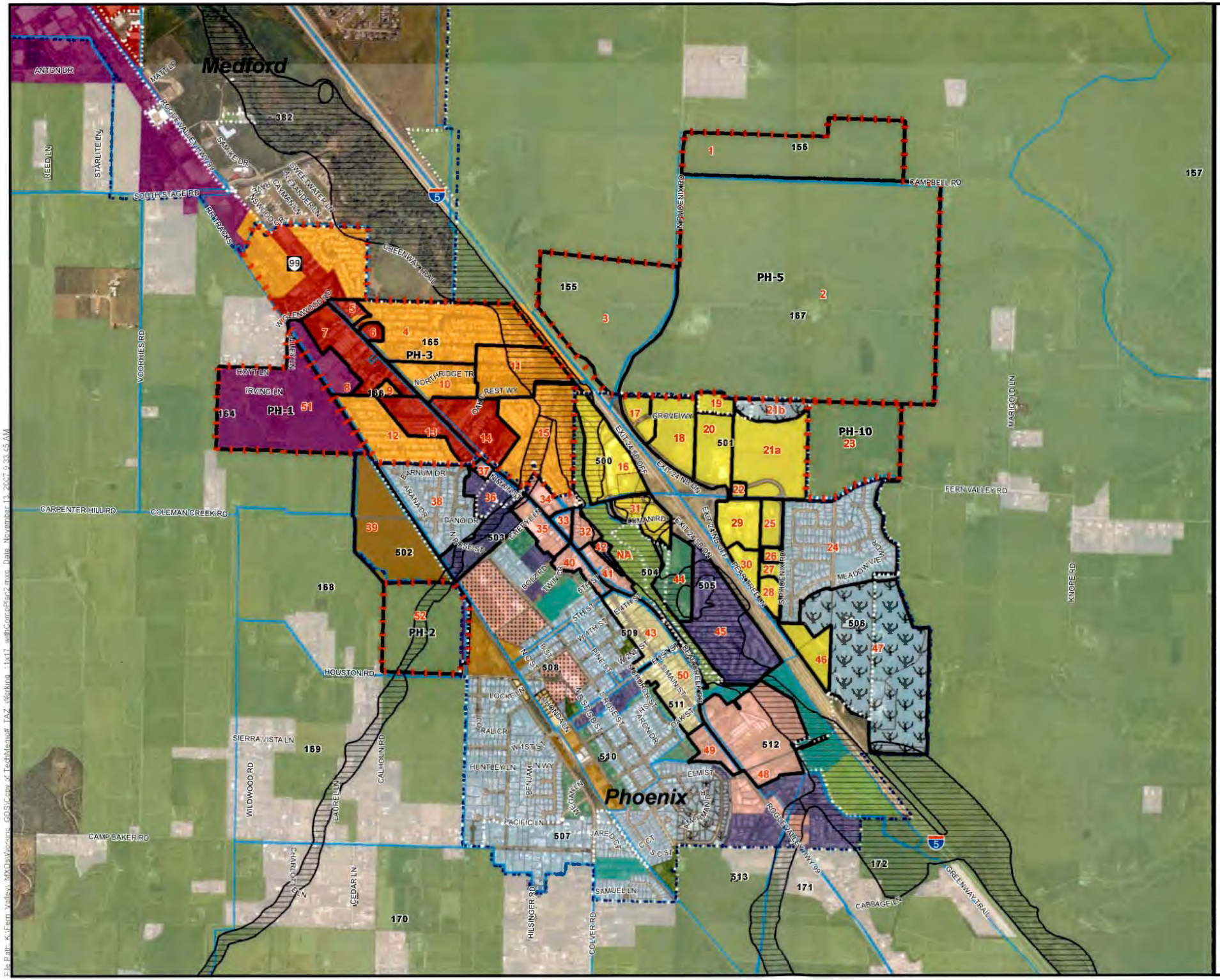
Appendix F, Annex 1
Full Build-out
Development Scenario
INTERCHANGE AREA MANAGEMENT PLAN
Fern Valley Interchange

Analy-sis Area No.	TAZ[1] No.	Gross. Acres[2]	Net Acres[3]	Existing			Full-Buildout							
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Notes
47	506	81.9	81.9	Residential Hillside	Low Density Residential/ RR-5	Residential (very low density)	Low Density Residential/ RR-5	Residential (very low density)	5	-	-	-	-	Two residences added to existing three.
48	512	37.6	37.6	Commercial /Park Open Space	Commercial Highway/BC G	Commercial, parks and open space	Commercial Highway	Commercial, parks and open space	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact the interchange. Also, 12 acres is a City of park.
49	511	5.5	5.5	Commercial	Commercial Highway	Commercial, residential	Commercial Highway	Commercial, residential	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact the interchange.
50	511	14.9	13.2	City Center District	City Center	Commercial, undeveloped	City Center	Commercial, undeveloped	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact the interchange.
51	164	59.5	57.7	Industrial Land	Light Industrial	Industrial, undeveloped	Industrial	Industrial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	This is proposed Urban Reserve Area PH-1. Because the land is now zoned for industrial use, the RVCOG model numbers provide for growth in employment on it.
52	168	41.3	41.0	Agricultural Land	Exclusive Farm Use	Agriculture	Medium Density Residential	School	-	-	-	Use RVCOG model numbers	-	This is proposed Urban Reserve Area PH-2. The RAPS calls for 50 percent to be used for open space/parks and 50 percent for institutional use, specifically for schools. Roughly one-quarter of the area is within the 100-year floodplain of Coleman Creek, which runs diagonally from the SW corner to the NE corner. The Medford Irrigation Canal cuts across the NE corner. There is interest in using part of the site for expansion of the existing high school, which abuts analysis area 52 (across the railroad tracks). However, the high school is under-capacity now and projected to have even lower enrollment by 2009 (which is as far out as the district's current projections go). A district official shared his view that, if the district used the land at all in the near future, it would be for high school athletic facilities. The district has banked land for future schools in south Medford and Talent, as well as in Phoenix.

[1]Traffic Analysis Zone. Used for traffic modeling

[2]Total area from geographic information system.

[3]Exclusive of public right-of-way. Equals sum of tax lot acreages.



Appendix F, Annex 2

Development Scenario Analysis Areas

- Analysis Area Boundary
- Transportation Analysis Zone Boundary
- Proposed Urban Reserve Area
- City Boundary
- Urban Growth Boundary
- Taxlots
- FEMA 100-Year Floodplain

Comprehensive Plan Designations

City of Phoenix

- Bear Creek Greenway
- City Center District
- Commerical
- High Density Residential
- Industrial
- Interchange Business
- Low Density Residential
- Medium Density Residential
- Park Open Space
- Public
- Residential Employment
- Residential Hillside
- Schools

Jackson County

- Agricultural Land
- Commercial Land
- Industrial Land
- Rural Residential Land
- Urban Residential Land

Feet

0 1,000 2,000 3,000

N

Oregon Department of Transportation

Fern Valley Interchange

November 12, 2007

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Mix and Allocation of Uses Other Than Known Proposals and Retail Specialty Centers
Development Scenario
Fern Valley Interchange Area Management Plan

Use	Number	Sq. Ft.	Site Size (acres)	Analysis Areas Allocated To	Notes
Supermarket	1	50,000	5.0	23	Comparable to Albertson's on N. Phoenix Rd.
Discount Club	0				One discount club included in scenario for Analysis Area 21.
Chain drug store	2	15,000	7.0	2, 14	Comparable to Walgreens on Barnett Rd., Medford
Fast-Food Restaurant w/ Drive Through	2	5,000	1.0	2, 25	Comparable to McDonalds next to the Shops at Exit 24 and near Barnett Rd. and OR 99
Fast-Food Restaurant w/out Drive Through	NA	1,500	0.1		Comparable to a Subway in a small shopping center. Not allocated to analysis areas because the ITE trip manual[1] lacks an average weekday trip ratio for this use. Retail specialty center trips will include trips from these uses.
High-Turnover Sit-down Restaurant	3	5,000	1.2	2, 14, 18	Comparable to Applebee's on Biddle Rd. in Medford and Shari's in Central Point
Drive-in Bank	1	4,000	0.8	2	Comparable to Umpqua Banks on South Pacific Hwy. and Poplar Dr. A second additional bank is likely, but would probably be along OR 99 in a traffic analysis zone for which RVCOG numbers are used.
Quick Vehicle Lubrication Shop	NA	2,200	0.3		Comparable to Jiffy Lube on North Riverside Avenue, Medford. Not allocated to analysis areas because the ITE trip manual[1] lacks an average weekday trip ratio for this use. Retail specialty center trips will include trips from these uses.
Gasoline/Service Station with Convenience Market	1	3,000	1.0	20	Comparable to Talent Shell on Valley View Rd.
Motel	2	120	3.0	2, 17	One motel each is already included in Analysis Area 21. These are comparable in size to the Windmill Inn and Rogue Regency Inn on Biddle Rd. in Medford and the Super 8 Motel in Phoenix.

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
Home Depot	10.41	130,566	381W10 200	HOME DEPOT U S A INC	12,542	
Lazyboy	1.73	38,887	381W09A 2300	RECLIN-OR PROPERTIES LLC	22,478	
McDonald's	1	5,792	381W09A 202	MC DONALD'S CORPORATION	5,792	
McDonald's	0.71	5,361	371W30DC 6700	MEG LLC	7,551	
Applebee's 1388 Biddle Road, Medford	1.47	6,150	371W19BB 1201	JOE WONG FAMILY TRUST	4,184	
Shari's Restaurant 210 Penninger St, Central Point	0.84	4,444	372W02D 2903	EL GROUP A, LLC, ET AL.	5,290	
Shops at Exist 24	6.3	71,475	381W09A 205	BIDDLE ROAD LLC	11,345	
Costco, 3639 Crater Lake Highway, Medford	12.5	136,756	371W07A 5204	COSTCO WHOLESALE CORP	10,940	
Target 2000 Crater Lake Hwy. Medford	7.06	104,107	372W13DD 501	DAYTON HUDSON CORPORATION	14,746	
Albertsons, 910 North Phoenix Road, Medford, OR 97504	5.27	50,466	371W27CC 4600 371W34BB 100	ALBERTSON'S INC	9,576	
Walgreen's, 210 E Barnett, Medford	1	15,000	371W31A 400	HOUSE LEROY, TRUSTEE, et al.	15,000	Square footage a rough estimate.

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
Shopping area at East Stewart Avenue and S. Riverside Ave. in Medford, including Shari's Restaurant, Blockbuster, Big 5 Sporting Goods, Goodwill, and grocery store	8.9	74,268	371W31A 1100	READ INVESTMENTS, et al.	8,345	
Umpqua Bank, 4000 South Pacific Highway, Medford, OR 97501	1.03	3,982	381W09A 2400	VALLEY OF THE ROGUE BANK	3,866	
Umpqua Bank, 2400 Poplar Dr., Medford	0.66	7,808	371W18BD 800	VALLEY OF THE ROGUE BANK	11,830	
Jiffy Lube, 1729 North Riverside Avenue, Medford, OR 97501	0.24	2,250	372W24AA 800	KELKIR CORPORATION	9,375	
Talent Shell 301 Valley View Rd, Talent	1.21	3,000	381W23D 100	SOUTH STAR OIL	2,479	
RC Auto Parts House 612 N Main, Phoenix	0.81	6,400	381W09DA 3500	RODNEY CAMERON	7,901	
Baxter Auto Parts 2888 Biddle Rd, Medford	0.74	10,650	371W18BB 800	MICHAEL LITTRELL	14,392	

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
Schuck's Auto Supply 3555 Crater Lake Hwy, Medford	0.8	3,655	371W07D 201	OREGON INVESTMENTS LLC	4,569	
Windmill Inn 1950 Biddle Rd, Medford, OR	2.3	123	371W18C 3300	WINDMILL INNS/AMERICA INC	53	
Rogue Regency Inn 2300 Biddle Rd, Medford, OR	5.16	203	371W18BC 800	VENTURE LLC, et al.	39	
Super 8 Motel 300 Peartree Lane, Phoenix, OR	1.2	46	381W10 2800	MISTRY, BHAGVATIBEN AND PARBHUBHAI	38	
Alterra Wynwood of Rogue Valley (senior residential care, 95 beds) 3033 Barnett Rd Medford, OR 97504	3.31	85,000		AHC WYNWOOD OF ROGUE VALLEY LLC	25,680	Building square footage from aerial photo; building has three stories. 29 rooms per acre.
NORTHRIDGE CENTER ASSISTED LIVING (65 rooms) 3737 S. Pacific Hwy. Medford Oregon 97501	1.55	32,443	381W09BA 100	RIVERRIDGE MANAGEMENT LLC	20,931	42 rooms per acre.

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
PHOENIX FAMILY DENTISTRY- JC PHY THERAPY 240 FERN VALLEY RD PHOENIX	1.35	3,580	381W09A 201	DOW FAMILY PARTNERSHIP	2,652	
LA CLINICA DEL VALLE FAMILY, 3617 South Pacific Hwy	1.85	15,000	381W04C 1000	HEALTH CARE CENTER INC	8,108	Square footage from staff, 10/15/07
New Horizons Preschool & Daycare 3073 Delta Waters Rd Medford OR 97504-5834	0.58	3,234	371W09 4401	COSSETTE, DAVID and CATHRYN	5,576	
Griffin Creek Elementary School, 2430 Griffin Creek Road, Medford, OR 97501	9	63,000	382W02CA 200	SCHOOL DISTRICT 549C	7,000	Building square footage from aerial photo; assumes single story.
Phoenix Hills Subdivision	53.44	199	381W10 misc.	Multiple	3.7	Total acres excludes parcels containing canal.
Lear Way Industrial Park, Medford	2.4	30,096	371W07A 70000, 70001, 800001, 800002, 90000, 90001,90002, 90004, 90005	Multiple	12,540	Square footage from assessor's data, acreage measured from aerial photo (10/16/07 e-mail).

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
Industrial buildings, 540 W. DUTTON RD, WHITE CITY	0.64	11,485	361W17AA 201	ROCKWELL, JACOB F, et al.	17,945	Built 1997. See Economic and Community Dev. Dept. listing at link to right.
Industrial buildings, 3112 CRATER LAKE AVE, Medford	0.85	7,140			8,400	See Economic and Community Dev. Dept. listing at link to right.
Industrial buildings, 7675 Agate Rd., White City	4	42,000	361W19A 2200	ANTELOPE AGATE LLC	10,500	See Economic and Community Dev. Dept. listing at link to right.
A-1 Self-Storage 3558 S Pacific Hwy Medford, OR	2.4	22,000	381W09B 3600	DIETZEL REV LIVING TRUST	9,167	

Appendix F, Annex 5

Population, Households, and Employment Forecasts in RVCOG Model

Fern Valley Interchange Area Management Plan

	Population				Households			Employment		
Transportation Analysis Zone	2002	2008	2015	2030	2008	2015	2030	2008	2015	2030
155	36	44	54	75	17	21	31	4	8	18
156	249	542	884	1616	213	359	671	11	11	11
165	1581	1579	1576	1570	789	789	789	223	226	233
166	595	593	591	587	288	288	288	117	122	128
167	108	114	121	137	47	50	56	12	14	19
500	80	92	106	136	47	52	64	96	108	134
501	10	143	297	629	57	118	249	96	174	342
502	88	88	88	88	40	40	40	6	9	15
503	1003	1032	1065	1137	499	514	547	215	228	257
504	130	140	151	175	77	82	93	35	45	67
505	256	268	283	314	153	159	172	23	31	51
506	401	525	669	979	196	250	366	111	127	161
509	196	212	231	272	91	99	117	60	72	98
511	368	385	404	446	162	171	189	98	110	136
512	231	244	258	290	122	129	143	50	66	98
	Source: Rogue Valley Council of Governments, October 18, 2007.									

Effect of Build Alternatives on Land Available for Development
Fern Valley Interchange
(acres)

	Land Used for Right-of-Way by Build Alternative		Right-of-Way Vacated and Added to Adjoining Parcels		Net Reduction in Land Available for Development (Increases in Parentheses)			
Analysis Area	Fern Valley Thru	North Phoenix Thru	Fern Valley Thru	North Phoenix Thru	Fern Valley Thru	North Phoenix Thru	Average	Combined
2	4.1	4.7	1.3	1.3	2.8	3.4	3.1	
3	2.7	2.6	0.8	0.8	1.9	1.8	1.8	
16	0.6	0.6			0.6	0.6	0.6	
17			0.7	0.7	(0.7)	(0.7)	(0.7)	
18	1.3	2.9	0.7	0.7	0.6	2.1	1.4	
19	0.8	0.9			0.8	0.9	0.8	
20	2.3	5.4	0.3	0.4	2.1	5.0	3.6	8.3
21	6.8	4.0	0.6	0.8	6.2	3.2	4.7	
22	0.3			0.2	0.3	(0.2)	0.1	
23	1.3		0.0		1.3	0.0	0.6	
31	1.1	0.7	0.2	0.4	0.9	0.4	0.7	
32	0.3	0.3			0.3	0.3	0.3	
33	0.1	0.2			0.1	0.2	0.2	
34	0.4	0.4			0.4	0.4	0.4	
35	0.2	0.2			0.2	0.2	0.2	
40	0.1	0.1			0.1	0.1	0.1	
41	0.2	0.2			0.2	0.2	0.2	
Total	22.6	23.1	4.6	5.2	18.0	17.8	17.9	

Appendix G
Referenced Transportation Planning Rule Provisions

Oregon Administrative Rule 660-012-0045(1), Local Government Transportation Facility Review and Approval Process

Each local government shall amend its land use regulations to implement the TSP.

(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:
(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;
(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;
(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and
(D) Changes in the frequency of transit, rail and airport services.

(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;

(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.

Oregon Administrative Rule 660-012-0060, Plan and Land Use Regulation Amendments, Sections 1 and 2

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of

service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

Appendix H
Possible Allocation of Parcel Budget Trips
TRIP BUDGET
Interchange Area Management Plan
Fern Valley Interchange

			AREA AVAILABLE FOR DEVELOPMENT (ACRES)									TRIP GENERATION (PM PEAK-HOUR TRIPS)					
			DEDUCTIONS									FROM EXISTING DEVELOPMENT[8]		FROM FUTURE DEVELOPMENT			
TAZ	TAXLOT NO.	TAX LOT SIZE[1]	OCCU-PIED[2]	PRO-JECT ROW[3]	IRRI-GATION CANAL[4]	FLOOD-PLAIN	STEEP SLOPES[5]	CUMU-LATIVE TOTAL[6]	LOCAL STREETS[7]	RIGHT-OF-WAY VA-CATION	NET	RATE	TRIPS	RATE	TRIPS	PARCEL BUDGET	NOTES
500	381W09A303	3.3	3.3			3.1		3.3			0.0	2	8	NA		8	Holiday RV Park
500	381W09A300	6.7	6.7	0.1		6.4	0.4	6.7			0.0	2	16	NA		16	Holiday RV Park
500	381W09A204	2.6	2.6	0.1		0.9		2.6			0.0	2	6	NA		6	Holiday RV Park
500	381W09A205	6.3	6.3	0.5				6.3			0.0	NA	80	NA		80	Shoppes at Exit 14 & Dutch Bros. Trips from existing development from ODOT traffic model, but trips from Dutch Bros. excluded because project would displace it.
500	381W09A202	2.2	2.2	0.3				2.2			0.0	NA	150	NA		150	McDonald's. Trips from existing development from ODOT traffic model.
500	381W09A2100	0.6		0.3				0.3			0.3	NA	NA	NA		NA	ODOT owns. Assumed to be retained by ODOT.
501	381W09A2200	3.0						0.0		1.2	4.2	NA		10	42	42	N. of La-Z-Boy Furniture. Vacant. Area of vacated N. Phoenix Rd. added.
501	381W09A2300	1.7	1.7					1.7			0.0	0.5	15	NA		15	La-Z-Boy Furniture
501	381W10202	4.1		0.6			1.4	1.5			2.6	NA		10	26	26	N. of Home Depot. Vacant.
501	381W10200	10.4	10.4	1.8				10.4			0.0	2.45	190	NA		190	Home Depot
501	381W10401	3.7	1.2	0.8	0.4		2.4	2.9			0.8	1	1	10	8	9	Only portion within Interchange Business plan designation. Area around house on east side of parcel west of the canal counted as occupied.

TAZ	TAXLOT NO.	TAX LOT SIZE[1]	AREA AVAILABLE FOR DEVELOPMENT (ACRES) DEDUCTIONS: OCCU-PIED[2]	PRO-JECT ROW[3]	IRRI-GATION CANAL[4]	FLOOD-PLAIN	STEEP SLOPES[5]	CUMU-LATIVE TOTAL[6]	LOCAL STREETS[7]	RIGHT-OF-WAY VA-CATION	NET	TRIP GENERATION (PM PEAK-HOUR TRIPS) FROM EXISTING DEVELOPMENT[8]: RATE	TRIPS	FROM FUTURE DEVELOPMENT: RATE	TRIPS	PARCEL BUDGET	NOTES
501	381W10400	14.6	3.5	4.9			0.2	8.5	1.2	1.5	6.4	1	15	10	64	79	Peterbilt Truck Repair. Paved area and buildings counted as occupied. Area of vacated N. Phoenix Rd. and area no longer needed for interchange added. Trip rate for existing truck repair one-third the rate for automobile repair center.
501	381W10501	28.0		3.1	0.9		5.7	9.1	3.8	0.8	15.9	NA		10	159	159	Knowlcrest Orchard. Area of vacated N. Phoenix Rd. added.
501	381W10506	2.0						0.0			2.0	NA		10	20	20	Knowlcrest Orchard
501	381W10503	0.0						0.0			0.0	NA		10	0	0	Knowlcrest Orchard
501	381W10500	0.3						0.0		0.3	0.6	NA		10	6	6	Knowlcrest Orchard. Area of vacated N. Phoenix Rd. added.
501	381W10505	0.4		0.1				0.1			0.3	NA		10	3	3	ODOT owns. Portion not needed for project considered developable.
501	381W10504	0.0						0.0			0.0	NA		NA		NA	ODOT owns; 910 sq. ft. Assumed to be used for project (for new access to Peterbilt Truck Repair).
506	381W10CA7500	4.6						0.0			4.6	NA		10	46	46	Neimark property
506	381W10CA7600	1.3						0.0			1.3	NA		10	13	13	Neimark property
506	381W102602	1.9	1.7					1.7			0.2	1	15	10	2	17	All but north panhandle considered occupied.

			AREA AVAILABLE FOR DEVELOPMENT (ACRES)									TRIP GENERATION (PM PEAK-HOUR TRIPS)					
			DEDUCTIONS									FROM EXISTING DEVELOPMENT[8]		FROM FUTURE DEVELOPMENT			
TAZ	TAXLOT NO.	TAX LOT SIZE[1]	OCCU-PIED[2]	PRO-JECT ROW[3]	IRRI-GATION CANAL[4]	FLOOD-PLAIN	STEEP SLOPES[5]	CUMU-LATIVE TOTAL[6]	LOCAL STREETS[7]	RIGHT-OF-WAY VA-CATION	NET	RATE	TRIPS	RATE	TRIPS	PARCEL BUDGET	NOTES
506	381W102601	3.5	3.5					3.5			0.0		2	NA		2	Manuf. homes sales. Existing trips estimated to be 1 customer arrival or departure and 1 employee
506	381W102801	10.6	10.6					10.6			0.0		152	NA		152	Petro Truck Stop. Trips from
506	381W102800	4.8	3.9					3.9			0.9	0.5	28	10	9	37	Motel 6 and RV park. All but open area in middle considered occupied.
506	381W10CD200	3.1	3.1				1.1	3.1			0.0	0.3	14	NA		14	Mini-storage
506	381W10CD100	6.5					4.0	4.0			2.5	NA		10	25	25	Vacant
506	381W10CD600	0.9					0.9	0.9			0.0	NA		10	0	0	Undeveloped
505	381W09A201	1.5	0.6	0.3		1.2		1.2			0.3	4	13	10	3	16	Paved area and buildings considered occupied.
505	381W102901	6.2		0.2		1.4		1.4		0.4	5.2	NA		10	52	52	Area of previous Lumen Rd. right-of way added.
505	381W103100	0.1						0.0			0.1	NA		10	1	1	Undeveloped. Only portion within Interchange Business plan designation.
505	381W103200	0.8						0.0			0.8	NA		10	8	8	Undeveloped. Only portion within Interchange Business plan designation.
504	381W09DA401	0.2	0.2	0.1				0.2			0.0	NA	NA	NA		0	Single-family home displaced by project.
504	381W09DA400	0.1	0.1	0.1				0.1			0.0	NA	NA	NA		0	Single-family home displaced by project.
504	381W09DA200	1.5		0.0		0.5	0.4	0.8			0.7	NA		10	7	7	Vacant lot
504	381W09DA500	0.1	0.1	0.0				0.1			0.0	1	1	NA		1	Single-family home
504	381W09DA600	0.1	0.1	0.0				0.1			0.0	1	1	NA		1	Single-family home
504	381W09DA700	0.1	0.1	0.0				0.1			0.0	1	1	NA		1	Single-family home
504	381W09DA800	0.1	0.1	0.0				0.1			0.0	1	1	NA		1	Single-family home
504	381W09DA1000	1.1	1.1	0.1		0.1		1.1			0.0	0.5	8	NA		8	Bavarian Inn

TAZ	TAXLOT NO.	AREA AVAILABLE FOR DEVELOPMENT (ACRES)										TRIP GENERATION (PM PEAK-HOUR TRIPS)					NOTES
			DEDUCTIONS									FROM EXISTING DEVELOPMENT[8]		FROM FUTURE DEVELOPMENT			
		TAX LOT SIZE[1]	OCCU-PIED[2]	PRO-JECT ROW[3]	IRRI-GATION CANAL[4]	FLOOD-PLAIN	STEEP SLOPES[5]	CUMU-LATIVE TOTAL[6]	LOCAL STREETS[7]	RIGHT-OF-WAY VA-CATION	NET	RATE	TRIPS	RATE	TRIPS	PARCEL BUDGET	
504	381W09DA900	0.2	0.2	0.0				0.2			0.0	1	1	NA		1	Single-family home
504	381W09DA1200	1.2		0.1				0.1			1.1	NA		10	11	11	Triangle property
504	381W09DA1100	0.3		0.1				0.1			0.2	NA		10	2	2	
	TOTAL	141	63	14	1	14		89	5	4	51		717		507	1,225	

NOTE: The parcel budget trips from future development in this appendix reflect the assumptions underlying the computations. These assumptions include the selection of the N. Phoenix Thru alternative for the Fern Valley Interchange project and that all of the existing right-of-way of N. Phoenix Road not needed for the Fern Valley Interchange Project will be vacated.

[1]From Jackson County tax assessment records.

[2]Area occupied by improvements that are in use.

[3]Estimates of area expected to be acquired for Fern Valley Interchange Project right-of-way. Assumes selection of North Phoenix Thru Alternative. Based on preliminary designs; should be refined based on final design.

[4]Area occupied by irrigation canal and 10-foot buffer on each side.

[5]Slopes of 20 percent or steeper.

[6]To avoid double-counting, includes area deducted as being occupied, within project right-of-way, occupied by an irrigation canal, within the 100-year floodplain, having steep slopes, or a combination of these.

[7]For parcels large enough to require streets for local circulation, 20 percent of area after other deductions.

[8]Reduced based on reductions in parcel size from right-of-way acquisition.

Prepared by URS Corp.

Appendix I
Parcel Budget Derivation

Legend

- Trip Budget Overlay Zone Boundary
- Project Right-of-Way (N. Phoenix Thru Alternative)
- Vacated Right-of-Way
- Occupied By Development
- Steep Slopes (>20%)
- 100-Year Floodplain
- Medford Canal
- 5 — Analysis Area
- 153 — Transportation Analysis Zone
- 09-300 — Taxlots (All maplot numbers are preceeded by "381W" in Jackson county tax assessment records)

City of Phoenix Comprehensive Plan Designations

- Bear Creek Greenway
- City Center District
- Commerical
- High Density Residential
- Industrial
- Interchage Business
- Low Density Residential
- Medium Density Residential
- Park Open Space
- Public
- Residential Employment
- Residential Hillside
- Schools

Jackson County Comprehensive Plan Designations

- Agricultural
- Commercial
- Industrial
- Rural Residential
- Urban Residential

Regional Problem Solving Plan

- PH-10 — Proposed Urban Reserve Area

0.2 0.1 0 0.2 Miles

Oregon Department of Transportation

Fern Valley Interchange

November 19, 2008

Appendix J
Jackson County Comprehensive Plan Designations

AGRICULTURAL LAND

1) Purpose:

Areas designated as Agricultural Land in Jackson County will be zoned for Exclusive Farm Use pursuant to ORS Chapter 215 and Statewide Planning Goal 3, unless otherwise designated as Forest Land pursuant to Goal 4. Jackson County intends to preserve agricultural lands for farm use, preventing uses or activities that are incompatible with farm use within or near agricultural land.

2) Map Designation Criteria:

A) Agricultural Land does not include land within acknowledged urban growth boundaries or land within areas acknowledged as exceptions to Statewide Planning Goal 3.

B) Agricultural Land comprises:

i) Land classified by the USDA Natural Resource Conservation Service as predominantly Class I-IV soils; and,

ii) Land in other soil classes that is suitable for farm use as defined in ORS 215.203 (2)(a), taking into consideration soil fertility; suitability for grazing; climatic conditions; existing and future availability of water for farm irrigation purposes; existing land use patterns; technological and energy inputs required; and accepted farm practices; and,

iii) Land that is in capability classes other than classes I-IV that is adjacent to or intermingled with lands in capability classes I-IV within a farm unit inventoried as agricultural lands even though this land may not be cropped or grazed; and,

iv) Land that is necessary to permit farm practices to be undertaken on adjacent or nearby lands, but which would not otherwise qualify as Agricultural Land, is nonetheless designated as Agricultural Land.

C) Proposals to remove areas from the Agricultural Land designation that are based on demonstrating the inapplicability of Statewide Planning Goals 3 or 4 must be supported by a land use study of the surrounding area within one mile of the subject property. The study must:

i) Inventory historic and current farm uses that have occurred on the subject property and within the study area; and,

ii) Provide an analysis prepared by an agricultural engineer, agronomist, or similarly qualified professional that relates soil limitations, irrigation, climate, and other agricultural capability factors that prevent use of the subject property as permitted under the state's Goal 3 land use program. The soils component of the analysis must be consistent with the NRCS Soils Maps for Jackson County, or be supported by more detailed soils data based on the NRCS land capability classification system; and,

iii) Identify other resource-zoned properties within the study area that are similar to the subject property with respect to agricultural capability, and analyze the potential cumulative impact on the remaining agricultural lands should the proposed nonresource designation be allowed for the

subject property and the other lands in the study area that are similarly limited in agricultural capability;

iv) Provide a supported conclusion that the subject area need not be identified as Agricultural Land based on the requirements of Statewide Planning Goal 3, as set forth in OAR 660, Division 033, Rule 30 (Identifying Agricultural Land); and,

v) The subject area must be shown to otherwise qualify for a Plan map designation in accordance with the Jackson County Comprehensive Plan.

3) Establishment of Zoning Districts:

A) The Exclusive Farm Use (EFU) zoning district will be established on the Jackson County Zoning Maps for all Plan map designated Agricultural Land, and permissible development standards will be established in the Jackson County Land Development Ordinance in accordance with state law and the Jackson County Comprehensive Plan. It may also be applied to land designated on the Comprehensive Plan for long-range nonresource uses as an interim zoning district (e.g., within an urban growth boundary).

RURAL RESIDENTIAL LAND

1) Purpose:

The official Plan map designates rural residential areas to provide for moderate to large acreage homesites in an open setting, consistent with the physical capacity of the land to accommodate such development. Exceptions to statewide planning Goals 3, 4 and 14 (as applicable) are required to establish Rural Residential lands outside adopted Urban Growth Boundaries. The primary purpose of the Rural Residential designation is to enable the retention of land in a rural and open environment, minimizing land uses and parcelization that adversely affect the economic and efficient operations of nearby or adjacent farm, forest, and other resource land dependent operations. This designation also serves as the principle holding category for lands within incorporated cities' urban growth boundaries where extension of public facilities and services would be adversely affected by premature urbanization of the land. The large Rural Residential lot sizes prescribed by this designation will ensure the orderly and economic transition of rural lands to urban uses subject to the respective urbanization agreements between the County and the cities.

It is also the purpose of the Rural Residential designation to provide for some variety and choice of Rural Residential parcel sizes; to allow for small scale farm activities even where the land may not entirely qualify as agricultural land; to control development impacts in adjacent riparian, wildlife, and natural hazard areas; and to provide potential for recreational and institutional usage such as for parks, schools, churches, and other uses provided in accordance with the Plan's implementing ordinances.

2) Map Designation Criteria:

A) Currently designated Agricultural or Forest/Open Space Lands may not be designated as Rural Residential unless an exception to the applicable Goal 3 or 4 is justified in accordance with the Goal 2 Exceptions Process, ORS 197.732, and OAR 660, Division 4.

B) Rural Residential lands are to be located on lowland foothill, valley terrace, and valley floor areas with a moderate to gently sloping or level terrain. Other lands may also be included which do not logically fit within any other Plan category, where shown to be suitable for residential use. In any case, feasibility of development in accordance with the standards of one or more of the implementing Rural Residential zoning districts must be established. The following requirements must be included within feasibility findings to support a Plan map amendment to Rural Residential:

i) Within mutually adopted urban growth boundaries, the designation must not conflict with the city's comprehensive plan or mutually adopted urbanization agreement for the urbanizable area; a public road developed to County road standards sufficient to serve the proposed and existing development exists or is proposed for (re)construction within a five-year period as delineated in the Jackson County Capital Improvements Program or as otherwise assured to meet similar standards in the applicable municipality's comparable public works program; and the designation will preserve the ability to develop future sewer, water, and other public utility systems necessary for the long-term urbanization of the area.

ii) Outside urban growth boundaries, the development potential must not be dependent upon the extension or construction of urban public facilities

such as public sewer or water service, unless an exception to Statewide Planning Goals 11 and 14, as applicable, is justified in accordance with the Goal 2 Exceptions Process, ORS 197.732, and OAR 660, Division 4; private sewage disposal[3] and individual domestic water supply systems must be adequate to service the existing and potential development consistent with the Public Facilities and Services Element of the Jackson County Comprehensive Plan; and a road developed to County road standards C, D, or E, or the equivalent state standards, exists or is proposed for (re)construction within a five-year period as delineated in the Jackson County Capital Improvements Program or as otherwise assured in accordance with OAR 660, Division 12, the Transportation Planning Rule. Forest Service or Bureau of Land Management roads may not be used to satisfy this requirement. However, feasibility of private road access development to a qualifying public road may be considered for Plan amendment purposes.

C) The subject area must be within a municipal, rural, or voluntary fire protection district having the capacity to serve the existing and potential growth, or is otherwise shown to be provided with contract fire hazard protection service from such a district. The implementing zoning district will be determined, in part, based upon findings of acceptable wildfire hazard risk to the proposed development, the surrounding community, and to nearby commercial timber stands and wildlife areas.

D) Where the proposed area includes or adjoins identified Goal 5 resources, or is otherwise mapped within a Goal 5 impact area, a conflicting use analysis must be provided in accordance with the Goal 5 process to support the proposed Plan designation.

E) The Rural Residential designation is appropriately applied where consistent with a rural unincorporated community plan acknowledged under OAR 660, Division 22 (the Unincorporated Community Rule).

3) Establishment of Zoning Districts

A) Rural Residential zoning districts will be established on the Jackson County Zoning Maps and permissible development standards will be established in the Jackson County Land Development Ordinance

B) Zoning districts permissible within the Rural Residential category may not permit residential densities exceeding one single family residence per ten acres unless otherwise allowed within an acknowledged urban growth boundary, unincorporated community, or where a Goal 14 exception has been taken.

[3] Where private sewerage systems are required, the area conditions such as capability of the soils and subsurface geologic characteristics to accommodate on-site systems must meet Department of Environmental Quality regulations for on-site waste disposal systems.

URBAN RESIDENTIAL LAND

1) Purpose:

The Comprehensive Plan map designates Urban Residential areas where the lands are justified for that use through the Goal Exceptions process or lie within urban growth, urban containment, or urban unincorporated community boundaries. The Urban Residential designation provides for urban level densities where public facilities and services are sufficient to serve that level of development. Urban level development within urban growth boundaries can only occur consistent with the mutually adopted urban growth boundary agreements, which usually require annexation. Urban residential lands in the White City Urban Unincorporated Community Boundary are included in a separate category pursuant to the White City Urban Unincorporated Community Plan, Phase 2.

2) Map Designation Criteria:

A) Urban Residential areas originally were established by the Jackson County Comprehensive Plan in 1982, and acknowledged by the state in 1983. These areas were located solely within county-designated urban containment boundaries and mutually adopted urban growth boundaries to reflect existing or committed urban residential development;

B) Additional areas may not be established as Urban Residential Land outside acknowledged urban growth boundaries unless consistent with an urban unincorporated community plan acknowledged under OAR 660, Division 22 (the Unincorporated Community Rule), or where otherwise justified by a Goal 14 exception pursuant to the Goal 2 Exceptions Process, ORS 197.732, and OAR 660, Division 04. An exception to Statewide Planning Goal 11, Public Facilities and Services, will also be needed if the resulting development would violate the provisions of that goal.

C) Urban Residential areas may be established within acknowledged urban growth boundaries only where consistent with the urbanization policies mutually adopted by the County and the respective city, including the City's comprehensive plan for the area when the City has adopted long-term plan designations beyond its municipal boundary.

D) Urban Residential land will be located:

i) On level or gently sloping terrain and have access to a sufficient urban level of existing or planned public sewer and water facilities to support the extent of development that exists or is otherwise proposed; and,

ii) In areas supported by an urban level street system within the County, City, or State transportation system, in close proximity to public schools, shopping facilities, transit, and employment opportunities; and,

E) Urban Residential land may not be established in areas:

i) Impacted by mainline railroads and spur lines, freeways, or high levels of noise, dust, glare, heat, smoke, odors, vibrations, or other obnoxious factors which would impact residential environments; or,

ii) Which will, when fully developed, have the potential to create conflicts with resource lands devoted to farm or forest management; or,

iii) Which are found to be susceptible to substantial risk from natural hazards.

F) Where the proposed area includes or adjoins identified Goal 5 resources, or is otherwise mapped within a Goal 5 impact area, a conflicting use analysis must be provided in accordance with the Goal 5 process to support the proposed Plan designation.

3) Establishment of Zoning Districts:

A) Urban Residential zoning districts will be established on the Jackson County Zoning Maps and permissible development standards will be established in the Jackson County Land Development Ordinance. These districts will provide residential densities of one (UR-1), four (UR-4), six (UR-6), eight (UR-8), ten (UR-10), and thirty (UR-30) dwellings per acre.

B) The Urban Residential category provides for a variety of urban densities up to 30 dwellings per acre. The actual allowable density or zoning will be determined by existing use, housing supply, school district capacity, overall land use patterns in the area, capacity of public facilities serving the area, and the ability of emergency service providers to serve the area.

C) The County may establish an Urban Residential designation in an area without a corresponding urban residential zoning district where it is found that the subject area is not currently appropriate for urban residential use, but where it is anticipated that Urban Residential land will be needed over the five- to ten-year horizon in order to facilitate mid- to long-term planning for the area. The existing zoning district, or other zoning district suitable to preserve the land for future urbanization, may be established under the Urban Residential Plan designation over the intervening period in these situations.

COMMERCIAL LAND

1) Purpose:

Commercial Land is established to provide markets in appropriate locations for the efficient and economic exchange of goods and services. The municipalities within Jackson County provide the primary, centralized marketplaces in the region due to the comparative economic advantage of locating places for commercial exchange near the majority of housing and job opportunities.

However, jobs and housing also exist in the rural and urban unincorporated areas of the County. The traveling public also has commercial needs which are related more to the transportation facility than the location of cities, and are thereby appropriately served by the County. Consequently, Commercial Land is designated throughout the County with levels of service regulated by zoning districts. These districts, in turn, must be consistent with state law and the policies adopted by Jackson County in the Rural and Suburban Lands Element, the Urban Lands Element, the Public Facilities and Services Element, and the Transportation Element of the Jackson County Comprehensive Plan. The Jackson County Land Development Ordinance will establish appropriate development restrictions on commercial areas located outside urban growth boundaries in accordance with Goal 14 and the Unincorporated Community Rule (OAR 660, Division 22).

2) Map Designation Criteria:

A) The Commercial Land designation includes all commercial zoning districts previously acknowledged in unincorporated Jackson County.

B) Proposals to establish new commercial areas or to expand existing commercial areas on the Jackson County Comprehensive Plan Map must be consistent with the Statewide Planning Goals, the policies embedded within the Elements of the Jackson County Comprehensive Plan, and any County adopted community plan, urbanization agreement, regional plan, or transportation/public facility plan.

C) A traffic impact analysis is required for all Plan amendments where the proposed commercial land was not previously included in a transportation system plan. Facility improvements, as found to be necessary, must be assured within a five-year time horizon as a requirement for a Plan amendment. The facility plan must be prepared for adoption with the proposed Plan amendment. The actual zone change will require a guarantee of necessary facility improvements upon completion of commercial development. If such improvements are found to be disproportionate to the amount of anticipated development, the proposal may not be approved.

D) Commercial land must be located where sufficient trade/market area characteristics are shown to be sufficient to warrant the trade and services activities that would be anticipated. Amendment proposals must identify:

i) The market projected to be served, including that within incorporated areas; and,

ii) The existing and planned inventory of commercial land within the identified market area in terms of total acreage, number of parcels, and level to which such land has been built-out or is otherwise unsuitable to serve the market area; and,

iii) The serviceability of the proposed area in terms of compatibility with surrounding lands, load bearing and drainage/environmental constraints

of the site, sufficiency of size to accommodate commercial activities as well as required parking and landscaping, and the availability of adequate public services. Consideration of adequate public services must include police, fire protection, transit, sewer, water, and other public utilities.

E) The County must consider whether or not extension of facilities is reasonably likely to be required as a result of the proposed amendment, and whether such extension of needed services is appropriate for the planning area.

F) The planning area must be serviceable, generally free of environmental constraints, accessible, supportable by the identified market area, and consistent with the applicable state and local urban or rural lands policies. Where the proposed area includes or adjoins identified Goal 5 resources, or is otherwise mapped within a Goal 5 impact area, a conflicting use analysis must be provided in accordance with the Goal 5 process to support the proposed Plan designation.

G) Plan amendment proposals must be coupled with a request for an appropriate zoning district to assure that future commercial uses will not be developed to an intensity inappropriate to the area.

3) Establishment of Zoning Districts:

A) General Commercial (GC):

i) General Commercial zoning districts outside acknowledged urban areas may not be expanded in area, and new (GC) zoning districts may not be established, unless an exception to Statewide Planning Goal 14 is justified. Uses within existing (GC) districts outside urban areas may continue or be redeveloped in accordance with the Land Development Ordinance development standards and in accordance with Policy 4 of the Rural and Suburban Lands Element.

ii) General Commercial zoning districts may otherwise be established where a Commercial Land Plan designation is located within an urban growth boundary or acknowledged urban unincorporated community boundary and where:

a) A County commercial "A" standard road or its equivalent exists to directly serve the area, and where safe and convenient access to the site can be provided without creating traffic or pedestrian conflicts;

b) Public sewer and water systems are physically and legally available to serve the area;

c) Adjoining residential uses can be adequately buffered or integrated into a mixed-use plan to reduce land use conflicts;

d) Adequate area must be available to buffer commercial uses from adjacent industrial or resource lands.

B) Interchange Commercial (IC):

i) Interchange zoning districts outside acknowledged urban areas may not be expanded in area, and new (IC) zoning districts may not be established, unless an exception to Statewide Planning Goal 14 is justified. Uses within existing (IC) districts outside urban areas may

continue or be redeveloped in accordance with the Land Development Ordinance development standards.

ii) Interchange Commercial zoning districts are not intended to be created within urban growth boundary areas because urban interchange facilities are of critical importance to the cities' transportation system plans. The (IC) district is enabled along rural Interstate-5 interchanges where Policy 6 of the Rural and Suburban Lands Element is satisfied. In order to approve new (IC) zoning districts, the County must also provide specific and substantive findings that the proposal complies with the *Transportation Planning Rule* (OAR 660-012), and the *Unincorporated* Communities Rule (OAR 660-022).

iii) Adequate area must be available to adequately buffer the commercial uses from residential, farm, forest, and industrial uses located near the subject site.

C) Neighborhood Commercial (NC):

i) Neighborhood Commercial zoning districts may only be established within urban growth boundaries or urban unincorporated community boundaries *in accordance with Policy 7 of the Urban Lands Element*, and where urban public facilities and services are available to serve present and future development.

ii) Proposed (NC) zoning districts must be located:

a) Along collector streets at or near corner intersections and within walking or short driving distance for a majority of the local supporting residential population; and,

b) Where sufficient parcel size and form is available to accommodate neighborhood commercial activities and incidental parking and landscaping in such a manner that adjacent noncommercial land use conflicts will be minimized; and,

c) Where public sewer and water systems are physically and legally available to serve the area.

iv) Proposed (NC) zoning districts may not be located near school pedestrian crossings or high accident volume intersections, nor areas impacted by mainline railroads and spur lines, freeways, or high levels of noise, dust, glare, heat, smoke, odors, vibrations, or other obnoxious factors.

D) Rural Service Commercial (RS):

i) Rural Service Commercial zoning districts may be provided in rural areas and unincorporated communities in accordance with Policy 5 of the Rural and Suburban Lands Element. The Jackson County Land Development Ordinance will provide standards to ensure that commercial development intensity conforms with the requirements of the Unincorporated Communities Rule (OAR 660-022) for unincorporated communities, and that lesser intensities be permitted for other rural areas outside acknowledged community boundaries. Rural Service zoning districts in acknowledged unincorporated community boundaries will be distinguished as Applegate Rural Service (ARS), Ruch Rural Service

(RRS), and Sam's Valley Rural Service (SVRS), or as otherwise established in future unincorporated community plans as they occur.

ii) Adequate area must be available to buffer the commercial uses from residential, farm, forest, and industrial uses located near the subject site.

iii) The planning area must be located within a fire protection district, or otherwise be able to obtain fire protection service by contract from a fire district.

INDUSTRIAL LAND

1) Purpose:

The Industrial Land designation is intended to provide a supply of sites of suitable sizes, types, locations, and service levels to meet the economic objectives of the region. Industry is the systematic employment of labor to add value to production inputs. Jackson County allocates industrial land supply at different intensities by zoning district to provide the targeted mix of production input factors needed by industrial firms to produce goods and services. The County recognizes the importance of establishing and preserving industrial districts where a combination of production input factors is available to provide an economic comparative advantage to local industry. These areas must be preserved to prevent the crowding out of primary employment areas by incompatible uses.

2) Map Designation Criteria:

A) The Industrial Land designation includes all industrial zoning districts previously acknowledged in unincorporated Jackson County.

B) Proposals to establish new industrial areas or to expand existing industrial areas on the Jackson County Comprehensive Plan Map must be consistent with the Statewide Planning Goals, the policies embedded within the Elements of the Jackson County Comprehensive Plan, and any County adopted community plan, urbanization agreement, regional plan, or transportation/public facility plan. The location of industrial uses outside of urban growth boundaries or urban unincorporated community boundaries is specifically subject to Policy 8 of the Economy Element in the Jackson County Comprehensive Plan.

C) A traffic impact analysis is required for all Plan amendments where the proposed industrial land was not previously included in a transportation system plan. Transportation facility improvements, as found to be necessary, must be assured within a five-year time horizon as a requirement for a Plan amendment unless the proposal identifies a longer term need to preserve the area for industry where a zone change is not anticipated over the short term. A long term transportation facility plan must be prepared for adoption with the proposed Plan amendment in the latter situation. Concurrent zone change requests will require a guarantee of necessary facility improvements upon completion of development. If such improvements are found to be disproportionate to the amount of anticipated development, the proposal may not be approved.

D) Proposals to remove from or add to the Industrial Land designation must be supported by an economic opportunity analysis with the following information provided:

i) Review of national, state, and local trends. The analysis must identify the major categories of industrial uses that could reasonably be expected to locate or expand in the planning area based on available information about national, state, and local trends.

ii) Site Requirements. Identify the sites that are likely to be needed by industrial uses which might expand or locate in the planning area, and the extent to which alternate areas are or will be available to satisfy the industrial siting requirements. Types of sites must be identified based on the site requirements of expected uses. Incorporated areas and commercial areas with compatible site requirements will need to be considered where similar locational input factors exist. A use or category of use could reasonably be expected to locate in the planning area if the

area possesses the appropriate locational factors for the use or category of use. These factors include, but are not limited to:

a) Location relative to markets;

b) Availability of key transportation facilities;

c) Key public facilities;

d) Labor market factors;

e) Materials and energy availability and cost;

f) Necessary support services;

g) Pollution control requirements; or

h) Educational and technical training programs.

iii) Inventory. The analysis will be coordinated with any industrial and commercial lands inventory adopted pursuant to OAR 660-009 by jurisdictions within the delineated market area.

E) The County must consider whether or not extension of facilities is reasonably likely to be required as a result of the proposed amendment, and whether such extension of needed services is appropriate for the planning area.

F) Industrial land must be serviceable, generally free of environmental constraints, accessible, supportable by the identified market area, and consistent with the applicable state and local urban or rural lands policies. Where the proposed area includes or adjoins identified Goal 5 resources, or is otherwise mapped within a Goal 5 impact area, a conflicting use analysis must be provided in accordance with the Goal 5 process to support the proposed Plan designation.

G) Plan amendment proposals must be coupled with a request for an appropriate zoning district to assure that future commercial uses will not be developed to an intensity inappropriate to the area, except where the Plan designation is intended to preserve land for industrial use over the long term but where the short term need for a zone change does not exist.

3) Establishment of Zoning Districts: The economic opportunity analysis in criterion (2), above, will be used as the basis for determining which of the following zoning districts is most appropriate for the planning area:

A) General Industrial (GI): This district is appropriate for heavy industrial uses which may produce high levels of noise, dust, glare, heat, smoke, odors, vibrations, or other significant externalities.

i) General Industrial zoning districts outside acknowledged urban areas may not be expanded in area, and new (GI) zoning districts may not be established, unless an exception to Statewide Planning Goal 14 is justified and the proposal is consistent with Policy 8 of the Economy Element. Uses within existing (GI) districts outside urban areas may continue or be redeveloped in accordance with the Land Development Ordinance development standards.

ii) General Industrial zoning districts may otherwise be established where a Industrial Land Plan designation is located within an urban growth boundary or acknowledged urban unincorporated community boundary and where:

a) A public road network adequate to sustain General Industrial traffic loads exists to serve the area, and where safe and convenient access to the site can be provided without creating traffic or pedestrian conflicts;

b) Public sewer and water systems are physically and legally available to serve the area;

c) Adequate area is available in the planning area to provide buffering from the adjoining nonindustrial uses.

d) The economic opportunity analysis in criterion (2), above, justifies the need for General Industrial uses in the area.

B) Light Industrial (LI):

i) Light Industrial zoning districts outside acknowledged urban areas may not be expanded in area, and new (LI) zoning districts may not be established, unless an exception to Statewide Planning Goal 14 is justified and the proposal is consistent with Policy 8 of the Economy Element. Uses within existing (LI) districts outside urban areas may continue or be redeveloped in accordance with the Land Development Ordinance development standards.

ii) A public road network adequate to sustain Light Industrial traffic loads exists to serve the area to ensure that safe and convenient access to the site can be provided without creating traffic or pedestrian conflicts;

iii) Public sewer and water systems are physically and legally available to serve the area;

iv) Adequate area is available in the planning area to provide buffering from the adjoining nonindustrial uses.

v) The economic opportunity analysis in criterion (2), above, justifies the need for Light Industrial uses in the area.

C) Rural Limited Industrial (RLI):

i) Rural Limited Industrial land is applied outside urban growth boundaries or urban unincorporated community boundaries where consistent with state law and supported by the economic opportunity analysis in criterion (2), above and Policy 8 of the Economy Element.

ii) Rural Limited Industrial zoning is appropriate for uses:

a) Dependent on a significant, site-specific, natural resource; or,

b) Incompatible in urban areas; or,

c) That provide a direct benefit to local agricultural or forest uses or other uses of naturally occurring resources.

iii) The conditions of the Public Facilities and Services Element, Policy 1, category C or D, apply to RLI zoning district.

iv) The planning area must be of sufficient size and form to accommodate the proposed use including required parking and landscaping.

v) Rural Limited Industrial uses must be on land where the uses can be made compatible with adjacent land uses, and not adversely impact the rural nature of the surrounding region and sensitive fish and wildlife areas.

vi) Access must be available to state or County roads with adequate capacity for the anticipated traffic associated with the specific use or which can be improved to accommodate industrial traffic.

vii) The land must be reasonably free from excessive natural hazards.

Appendix K
Jackson County Current Land Development Ordinance Provisions

D) Forest template dwelling under Section 4.3.6(B).

E) Large tract forest dwelling under Section 4.3.6(C).

F) Caretaker residence for public parks and fish hatcheries in the Forest Resource District.

For the purposes of this section "date of the final decision" shall mean the date the final County decision approving the permit is signed or, if the final County decision is appealed, the date the final appellate body affirms the County decision or the appeal is dismissed.

4.2 EXCLUSIVE FARM USE (EFU) DISTRICT

4.2.1 Purpose

The purpose of the (EFU) District is to conserve agricultural land. This Section implements the Oregon Agricultural Land Use Policy, ORS 215.243, Statewide Planning Goal 3 (Agricultural Lands), and OAR 660-033.

4.2.2 Table of Permitted Uses

Table 4.2-1 sets forth the uses allowed subject to Type 1, 2, 3, or 4 approval procedures in the EFU District. This table applies to all new uses, expansions of existing uses, and changes of use when the expanded or changed use would require a Type 2, 3 or 4 review, unless otherwise specified on Table 4.2-1.

A) ***Type 1***
A "1" in the Table indicates that a use is allowed by-right, provided it complies with any standards listed in the "*See Also*" column.

B) ***Type 2***
A "2" in the Table indicates that a use is subject to administrative review and approval, in accordance with the Type 2 review procedures of Section 3.1.3.

C) ***Type 3***
A "3" in the Table indicates that a use may be conditionally allowed, subject to review and approval in accordance with the Type 3 review procedures and approval criteria of Section 3.1.4.

D) ***Type 4***
A "4" in the Table indicates that a use is subject to review and approval by the Planning Commission and Board of Commissioners, as applicable, in accordance with the Type 4 review procedures of Section 3.1.5.

E) ***Prohibited Uses***
An "**X**" in the Table indicates that the use is not permitted on High Value Farm Land (HVFL). However, existing facilities wholly within an EFU District may be maintained, enhanced or expanded on the same tract, subject to a Type 2 review.

F) ***Numerical References***
The numbers contained in the "*See Also*" column are references to additional standards and requirements that apply to the use type listed. Uses are also subject to applicable standards of Chapters 7, 8, and 9.

G) ***Accessory Uses and Structures***
Accessory uses and structures are allowed in all zoning districts (Section 6.4).

TABLE 4.2-1: USE TABLE FOR EXCLUSIVE FARM USE (EFU) DISTRICT
1 = Type 1 2 = Type 2 Review 3 = Type 3 Review 4 = Type 4 Review
X = Prohibited **HVFL = High-Value Farmland**

#	USE	HVFL	ALL OTHER	STATE LAW REFERENCE	SEE ALSO
FARM AND FOREST USES					
1	Farm use	1	1	ORS 215.203 (definition); OAR 660-033-0120	
2	**Buildings, other than dwellings**, customarily provided in conjunction with farm use	1	1	ORS 215.283(1)(f); OAR 660-033-0120	
3	Propagation or harvesting of a forest product.	1	1	ORS 215.283(1)(c); OAR 660-033-0120	
4	Temporary facility for primary processing of forest products	2	2	ORS 215.283(2)(j); OAR 660-033-0120 & 0130(6)	4.2.3 and 4.2.4(B)
5	Facility for processing farm crops	2	2	ORS 215.283(1)(u); OAR 660-033-0130(28)	4.2.4(A)
NATURAL RESOURCE USES					
6	Creation, restoration, or enhancement of wetlands	1	1	ORS 215.283(1)(p); OAR 660-033-0120	
7	The propagation, cultivation, maintenance, & harvesting of aquatic or insect species	2	2	ORS 215.283(2)(p); OAR 660-033-0120 & 033-0130(5) & (27)	4.2.3 4.2.5(A)
RESIDENTIAL USES					
8	Dwelling customarily provided in conjunction with farm use	2	2	ORS 215.283(1)(f); OAR 660-033-0120, 0130(1), (30) & 0135	4.2.6(A) & (C)
9	Farm dwelling for relative	1	1	ORS 215.283(1)(e); OAR 660-033-0120 & 0130(9), (30)	4.2.6(A) & (D)
10	Accessory farm dwellings, including farmworker housing	2	2	ORS 215.277-278 and ORS 215.283(1)(f);OAR 660-033-0120 & 0130(24), (30)	4.2.6(A) & (E)
11	Ownership of record dwelling	2	2	ORS 215.705(1), (2), & (5)-(7); OAR 660-033-0120 & 0130(3), (30)	4.2.6(A) & (F)
12	Temporary medical hardship dwelling	2	2	ORS 215.283(2)(L); OAR 660-033-0120 & 0130(5), (10) & (30)	4.2.3; 4.2.6(A) & (G), 6.5.3(G)

TABLE 4.2-1: USE TABLE FOR EXCLUSIVE FARM USE (EFU) DISTRICT 1 = Type 1 2 = Type 2 Review 3 = Type 3 Review 4 = Type 4 Review X = Prohibited **HVFL = High-Value Farmland**					
#	**USE**	**HVFL**	**ALL OTHER**	**STATE LAW REFERENCE**	**SEE ALSO**
13	*Nonfarm dwelling*	2	2	ORS 215.236(2) & (3); 215.263(4); 215.284(2) & (3); OAR 660-033-0120 & 0130(4)(c)-(d) & (30)	4.2.6(A) & (H)
14	Residential home	2	2	ORS 197.660(definition), 197.665(3), 215.283(2)(o); OAR 660-033-0120 & 0130(5), (30)	4.2.3; 4.2.6(A) & (J)
15	Room and board arrangements for a maximum of five unrelated persons in an existing residence	2	2	ORS 215.283(2)(u); OAR 660-033-0120 & 0130(5), (30)	4.2.3 4.2.6(A)
16	Alteration, restoration, or replacement of a lawfully established dwelling	1	1	ORS 215.283(1)(s); OAR 660-033-0120 & 0130(8), (30)	4.2.6(A) & (B)
17	**Historic dwelling** replacement	1	1	ORS 215.283(1)(o); 358.480; OAR 660-033-0120 & 0130(12), (30)	4.2.6(A) & (I)
18	Registered child care facility/certified group child care home	1	1	ORS 657A.440	4.2.6(K)
COMMERCIAL USES					
19	**Commercial activities** in conjunction with farm use	3	3	ORS 215.283(2)(a); OAR 660-033-0120 & 0130(5)	4.2.3, 4.2.7(A) 6.4.4(E)
20	Breeding, kenneling, & training greyhounds for racing	**X**	1	ORS 215.283(1)(j); OAR 660-033-0120 & 0130(18)	
21	Dog kennels	**X**	2	ORS 215.283(2)(n); OAR 660-033-0120 & 0130(5) & (18)	4.2.3
22	Home occupation/home business	2	2	ORS 215.283(2)(i), 215.448; OAR 660-033-0120 & 0130(5) & (14)	4.2.3; 4.2.7(E); 6.4.4 (C) & (D)
23	Destination resort, large	**X**	4 PDP[1] 2 FDP[2]	ORS 197.435-.467; 215.283(2)(t); OAR 660-033-0120 & 0130(5) & (18)	4.2.3, 6.3.8
24	Destination resort, small	X	X	ORS 197.435-.445(6)(a);	

1 Preliminary Development Plan

2 Final Development Plan

TABLE 4.2-1: USE TABLE FOR EXCLUSIVE FARM USE (EFU) DISTRICT 1 = Type 1 2 = Type 2 Review 3 = Type 3 Review 4 = Type 4 Review X = Prohibited **HVFL = High-Value Farmland**					
#	**USE**	**HVFL**	**ALL OTHER**	**STATE LAW REFERENCE**	**SEE ALSO**
25	Winery	1	1	ORS 215.283(1)(q), & .452; OAR 660-033-0120	4.2.7(**F**)
26	Farm stand	1	1	ORS 215.283(1)(r); OAR 660-033-0120 & 0130(23)	4.2.7(D)
27	Landscape business in conjunction with nursery	2	2	ORS 215.283(2)(z)	4.2.7(G)
MINERAL, AGGREGATE, OIL, AND GAS USES					
28	Exploration & production of geothermal, oil & gas	2	2	ORS 215.283(1)(g), 520.005 (definition), 522.005 (definition) & OAR 660-033-0120	4.2.8(A)
29	Exploration for minerals	1	1	ORS 215.283(1)(h), 517.750 (definition); & OAR 660-033-0120	4.2.8(B)
30	Operations for mining & processing geothermal, oil & gas resources not otherwise permitted under this Ordinance	3	3	ORS 215.283(2)(b)(A); 520.005 (definition); 522.005 (definition); OAR 660-033-0120 & 0130(5)	4.2.3 4.4.8
31	Mining, crushing, or stockpiling aggregate & other mineral & subsurface resources	3	3	ORS 215.283(2)(b)(B), .298 & .301 OAR 660-033-0120 & 0130(5)	4.2.3 4.2.8(C) 4.4.8
32	Processing aggregate into asphalt or portland cement	3	3	ORS 215.283(2)(b)(C); 517.750 (definition); OAR 660-033-0120 & 0130(5), (15)	4.2.3 4.2.8(D) 4.4.8
33	Processing other mineral and subsurface resources	3	3	ORS 215.283(2)(b)(D); OAR 660-033-0120 & 0130(5)	4.2.3, 4.4.8
TRANSPORTATION USES					
34	Personal use airports for airplanes & helicopter pads	3	3	ORS 215.283(2)(h); OAR 660-033-0120 & 0130(5), (7) See also ORS 836.610-630	4.2.3 4.2.9(A)
35	Climbing & passing lanes within the right-of-way existing as of July 1, 1987	1	1	ORS 215.283(1)(k); OAR 660-033-0120	
36	Construction of additional passing & travel lanes requiring acquisition of rights-of-way, not resulting in creation of new parcels	2	2	ORS 215.283(2)(q); OAR 660-033-0120 & 0130(5)	4.2.3

TABLE 4.2-1: USE TABLE FOR EXCLUSIVE FARM USE (EFU) DISTRICT 1 = Type 1 2 = Type 2 Review 3 = Type 3 Review 4 = Type 4 Review X = Prohibited **HVFL = High-Value Farmland**					
#	**USE**	**HVFL**	**ALL OTHER**	**STATE LAW REFERENCE**	**SEE ALSO**
37	Reconstruction or modification of public roads and highways, including placement of utility facilities overhead and in the subsurface of public roads and highways along the public right-of-way, not including addition of travel lanes, where no removal or displacement of buildings would occur, or no new parcels result	1	1	ORS 215.283(1)(l); OAR 660-033-0120	
38	Reconstruction or **modification of public roads or highways** involving removal or displacement of buildings, but not resulting in creation of new parcels	2	2	ORS 215.283(2)(r); OAR 660-033-0120 & 0130(5)	4.2.3
39	Temporary public road & highway detours that will be abandoned & restored to original condition or use at such time as no longer needed	1	1	ORS 215.283(1)(m); OAR 660-033-0120	
40	Minor betterment of **existing public roads & highway related facilities** (e.g., maintenance yards, weighstations & rest areas) within a right-of-way existing as of July 1, 1987, & contiguous publicly-owned property to support operation & main-tenance of public roads & highways	1	1	ORS 215.283(1)(n); OAR 660-033-0120	
41	**Public road and highway-related facilities** improvement (e.g., maintenance yards, weigh stations, & rest areas) where additional property or right-of-way is required, not resulting in creation of new parcels	2	2	ORS 215.283(2)(s); OAR 660-033-0120 & 0130(5)	4.2.3
42	Roads, highways, & other transportation facilities and improvements not otherwise allowed in the EFU District	2 or 4	2 or 4	ORS 215.283(3); OAR 660-012-0065 (Type 2 uses listed, Type 4 uses not listed); OAR 660-012-0070; OAR 660-033-0120 & 0130(13)	4.2.3; 4.2.9(B)

TABLE 4.2-1: USE TABLE FOR EXCLUSIVE FARM USE (EFU) DISTRICT 1 = Type 1 2 = Type 2 Review 3 = Type 3 Review 4 = Type 4 Review X = Prohibited **HVFL = High-Value Farmland**					
#	**USE**	**HVFL**	**ALL OTHER**	**STATE LAW REFERENCE**	**SEE ALSO**
43	Parking no more than seven log trucks	2	2	ORS 215.311(3)	4.2.3
UTILITY/SOLID WASTE DISPOSAL FACILITIES					
44	**Utility facilities necessary for public service**, including wetland waste treatment systems, not including commercial facilities for generating electrical power for public use by sale, or transmission towers over 200 feet high	2	2	ORS 215.275 and .283(1)(d); OAR 660-033-0120 & 0130(16)	4.2.10(C) 6.3.6(A)
45	Telecommunications towers - co-location of antennae on an existing tower	1	1		6.3.6(A)
46	Transmission towers over 200 feet high.	2	2	ORS 215.283(2)(m); OAR 660-033-0130(5)	4.2.3 6.3.6(A)
47	**Solid waste disposal** site ordered established by the EQC	1	1	ORS 459.049, 215.283(1)(i);	4.2.10
48	**Solid waste disposal** site for which DEQ permit is required	**X**	4	ORS 215.283(2)(k), 459.245; OAR 660-033-0120 & 0130(5) & (18)	4.2.3; 4.2.10 6.3.6(C)(2)
49	**Modification** of a waste related use	2	2		6.3.6(D)
50	Fire service facilities providing rural fire protection	1	1	ORS 215.283(1)(v); OAR 660-033-0120	
51	Irrigation canals, delivery lines, and accessory structures and facilities associated with a district	1	1	ORS 215.283(1)(w), 540.505 (definition); OAR 660-033-0120	
52	Utility facility service lines	1	1	ORS 215.283(1)(x); OAR 660-033-0120 & 0130(32)	4.2.10
53	Commercial utility facilities for generating power for public use by sale	2	2	ORS 215.283(2)(g); OAR 660-033-0120 & 0130(5), (17) & (22)	4.2.3 4.2.10
54	Composting facilities for which a permit has been granted by the DEQ	**X**	4	ORS 215.283(2)(k), 459.245; OAR 340-096-0020, 0024; 660-033-0120 & 0130(5), (18), (29)	4.2.3 4.2.10 6.3.6(C)(2)

TABLE 4.2-1: USE TABLE FOR EXCLUSIVE FARM USE (EFU) DISTRICT
1 = Type 1 2 = Type 2 Review 3 = Type 3 Review 4 = Type 4 Review
X = Prohibited **HVFL = High-Value Farmland**

#	USE	HVFL	ALL OTHER	STATE LAW REFERENCE	SEE ALSO
PARKS/PUBLIC/QUASI-PUBLIC USES					
55	Public/ private schools, including essential buildings	1	1	ORS 215.283(1)(a); OAR 660-033-0120 & 0130(2), (18)	4.2.11(I)
56	Churches & cemeteries in conjunction with churches	**1**	1	ORS 215.283(1)(b) & .441; OAR 660-033-0120 & 0130(2), (18)	4.2.11(B)
57	Private parks, playgrounds, and hunting and fishing preserves	**X**	3	ORS 215.283(2)(c); OAR 660-033-0120 & 0130(5), (18)	4.2.3
58	Campgrounds	**X**	3	ORS 215.283(2)(c); OAR 660-033-0120 & 0130(5), (18), (19)	4.2.3; 4.2.11(A)
59	Public parks and playgrounds	2	2	ORS 195.120, 215.283(2)(d); OAR 660-033-0120 & 0130(5) & (31); 660-034-0035 & 0040	3.7.4; 4.2.3 4.2.11(H)
60	Community centers owned by a governmental agency or a nonprofit community organization and operated primarily by and for residents of the local rural community	2	2	ORS 215.283(2)(e); OAR 660-033-0120, 0130(5)	4.2.3 4.2.11(K)
61	Golf courses	X	3	ORS 215.283(2)(f); OAR 660-033-0120 & 0130(5), (18), (20)	4.2.3 4.2.11(C)
62	Living history museum	2	2	ORS 215.283(2)(x); OAR 660-033-0120 & 0130(5), (21)	4.2.3 4.2.11(E)
63	On-site filming & accessory activities for 45 days or less	1	1	ORS 215.306(3)(a) & (4); OAR 660-033-0120	4.2.11(F)
64	On-site filming & accessory activities for more than 45 days	2	2	ORS 215.306(3)(b) & (4); OAR 660-033-0120 & 0130(5)	4.2.3 4.2.11(G)
65	Takeoff & landing site for model aircraft	1	1	ORS 215.283(1)(t); OAR 660-033-0120 & 0130(26)	4.2.11(J)
66	Expansion of existing county fairgrounds & directly related activities	2	2	ORS 215.283(2)(w), 565.210; OAR 660-033-0120 & 0130(5);	4.2.3
67	Operations for extraction and bottling of water	2	2	ORS 215.283(2)(v); OAR 660-033-0120 & 0130(5)	4.2.3
68	Land application of biosolids transported by vehicle to a tract.	1	1	ORS 215.246, .247, .249, .251, & .283(1)(y); OAR 660-033-0130(11)	4.2.11

TABLE 4.2-1: USE TABLE FOR EXCLUSIVE FARM USE (EFU) DISTRICT 1 = Type 1 2 = Type 2 Review 3 = Type 3 Review 4 = Type 4 Review X = Prohibited **HVFL = High-Value Farmland**					
#	**USE**	**HVFL**	**ALL OTHER**	**STATE LAW REFERENCE**	**SEE ALSO**
69	Land application of reclaimed water, and agricultural or industrial process water	2	2	ORS 215.246, .249, .251, & .283(1)(y); OAR 660-033-0130(11)	4.2.11
70	Firearms training facility; Law enforcement facility	Existing only		ORS 197.770; ORS 215.283(1)(z)	6.3.7 4.2.11(L)
OUTDOOR GATHERING USES					
71	Outdoor gathering less than 3,000 persons not to con-tinue more than 120 hours in any 3-month period.	1	1	ORS 197.015(10)(d); 433.735; OAR 660-033-0120 & 0130(33)	6.5.3(J)
72	Outdoor gathering more than 3,000 persons to con-tinue more than 120 hours in any 3-month period.	4	4	ORS 433.735(1) & .763; OAR 660-033-0120 & 0130(34)	6.5.3(J)

4.2.3 General Review Criteria for Type 2-4 Permits
The use may be approved only where the use:

A) Will not force a significant change in accepted farm or forest practices on surrounding lands devoted to farm or forest use; and

B) Will not significantly increase the cost of accepted farm or forest practices on surrounding lands devoted to farm or forest use.

The applicant may demonstrate that these criteria will be satisfied through the imposition of conditions. Any conditions so imposed must be clear and objective. *[ORS 215.296; OAR 660-033-0030(5)]*

4.2.4 Farm and Forest Use Regulations

A) ***Facility for Processing Farm Crops*** *[ORS 215.283(1)(u); OAR 660-033-0130(28)]*

1) The farm on which the processing facility is located must provide at least one-quarter (¼) of the farm crops processed at the facility.

2) The building established for the processing facility shall not exceed 10,000 square feet of floor area exclusive of the floor area designated for preparation, storage, or other farm use or devote more than 10,000 square feet to the processing activities within another building supporting farm uses. A processing facility shall comply with all applicable siting standards but the standards shall not be applied in a manner that prohibits the siting of the processing facility.

B) ***Temporary Facility for Primary Processing of Forest Products*** *[ORS 215.283(2)(j); OAR 660-033-0120 and 0130(6)]*
The primary processing of a forest product, for purposes of this Ordinance, means the use of a portable chipper, stud mill, or other similar methods of initial treatment of a forest product in order to enable its shipment to market. This use is subject to the following standards:

1) The processing facility shall be located on, or on a parcel contiguous to and in the same ownership as, the parcel on which the forest products are grown.

2) The facility shall not seriously interfere with accepted farming practices and shall be compatible with farm uses in the area.

3) The use is intended to be portable or temporary in nature and may be approved for a one (1)-year period which is renewable.

4.2.5 Natural Resource Use Regulations
The propagation, cultivation, maintenance, and harvesting of aquatic or insect species is a Type 2 use in the EFU zone. Insect species shall not include any species under quarantine by the State Department of Agriculture or the United States Department of Agriculture. The County shall provide notice of all applications under this Section to the State Department of Agriculture. Notice shall be mailed in accordance with Section 2.7.3 but shall be mailed at least 20 calendar days prior to any administrative decision or initial public hearing on the application.

4.2.6 Residential Use Regulations

A) ***New Dwellings***

1) The County shall notify the County Assessor that a dwelling is being approved. *[ORS 215.705(1); OAR 660-033-0130(h)]*

2) As a condition of approval for all residential uses, the landowner shall be required to sign and record in the deed records for the County a document binding the landowner, and the landowner's successors in interest, prohibiting them from pursuing a claim for relief or cause of action alleging injury from farming or forest practices for which no action or claim is allowed under ORS 30.936 or 30.937, and requiring owner control of dogs. *[ORS 215.293; OAR 660-033-0130(30)]*

B) ***Alteration, Restoration, or Replacement of a Lawfully Established Dwelling*** *[ORS 215.283(1)(s); OAR 660-033-0120 and 0130(8) and (30)]*

1) The lawfully established dwelling to be altered, restored, or replaced shall have:

a) Intact, exterior walls and roof structure;
b) Indoor plumbing including a kitchen sink, toilet, and bathing facilities connected to a sanitary waste disposal system;
c) Interior wiring for interior lights; and,
d) A heating system.

2) In the case of replacement, the dwelling to be replaced shall be

removed, demolished, or converted to an allowable use within three (3) months of the completion of the replacement dwelling or issuance of a deferred replacement permit under subsection 4.2.6(B)(4). A replacement dwelling may be sited on any part of the same lot or parcel. A dwelling established under this Section shall comply with all applicable siting standards, including the dimensional requirements set forth in Chapter 4 of this Ordinance, the sensitive fish and wildlife habitat requirements of Section 7.1.1(C), and the fire safety requirements in Section 8. However, such standards shall not be applied in a manner that prohibits the siting of the dwelling.

3) If the dwelling to be replaced is located on a portion of the lot or parcel not zoned EFU, the applicant, as a condition of approval, shall execute and record in the deed records of the County a deed restriction prohibiting the siting of a dwelling on that portion of the lot or parcel zoned EFU (see also Section 5.1.4(C)(5)). The restriction imposed shall be irrevocable unless a statement of release is placed in the deed records for the County. The release shall be signed by the County or its designee and state that the provisions of this Section regarding replacement dwellings have changed to allow the siting of another dwelling.

4) A Type 1 deferred replacement permit may be issued for the dwelling being replaced when the established dwelling is removed or demolished within three months of the deferred replacement permit being issued. A deferred replacement permit allows construction of the replacement dwelling at any time. If, however, the established dwelling is not removed or demolished within three months after the deferred replacement permit is issued, the permit becomes void. The replacement dwelling must comply with applicable building codes, plumbing codes, sanitation codes and other requirements relating to health and safety or to siting at the time of construction. A deferred replacement permit may not be transferred, by sale or otherwise, except by the applicant to the spouse or a child of the applicant.

5) An accessory farm dwelling authorized pursuant to Section 4.2.6(E)(1)(c), may only be replaced by a manufactured dwelling.

C) ***Dwelling Customarily Provided in Conjunction With Farm Use*** *[ORS 215.283(1)(f); OAR 660-033-0120; 0130(1) and (30); and 0135]*

1) *Large Tract Standards* *[OAR 660-033-0135(1)]*
On land not identified as high-value farmland a dwelling shall be considered customarily provided in conjunction with farm use if:

a) The parcel on which the dwelling will be located is at least 160 acres;
b) The subject tract is currently employed for farm use, as defined in ORS 215.203;
c) The dwelling will be occupied by a person or persons who will be principally engaged in the farm use of the land, such as planting, harvesting, marketing or caring for livestock, at a commercial scale; and

d) Except for seasonal farm worker housing as allowed under the 1999 edition of ORS 215.283(1)(p), there is no other dwelling on the subject tract.

2) *Farm Capability Standards [OAR 660-033-0135(2)]*
On land not identified as high-value farmland, a dwelling may be considered customarily provided in conjunction with farm use if:

a) The subject tract is at least as large as the median size of those commercial farm or ranch tracts capable of generating at least $10,000 in annual gross sales that are located within a study area which includes all tracts wholly or partially within one (1) mile from the perimeter of the subject tract;
b) The subject tract is capable of producing at least the median level of annual gross sales of County indicator crops as the same commercial farm or ranch tracts used to calculate the tract size in subsection (a) of this Section;
c) The subject tract is currently employed for a farm use, as defined in ORS 215.203, at a level capable of producing the annual gross sales required in subsection (b) of this Section, or, if no farm use has been established at the time of application, land use approval shall be subject to a condition that no building permit may be issued prior to the establishment of a farm use at a level capable of producing the required annual gross sales;
d) The subject lot or parcel on which the dwelling is proposed is not less than 10 acres;
e) Except for seasonal farmworker housing as allowed under the 1999 edition of ORS 215.283(1)(p), there is no other dwelling on the subject tract;
f) The dwelling will be occupied by a person or persons who will be principally engaged in the farm use of the land, such as planting, harvesting, marketing or caring for livestock, at a commercial scale; and

3) *Farm Income Standards [OAR 660-033-0135(5), (7), (8) and (9)]*
A dwelling may be considered customarily provided in conjunction with farm use if:

a) The subject tract is currently employed for the farm use, as defined in ORS 215.203, at a level that produced in the last two (2) years or three (3) of the last five (5) years one of the following:

i) On land not identified as high-value farmland, at least $32,500 in gross annual income; or
ii) On land identified as high-value farmland, at least $80,000 in gross annual income from the sale of farm products.

b) Except for seasonal farm worker housing as allowed under the 1999 edition of ORS 215.283(1)(p), there is no other dwelling on lands zoned EFU owned by the farm or ranch operator, or on the farm or ranch operation; and

c) The dwelling will be occupied by a person or persons who produced the commodities which grossed the income in subsection (a) of this Section.

d) In determining the gross income required by subsection (a), the cost of purchased livestock shall be deducted from the total gross income attributed to the farm or ranch operation. Only gross income from land owned, not leased or rented, shall be counted. Gross farm income earned from a lot or parcel which has been used previously to qualify another lot or parcel for the construction or siting of a primary farm dwelling may not be used.

e) Lots or parcels zoned EFU in Jackson County or a contiguous county may be used to meet the gross income required by subsection (a). If one or more contiguous or noncontiguous lots or parcels of a farm or ranch operation has been used to comply with the gross farm income requirement, within 12 days of receiving a tentative approval the applicant shall provide evidence that irrevocable deed restrictions have been recorded with the county clerk of the county where the property subject to the deed declarations, conditions and restriction is located. The deed declarations, conditions and restrictions shall preclude all future rights to construct a dwelling except for accessory farm dwellings, relative farm help dwellings, temporary medical hardship dwellings or replacement dwellings on the lots or parcels that make up the farm or ranch operation or to use any gross farm income earned on the lots or parcels to qualify another lot or parcel for a primary farm dwelling. The deed declarations, conditions and restrictions are irrevocable unless a statement of release is signed by the Director.

4) *Relocated Farm Operations [OAR 660-033-0135(12)]*
A dwelling may be considered customarily provided in conjunction with farm use if:

a) Within the previous two (2) years, the applicant owned and operated a farm or ranch operation that earned in each of the last five (5) years or four (4) of the last seven (7) years one of the following, whichever is applicable:

i) On land not identified as high-value farmland, at least $32,500 in gross annual income; or

ii) On land identified as high-value farmland, at least $80,000 in gross annual income from the sale of farm products;

b) The subject lot or parcel on which the dwelling will be located is currently employed for the farm use, as defined in ORS 215.203, at a level that produced in the last two (2) years or three (3) of the last five (5) years one of the following, whichever is applicable:

i) On land not identified as high-value farmland, at least $32,500 in gross annual income; or

ii) On land identified as high-value farmland, at least $80,000 in gross annual income from the sale of farm products;

c) The subject lot or parcel on which the dwelling will be sited is at least 80 acres in size;

d) Except for seasonal farm worker housing as allowed under the 1999 edition of ORS 215.283(1)(p), there is no other dwelling on the subject tract;

e) The dwelling will be occupied by a person or persons who produced the commodities which grossed the income in subsection (a) of this Section;

f) In determining the gross income required by subsections (a) and (b) of this Section, the cost of purchased livestock shall be deducted from the total gross income attributed to the tract. Only gross income from land owned, not leased or rented, shall be counted.

5) *Commercial Dairy Farm Standards* *[OAR 660-033-0135(10)]*
A dwelling may be considered customarily provided in conjunction with a commercial dairy farm if:

a) The subject tract will be employed as a commercial dairy. A "commercial dairy farm" is a dairy operation that owns a sufficient number of producing dairy animals capable of earning one of the following, whichever is applicable, from the sale of fluid milk:

i) On land identified as high-value farmland, at least $80,000 in gross annual income; or
ii) On land not identified as high-value farmland, at least $32,500 in gross annual income.

b) The dwelling is sited on the same lot or parcel as the buildings required by the commercial dairy;

c) Except for seasonal farm worker housing as allowed under the 1999 edition of ORS 215.283(1)(p), there is no other dwelling on the subject tract;

d) The dwelling will be occupied by a person or persons who will be principally engaged in the operation of the commercial dairy farm, such as the feeding, milking or pasturing of the dairy animals or other farm use activities necessary to the operation of the commercial dairy farm;

e) The building permits, if required, have been issued for and construction has begun for the buildings and animal waste facilities required for a commercial dairy farm;

f) The Oregon Department of Agriculture has approved a permit for a "confined animal feeding operation" under ORS 468B.050 and ORS 468B.200 to 468B.230 and a Producer License for the sale of dairy products under ORS 621.072.

D) ***Farm Dwelling for Relatives*** *[ORS 215.283(1)(e); OAR 660-033-0120 and 0130(9) and (30)]*

1) A dwelling on real property used for farm use may be approved if:

a) The dwelling will be located on the same lot or parcel as the dwelling of the farm operator;
b) The dwelling will be occupied by a relative of the farm operator or the farm operator's spouse, which means a child, parent, stepparent, grandchild, grandparent, step grandparent, sibling, step sibling, niece, nephew or first cousin of either;
c) The farm operator does or will require the assistance of the relative in the management of the existing commercial farming operation; and
d) The farm operator shall continue to play the predominant role in the management and farm use of the farm. A farm operator is a person who operates a farm, doing the work and making the day-to-day decisions about such things as planting, harvesting, feeding and marketing.

2) Notwithstanding ORS 92.010 to 92.190 or the minimum lot size under Section 4.2.12(A), if the owner of a dwelling described in this subsection obtains construction financing or other financing secured by the dwelling and the secured party forecloses on the dwelling, the secured party may also foreclose on the homesite, as defined in ORS 308A.250, and the foreclosure shall operate as a partition of the homesite to create a new parcel. Prior conditions of approval for the subject land and dwelling remain in effect. For the purposes of this Section, "foreclosure" means only those foreclosures that do not meet the definition of partition under ORS 92.010(7)(a).

E) ***Accessory Farm Dwellings*** *[ORS 215.277-278 and ORS 215.283(1)(f); OAR 660-033-0120, 0130(24), (30)]*
A second or subsequent farm dwelling may be allowed if each accessory farm dwelling meets all of the following:

1) The accessory farm dwelling will be located:

a) On the same lot or parcel as the primary farm dwelling; or,
b) On the same tract as the primary farm dwelling if the lot or parcel on which the accessory farm dwelling will be sited is consolidated into a single parcel with all other lots and parcels in the tract; or,
c) On a lot or parcel on which the primary farm dwelling is not located when the accessory farm dwelling is limited to only a manufactured home with a deed restriction. The deed restriction shall be filed with the County Clerk and require that the manufactured dwelling be removed when the lot or parcel is conveyed to another party. The manufactured dwelling may remain on the land when the land is conveyed to another party if the dwelling is re-approved as a primary farm dwelling under Section 4.2.6(A) and (C); or,
d) On a lot or parcel on which the primary farm dwelling is not located, when the accessory farm dwelling is limited to only attached multi-unit residential structures allowed by the applicable state building code, or to similar types of farm

labor housing as existing farm labor housing on the farm or ranch operation registered with the Department of Consumer and Business Services, Oregon Occupational Safety and Health Division under ORS 658.750. If approved, a condition of approval will require that all accessory farm dwellings approved under this subsection be removed, demolished or converted to a nonresidential use when farm worker housing is no longer required; or

e) On a lot or parcel on which the primary farm dwelling is not located, when the accessory farm dwelling is located on a lot or parcel at least 80 acres in size and the lot or parcel complies with the gross farm income requirements of Section 4.2.6(C)(3).

2) An accessory farm dwelling approved under this subsection shall be occupied by a person or persons who will be principally engaged in the farm use of the land and whose seasonal or year-round assistance in the management of the farm use, such as planting, harvesting, marketing or caring for livestock, is or will be required by the farm operator;

3) There is no other dwelling on lands designated for exclusive farm use owned by the farm operator that is vacant or currently occupied by persons not working on the subject farm or ranch that could reasonably be used as an accessory farm dwelling;

4) The primary farm dwelling to which the proposed dwelling would be accessory meets one of the following:

a) On land not identified as high-value farmland, the primary farm dwelling is located on a farm or ranch operation that is currently employed for farm use, as defined in ORS 215.203, and produced in the last two (2) years or three (3) of the last five (5) years at least $32,500 in gross annual income. In determining the gross income, the cost of purchased livestock shall be deducted from the total gross income attributed to the tract; or

b) On land identified as high-value farmland, the primary farm dwelling is located on a farm or ranch operation that is currently employed for farm use, as defined in ORS 215.203, and produced at least $80,000 in gross annual income from the sale of farm products in the last two (2) years or three (3) of the last five (5) years. In determining the gross income, the cost of purchased livestock shall be deducted from the total gross income attributed to the tract; or

c) It is located on a commercial dairy farm as defined in Section 4.2.6(C)(5); and

i) The building permits, if required, have been issued and construction has begun or been completed for the buildings and animal waste facilities required for a commercial dairy farm; and

ii) The Oregon Department of Agriculture has approved a permit for a "confined animal feeding operation"

under ORS 468B.050 and ORS 468B.200 to .230 and a Producer License for the sale of dairy products under ORS 621.072.

5) No land division may be approved for an accessory farm dwelling, unless an application is made and approved converting the accessory farm dwelling to a primary farm dwelling under Section 4.2.6(A) and (C), and both parcels satisfy the 80-acre minimum lot size of Section 4.2.12.

6) An accessory farm dwelling approved pursuant to this Section cannot later be used to satisfy the requirements for a nonfarm dwelling.

7) For the purposes of this Section, "accessory farm dwelling" includes all types of residential structures allowed by the applicable state building code.

F) ***Ownership of Record Dwelling*** *[ORS 215.705(1), (2), (5)-(7); OAR 660-033-0120 and 0130(3) & (30)]*

1) A dwelling may be approved if:

a) The lot or parcel on which the dwelling will be sited was lawfully created and was acquired and owned continuously by the present owner as defined in subsection (2) below:

i) Since prior to January 1, 1985; or
ii) By devise or by intestate succession from a person who acquired and had owned continuously the lot or parcel since prior to January 1, 1985.

b) The tract on which the dwelling will be sited does not include a dwelling;
c) The lot or parcel on which the dwelling will be sited was part of a tract on November 4, 1993, no dwelling exists on another lot or parcel that was part of that tract;
d) The proposed dwelling is not prohibited by, and will comply with, the requirements of the acknowledged comprehensive plan and land use regulations and other provisions of law;
e) The lot or parcel on which the dwelling will be sited is not high-value farmland, as defined in Chapter 13, except as provided in subsection (4) below;
f) When the lot or parcel on which the dwelling will be sited lies within a designated deer and elk habitat area, the siting of the dwelling shall be consistent with Section 7.1.1(C); and
g) When the lot or parcel on which the dwelling will be sited is part of a tract, the remaining portions of the tract shall be consolidated into a single lot or parcel when the dwelling is allowed.

2) For purposes of this subsection, "owner" includes the wife, husband, son, daughter, mother, father, brother, brother-in-law, sister, sister-in-law, son-in-law, daughter-in-law, mother-in-law,

father-in-law, aunt, uncle, nephew, stepparent, stepchild, grandparent or grandchild of the owner or a business entity owned by any one or a combination of these family members.

3) When the County approves an application for a single-family dwelling under this Section, the application may be transferred by a person who has qualified under this Section to any other person after the effective date of the land use decision.

4) Notwithstanding the requirements of subsection (1)(e), a single-family dwelling may be sited on high-value farmland if it meets the other requirements of this subsection and the Hearings Officer determines that:

a) The lot or parcel cannot practicably be managed for farm use, by itself or in conjunction with other land, due to extraordinary circumstances inherent in the land or its physical setting that do not apply generally to other land in the vicinity. For the purposes of this Section, this criterion asks whether the subject lot or parcel can be physically put to farm use without undue hardship or difficulty because of extraordinary circumstances inherent in the land or its physical setting. Neither size alone nor a parcel's limited economic potential demonstrate that a lot or parcel cannot be practicably managed for farm use. Examples of "extraordinary" circumstances inherent in the land or its physical setting include very steep slopes, deep ravines, rivers, streams, road, railroad or utility lines or other similar natural or physical barriers that by themselves or in combination separate the subject lot or parcel from adjacent agricultural land and prevent it from being practicably managed for farm use by itself or together with adjacent or nearby farms. A lot or parcel that has been put to farm use despite the proximity of a natural barrier or since the placement of a physical barrier shall be presumed manageable for farm use;

b) The dwelling will not force a significant change in, or significantly increase the cost of, accepted farm or forest practices on surrounding lands devoted to farm or forest use; and

c) The dwelling will not materially alter the stability of the overall land use pattern in the area by applying the standards set forth in Section 4.2.6 (H)(2).

All applications for ownership of record dwellings on HVFL will be referred directly to the Hearings Officer under Section 2.7.4(C).

5) The County shall provide notice of all applications for ownership of record dwellings on high value farm land to the State Department of Agriculture. Notice shall be provided in accordance with land use regulations and shall be mailed at least 20 calendar days prior to the public hearing.

G) ***Temporary Medical Hardship Dwelling*** *[ORS 215.283(2) (L); OAR 660-033-0120*

& 0130(3), (30)]

1) One manufactured dwelling, or recreational vehicle, or the temporary residential use of an existing building may be allowed in conjunction with an existing dwelling as a temporary use for the term of a hardship suffered by the existing resident or a relative of the resident subject to the requirements of Section 6.5.3(G); and

2) The temporary dwelling will be used to care for the resident, or a relative of the resident, defined as a parent, stepparent, stepgrandparent, stepbrother, stepsister, niece, nephew, first cousin, child, grandparent, grandchild, brother, or sister of the existing residents, for the term of a hardship suffered by the resident or the relative. For purposes of this Section, "hardship" means a medical hardship or a hardship for the care of an aged or infirm person or persons.

H) ***Nonfarm Dwelling*** *[ORS 215.284(4)(A)(C), (3); OAR 660-033-0120 and 0130(4)(c)-(d) & (30)]*

A single-family dwelling, not provided in conjunction with farm use, may be approved if the following standards are met:

1) The dwelling or activities associated with the dwelling will not force a significant change in or significantly increase the cost of accepted farming or forest practices on nearby lands devoted to farm or forest use;

2) The dwelling will not materially alter the stability of the overall land use pattern of the area. In determining whether a proposed nonfarm dwelling will alter the stability of the area, the cumulative impact of possible new nonfarm dwellings on other lots or parcels in the area similarly situated shall be considered. To address this standard, the applicant shall:

a) Identify a study area for the cumulative impacts analysis. The study area shall include at least 2,000 acres or a smaller area not less than 1,000 acres, if the smaller area is a distinct agricultural area based on topography, soil types, land use pattern, or the type of farm or ranch operations or practices that distinguish it from other, adjacent agricultural areas. Findings shall describe the study area, its boundaries, the location of the subject parcel within this area, why the selected area is representative of the land use pattern surrounding the subject parcel and is adequate to conduct the analysis required by this standard. Lands zoned for rural residential or other urban or non-resource uses shall not be included in the study area;

b) Identify within the study area the broad types of farm uses (irrigated or non-irrigated crops, pasture or grazing lands), the number, location and type of existing dwellings which meet the criteria of 4.3.6(A)(1) (farm, non-farm, hardship, etc.), and the dwelling development trends since 1993. Determine the potential number of non-farm/lot-of-record dwellings that could be approved, including identification of

predominant soil classifications, the parcels created prior to January 1, 1993 and the parcels larger than the minimum lot size that may be divided to create new parcels for non-farm dwellings under ORS 215.263(4). The findings shall describe the existing land use pattern of the study area including the distribution and arrangement of existing uses and the land use pattern that could result from approval of the possible non-farm dwelling under this subparagraph; and

c) Determine whether approval of the proposed non-farm/lot-of-record dwellings, together with existing non-farm dwellings, will materially alter the stability of the land use pattern in the area. The stability of the land use pattern will be materially altered if the cumulative effect of existing and potential non-farm dwellings will make it more difficult for the existing types of farms in the area to continue operation due to diminished opportunities to expand, purchase or lease farmland, acquire water rights or diminish the number of tracts or acreage in farm use in a manner that will destabilize the overall character of the study area.

3) The dwelling foundation will be situated upon a lot or parcel, or portion of a lot or parcel, that is generally unsuitable land for the production of farm crops and livestock or merchantable tree species considering the terrain, adverse soil or land conditions, drainage and flooding, vegetation, location and size of tract.

   a) A lot or parcel or portion of the lot or parcel may not be considered unsuitable solely because of size or location if it can reasonably be put to farm or forest use in conjunction with other land *(ORS 215.283)*;

   b) A lot or parcel is not "generally unsuitable" simply because it is too small to be farmed profitably by itself. If a lot or parcel can be sold, leased, rented, or otherwise managed as part of a commercial farm or ranch, it is not "generally unsuitable." A lot or parcel is presumed to be suitable if it is composed predominantly of Class I-IV soils. Just because a lot or parcel is unsuitable for one farm use does not mean it is not suitable for another farm use;

   c) If the parcel is under forest assessment, the dwelling shall be situated upon generally unsuitable land for the production of merchantable tree species recognized by the Forest Practices Rules, considering the terrain, adverse soil or land conditions, drainage and flooding, vegetation, location, and size of the parcel. If a lot or parcel is under forest assessment, the area is not "generally unsuitable" simply because it is too small to be managed for forest production profitably by itself. If a lot or parcel under forest assessment can be sold, leased, rented, or otherwise managed as part of forestry operation, it is not "generally unsuitable." If a lot or parcel is under forest assessment, it is presumed suitable if it is composed predominantly of soils capable of producing 50 cubic feet of wood fiber per acre per year. If a lot or parcel is under forest assessment, to be found compatible and not seriously interfere with forest uses on surrounding

land it must not force a significant change in forest practices or significantly increase the cost of those practices on the surrounding land.

4) The dwelling will be situated on:

a) A lot or parcel legally created before January 1, 1993; or
b) A lot or parcel legally created on or after January 1, 1993, as allowed under Section 4.2.12(B) or (C). If a new parcel will be created, consideration shall be given as to whether approval of the parcel will lead to the creation of other nonfarm parcels, to the detriment of agriculture in the area. To address this standard, the provisions of subsection (1) above shall be used.

5) The lot or parcel on which the dwelling will be located, does not contain a dwelling.

6) If a new lot will be created, pursuant to subsection (4)(b) above, and Section 4.2.12(B) or (C), the parent lot or parcel does not contain an ownership of record dwelling approved under Section 4.2.6(F) or a forest dwelling approved under Section 4.3.6.

7) Final approval shall not be granted and septic or building permits shall not be issued for proposed dwellings which are reviewed under this Section on a lot or parcel which is, or has been, receiving special assessment until the applicant has furnished the County with evidence that the lot or parcel upon which the dwelling is proposed has been disqualified for valuation at true cash value for farm use under ORS 308A.050 to 308A.128, or for other special assessment under ORS 308A.315, 321,257 to 321.381, 321.730, or 321.815, and that any additional taxes that have been imposed as a result of the disqualification have been paid. Final approval under this Section will not change the date the County's decision becomes final or the permit expiration period under Section 4.1.3. *[ORS 215.236(2) and (3)]*

I) ***Historic Dwelling Replacement*** *[ORS 215.283(1)(o); and 358.480; OAR 660-033-0120 & 0130(12) and (30)]*

1) The existing dwelling shall be listed on the National Register of Historic Places.

2) The location of the replacement dwelling shall be consistent with the sensitive fish and wildlife habitat requirements of Section 7.1.1(C), and the fire safety requirements in Section 8.7

J) ***Residential Home*** *[ORS 197.660(definition); 197.665(3); and 215.283(2)(o); OAR 660-033-0120 & 0130(5) & (30)]*

1) The existing dwelling shall have been lawfully established.

2) For purposes of this Section, "residential home" means a residential treatment or training or an adult foster home licensed by or under the authority of the Department of Land Conservation and Development,

as defined in ORS 443.400, under ORS 443.400 to 443.825, a residential facility registered under ORS 443.480 to 443.500 or an adult foster home licensed under ORS 443.705 to 443.825 which provides residential care alone or in conjunction with treatment or training or a combination thereof for five (5) or fewer individuals who need not be related. Staff persons required to meet licensing requirements shall not be counted in the number of facility residents, and need not be related to each other or to any resident of the residential home.

K) ***Registered Child Care Facility/Certified Group Child Care Home*** *[ORS 657A.440]*

1) A registered child care facility or certified group child care home may be allowed if it meets the following standards:

   a) The use will take place in an existing dwelling.
   b) Child care will be offered in the home of the provider to fewer than 13 children, including children of the provider, regardless of full-time or part-time status.

2) A land division to create a parcel with an existing dwelling to be used as a registered child care facility or certified group child care home may be approved pursuant to Section 4.2.12(M).

4.2.7 Commercial Use Regulations

A) ***Commercial Activities in Conjunction With Farm Use*** *[See Section 6.4.4(E); ORS 215.283(2)(a); OAR 660-033-0120; and 0130(5); City of Sandy v. Clackamas County, LUBA No. 94-104; Craven v. Jackson County, SC S35826]*
A commercial activity is considered in conjunction with a farm use when any of the following criteria are met:

1) The commercial activity is either exclusively or primarily a customer or supplier of farm products;

2) The commercial activity is limited to providing products and services essential to the practice of agriculture by surrounding agricultural operations that are sufficiently important to justify the resulting loss of agricultural land to the commercial activity; or

3) The commercial activity significantly enhances the farming enterprises of the local agricultural community, of which the land housing the commercial activity is a part.

B) See Chapter 6, Section 6.3.8, Destination Resorts

C) See Chapter 6, Section 6.3.8, Destination Resorts

D) ***Farm Stand*** *[ORS 215.283(1)(r); OAR 660-033-0120; and 0130(23)]*
A farm stand may be approved when:

1) The structures are designed and used for sale of farm crops and livestock grown on the farm operation, or grown on the farm operation and other farm operations in the local agricultural area,

including the sale of incidental retail items and fee-based activity to promote the sale of farm crops or livestock sold at the farm stand if the annual sale of incidental items and fees from promotional activity do not make up more than 25 percent of the total annual sales of the farm stand; and

2) The farm stand does not include structures designed for occupancy as a residence or for activity other than the sale of farm crops or livestock and does not include structures for banquets, public gatherings, or public entertainment.

E) ***Home Occupation and Home Business*** *[ORS 215.283(2)(i); 215.448; OAR 660-033-0120; and 0130(5) & (14)]*

Home occupations and home businesses shall comply with the following standards, in addition to any applicable standards in Section 6.4.4(C) and (D). In case of conflict between this Section and any other Chapter of this Ordinance, this Section prevails.

1) The home occupation shall be operated substantially in the dwelling or other buildings normally associated with uses permitted in the zone in which the property is located.

2) The home occupation shall be operated by a resident or employee of a resident of the property on which the business is located.

3) The home occupation shall employ on the site no more than five (5) full-time or part-time persons.

4) The home occupation shall not unreasonably interfere with other uses permitted in the zone in which the property is located.

F) ***Winery*** *[ORS 215.452; 215.283(1)(q); OAR 660-033-0120]*

A winery may be approved as a Type 1 use when it complies with the following:

1) The "winery" is a facility that produces wine with a maximum annual production of:

a) Less than 50,000 gallons and that:

i) Owns an on-site vineyard of at least 15 acres;
ii) Owns a contiguous vineyard of at least 15 acres;
iii) Has a long-term contract for the purchase of all of the grapes from at least 15 acres of a vineyard contiguous to the winery; or
iv) Obtains grapes from any combination of paragraphs (i), (ii), or (iii) above; or

b) At least 50,000 gallons and no more than 100,000 gallons and that:

i) Owns an on-site vineyard of at least 40 acres;
ii) Owns a contiguous vineyard of at least 40 acres;
iii) Has a long-term contract for the purchase of all the

grapes from at least 40 acres of a vineyard contiguous to the winery; or

iv) Obtains grapes from any combination of paragraphs (i), (ii), or (iii) above.

2) Prior to the issuance of a Type 1 permit to establish a winery, the applicant must show that a qualifying vineyard described in subsection (1) above has been planted or that the contract has been executed, as applicable.

3) Product sales at a winery approved in accordance with this Section will be limited to:

a) Wines produced in conjunction with the winery; and,
b) Items directly related to wine, the sales of which are incidental to retail sale of wine on site. Such items include those served by a limited service restaurant as defined in Chapter 13.

The conditions of approval shall include language limiting the winery to the sale of the items listed above.

4) When reviewing an application for a Type 1 winery permit, the County will adopt findings addressing the applicable standards included in subsection (1) (a) or (b) above and paragraphs (4)(a) and (b) below. Standards imposed on the siting of a winery must be limited to the following for the sole purpose of limiting demonstrated conflicts with accepted farming or forest practices on adjacent lands:

a) Establishment of a setback not to exceed 100 feet from all property lines for the winery and all public gathering places.
b) Direct road access and adequate internal circulation and parking.

G) ***Landscaping Business*** *[ORS 215.283(2)(z)]*
A landscaping business, as defined in ORS 671.520, or a business providing landscape architecture services, as described in ORS 671.318, if the business is pursued in conjunction with the growing and marketing of nursery stock on the land that constitutes farm use may be approved through a Type 2 permit.

4.2.8 Mineral, Aggregate, Oil and Gas Use Regulations

A) ***Exploration for and Production of Geothermal Resources, Oil and Gas*** *[ORS 520.005 and 522.005 (definitions); 215.283(1)(g); 215.298; OAR 660-033-0120]* See definitions in Chapter 13.

1) The use may include the placement and operation of compressors, separators, and other customary production equipment for an individual well adjacent to the wellhead.

2) Any activities or construction relating to such operations shall not be the basis for an exception under ORS 197.732(1)(a) or (b).

B) ***Exploration for Minerals*** *[ORS 517.750 (definition); 215.283(1)(h); OAR 660-033-*

0120] Any activities or construction relating to such operations shall not be the basis for an exception under ORS 197.732(1)(a) or (b). See definitions in Chapter 13.

C) ***Mining, Crushing, or Stockpiling of Aggregate and Other Mineral and Subsurface Resources*** *[ORS 215.283(2)(b)(B); 215.298(3) definition; OAR 660-033-0120 and 0130(5)]*:

1) County approval is required for mining more than 1,000 cubic yards of material or excavation preparatory to mining of a surface area more than one (1) acre.

2) A permit for mining may be approved only for resources found to be significant pursuant to Statewide Planning Goal 5. *[Beaver State Sand and Gravel, Inc. v. Douglas Co.; LUBA No. 2002-065; A119715]*

D) ***Processing of Aggregate Into Asphalt or Portland Cement*** *[ORS 215.283(2)(b)(C); 517.750 (definition); OAR 660-033-0120 and 0130(5) & (15)]*
The use is not allowed within two (2) miles of a planted vineyard. Planted vineyard means one (1) or more vineyards totaling 40 acres or more that are planted as of the date the application for batching and blending is filed.

4.2.9 Transportation Use Regulations

A) ***Personal Use Airports*** *[ORS 215.283(2)(h); 836.610-630; OAR 660-033-0120 and 0130(5) & (7)]*
A personal use airport is an airstrip restricted, except for aircraft emergencies, to use by the owner, and on an infrequent and occasional basis, by invited guests, and by commercial aviation activities in connection with agricultural operations. No aircraft may be based on a personal use airport other than those owned or controlled by the owner of the airstrip. Exemption to the activities permitted under this definition may be granted through waiver action by the Oregon Dept. of Aviation in specific instances. A personal use airport lawfully existing as of September 13, 1975 shall continue to be permitted subject to any applicable rules of the Oregon Dept. of Aviation.

B) ***Roads, Highways, and Other Transportation Facilities and Improvements***

1) Accessory transportation improvements for a use allowed or conditionally allowed, as listed in OAR 660-012-0065(3)(a), may be allowed, subject to the same procedures, standards and requirements applicable to the use to which they are accessory.

2) Roads, highways, and other transportation facilities and improvements that are listed in OAR 660-012-0065(3)(c) through (o) may be allowed as Type 2 uses. Uses listed in OAR 660-012-0065(3)(d) to (g) and (o) are also subject to the requirements of OAR 660-012-0065(5).

3) Roads, highways, and other transportation facilities and improvements not listed in OAR 660-012-0065 may be established subject to Type 4 review, adoption of an exception to Goal 3 (Agricultural Lands) and to any other applicable goal with which the

facility or improvement does not comply, and compliance with OAR 660-012-0070.

4.2.10 Utility/Solid Waste Use Regulations

A) ***Composting Facilities for Which a Permit Has Been Granted*** *[ORS 215.283(2)(k); 459.245; OAR 340-096-0020, 0024; 660-033-0120; and 0130(5), (18), & (29)]*
Composting facilities on land not defined as high value farmland shall be limited to the composting operations and facilities defined by the Environmental Quality Commission under OAR 340-096-0024(1), (2), or (3). Buildings and facilities used in conjunction with the composting operation shall only be those required for the operation of the subject facility. Onsite sales shall be limited to bulk loads of at least one unit (7.5 cubic yards) in size that are transported in one vehicle.

B) ***Solid Waste Disposal Site Ordered Established by the EQC*** *(ORS 459.049, 215.283(1)(i))* Use requires evidence of EQC order, and that the operation includes equipment, facilities or buildings necessary for the operation.

C) ***Commercial Utility Facilities to Generate Power for Public Use by Sale*** *[ORS 215.283(2)(g); OAR 660-033-0120 and 0130(5), (17) & (22)]*

1) A power generation facility shall not preclude more than 20 acres from farm use as a commercial agricultural enterprise unless an exception is taken pursuant to ORS 197.732 and OAR 660, Division 4.

2) On land identified as high-value farmland, a power generation facility shall not preclude more than 12 acres from use as a commercial agricultural enterprise unless an exception is taken pursuant to ORS 197.732 and OAR 660, Division 4.

D) ***Utility Facilities Necessary for Public Service*** *[ORS 215.275; 215.283(1)(d); OAR 660-033-0120; and 0130(16)]*

1) A utility facility is necessary for public service if the facility must be sited in the EFU zone in order to provide the service. To demonstrate that a utility facility is necessary, an applicant must show that reasonable alternatives have been considered and that the facility must be sited in the EFU zone due to one (1) or more of the following factors:

a) Technical and engineering feasibility;
b) The proposed facility is locationally dependent. A utility facility is locationally dependent if it must cross land in one (1) or more areas zoned for exclusive farm use in order to achieve a reasonably direct route or to meet unique geographical needs that cannot be satisfied on other lands;
c) Lack of available urban and non-resource lands;
d) Availability of existing rights-of-way;
e) Public health and safety; and
f) Other requirements of state and federal agencies.

2) Costs associated with any of the factors listed in subsection (1) above may be considered, but cost alone may not be the only

consideration in determining that a utility facility is necessary for public service. Land costs shall not be included when considering alternative locations for substantially similar utility facilities and the siting of utility facilities that are not substantially similar.

3) The owner of a utility facility approved under this Section shall be responsible for restoring, as nearly as possible, to its former condition any agricultural land and associated improvements that are damaged or otherwise disturbed by the siting, maintenance, repair or reconstruction of the facility. Nothing in this subsection shall prevent the owner of the utility facility from requiring a bond or other security from a contractor or otherwise imposing on a contractor the responsibility for restoration.

4) The County shall impose clear and objective conditions on an application for utility facility siting to mitigate and minimize the impacts of the proposed facility, if any, on surrounding lands devoted to farm use in order to prevent a significant change in accepted farm practices or a significant increase in the cost of farm practices on surrounding agricultural lands.

5) In addition to the provisions of subsections (1) to (4) above, the establishment or extension of a sewer system as defined by OAR 660-011-0060(1)(f) in the EFU zone shall be subject to the provisions of OAR 660-011-0060.

6) The provisions of this Section do not apply to interstate natural gas pipelines and associated facilities authorized by and subject to regulation by the Federal Energy Regulatory Commission.

E) ***Utility Facility Service Lines*** *[ORS 215.283(1)(x); OAR 660-033-0120; and 0130(32)]* Utility facility service lines are utility lines and accessory facilities or structures that end at the point where the utility service is received by the customer and that are located on one or more of the following:

1) A public right-of-way;

2) Land immediately adjacent to a public right-of-way, provided the written consent of all adjacent property owners has been obtained; or

3) The property to be served by the utility.

F) ***Solid Waste Disposal Site Which Requires a Permit*** *[ORS 215.283(2)(k); 459.245; OAR 660-033-0120; and 0130(5) & (18)]* This provision includes equipment, facilities or buildings necessary for operation.

1) A permit for the proposed site and operation has been granted by the Department of Environmental Quality under ORS 459.245.

2) The equipment and facilities shall be necessary to the operation of the solid waste disposal site.

4.2.11 Parks/Public/Quasi-Public Use Regulations

A) ***Campgrounds*** *[ORS 215.283(2)(c); OAR 660-033-0120; and 0130(5), (18) & (19)]*
Approval of a campground is subject to the following standards:

1) Except on a lot or parcel contiguous to a lake or reservoir, private campgrounds shall not be allowed within three (3) miles of an urban growth boundary unless an exception is approved pursuant to ORS 197.732 and OAR Chapter 660, Division 4.

2) A campground is an area devoted to overnight temporary use for vacation, recreational or emergency purposes, but not for residential purposes, and is established on a site or is contiguous to lands with a park or other outdoor natural amenity that is accessible for recreational use by the occupants of the campground. Overnight temporary use in the same campground by a camper or camper's vehicle shall not exceed a total of 30 days during any consecutive six (6)-month period.

3) The campground shall provide opportunities for outdoor recreation that are compatible with the natural setting of the area. Outdoor recreation activities include fishing, swimming, boating, hiking, bicycling, horseback riding, and other similar activities. Outdoor recreation, as used in this Chapter, does not include off-road vehicle or other motorized recreation use. A campground shall be designed and integrated into the rural agriculture and forest environment in a manner that protects the natural amenities of the site and provides buffers of existing native trees and vegetation or other natural features between campsites. Campgrounds authorized in this zoning district shall not include intensively developed recreational uses such as swimming pools, tennis courts, retail stores, or gas stations.

4) Campsites may be occupied by a tent, travel trailer, yurt or recreational vehicle. Separate sewer, water or electric service hook-ups shall not be provided to individual camp sites except that electrical service may be provided to yurts allowed for by subsection (5) below.

5) No more than one-third (1/3) or a maximum of 10 campsites, whichever is smaller, may include a yurt. The yurt shall be located on the ground or on a wood floor with no permanent foundation.

6) Plans for water supply and sewage disposal shall be approved by the State Health Division and the Department of Environmental Quality. Evidence shall be provided that the campground will be eligible for a certificate of sanitation as required by the Oregon Department of Environmental Quality.

B) ***Churches and Cemeteries*** *[ORS 215.283(1)(b) & 215.441; OAR 660-033-0120; and 0130(2) & (18)]*
Churches or cemeteries in conjunction with churches, consistent with ORS 215.441, shall not be approved within three (3) miles of an urban growth boundary unless an exception to applicable statewide planning goals is approved. However, existing facilities wholly within the EFU District may be maintained, enhanced or expanded on the same tract, subject to other

requirements of law.

C) ***Golf Course*** *[ORS 215.283(2)(f); OAR 660-033-0120; and 0130(5), (18) & (20)]*
Golf courses permitted in the EFU District are nine (9) or 18 hole regulation golf courses, or a combination nine (9) and 18 hole regulation golf course, that comply with all of the following standards:

1) A regulation 18-hole golf course is generally characterized by a site of approximately 120 to 150 acres of land, with a playable distance of 5,000 to 7,200 yards, and a par of 64 to 73 strokes;

2) A regulation nine (9) -hole golf course is generally characterized by a site of approximately 65 to 90 acres of land, with a playable distance of 2,500 to 3,600 yards, and a par of 32 to 36 strokes;

3) Non-regulation golf courses are not allowed in the EFU zoning District. A non-regulation golf course is a golf course or golf course-like development that does not meet the definition of golf course in paragraphs (1) and (2) above, including but not limited to executive golf courses, Par three (3) golf courses, pitch and putt golf courses, miniature golf courses, and driving ranges;

4) Accessory uses provided as a part of a golf course are limited to those uses consistent with all of the following:

a) An accessory use to a golf course is a facility or improvement that is incidental to the operation of the golf course and is either necessary for the operation and maintenance of the golf course or that provides goods and services customarily provided to golfers at a golf course. An accessory use or activity does not serve the needs of the non-golfing public. Accessory uses to a golf course may include: parking; maintenance buildings; cart storage and repair; practice range or driving range; clubhouse; restrooms, lockers and showers; food and beverage service; pro shop; a practice or beginners' course as part of an 18-hole, or larger, golf course. Accessory uses to a golf course do not include: sporting facilities unrelated to golfing, such as tennis courts, swimming pools, and weight rooms; wholesale or retail operations oriented to the non-golfing public; housing.

b) Accessory uses shall be limited in size and orientation to the site to serve the needs of persons and their guests who patronize the golf course to play golf. An accessory use that provides commercial service (e.g., food and beverage service, pro shop, etc.) shall be located in the clubhouse rather than in separate buildings;

5) The golf course owner shall provide buffering from adjacent farm and forest land as needed. This buffering may include trees, netting, fencing, or other devices found to be adequate and necessary by the County;

6) On high value farm land, an existing golf course may be maintained, enhanced, or expanded on the same tract, consistent with the

requirements of this Section, and subject to Section 4.2.3, but shall not be expanded to exceed 36 total holes.

D) ***Land Application of Biosolids*** *[ORS 215.246, 215.247, 215.249, 215.251, 215.283(1)(z); OAR 660-033-0130(11)]*

1) The land application of reclaimed water (OAR 340-055-0010(8) definition), agricultural process or industrial process water or biosolids for agricultural, horticultural or silvicultural production, or for irrigation in connection with a use allowed in an EFU zone under OAR 660-033, may be allowed subject to the issuance of a license, permit or other approval by the Department of Environmental Quality under ORS 454.695, 459.205, 468B.050, 468B.053 or 468B.055, or in compliance with rules adopted under ORS 468B.095. The uses allowed under this Section require a determination by DEQ that the application rates and site management practices for the land application ensure continued agricultural, horticultural or silvicultural production and do not reduce the productivity of the tract.

The transportation of biosolids by vehicle to a tract and the subsequent land application of the biosolids on that tract is permitted as a Type 1 use, and is not a land use decision. An application for the transportation and land application of reclaimed water, agricultural or industrial process water, or for the land application of biosolids not transported to the application site by vehicle shall be processed as a Type 2 use.

2) The uses allowed under this Section include:

a) The treatment of reclaimed water, agricultural or industrial process water or biosolids that occurs as a result of the land application.

b) The establishment and use of facilities, including buildings, equipment, aerated and non-aerated water impoundments, pumps and other irrigation equipment that are accessory to and reasonably necessary for the land application to occur on the subject tract;

c) The establishment and use of facilities, including buildings and equipment, that are not on the tract on which the land application occurs for the transport of reclaimed water, agricultural or industrial process water or biosolids to the tract on which the land application occurs if the facilities are located within:

i) A public right-of-way; or

ii) Other land if the landowner provides written consent and the owner of the facility complies with Section 4.2.10(C)(3); and

d) The transport by vehicle of reclaimed water or agricultural or industrial process water to a tract on which the water will be applied to land.

3) Uses not allowed under this Section include:

a) The establishment and use of facilities, including buildings or equipment, for the treatment of reclaimed water, agricultural or industrial process water or biosolids other than those treatment facilities related to the treatment that occurs as a result of the land application; or
b) The establishment and use of utility facility service lines allowed under Section 4.2.10(D).

4) If the application is considered at a public hearing, prior to the County making a final decision the applicant shall explain in writing how alternatives identified in public comments were considered and, if the alternatives are not used, explain in writing the reasons for not using the alternatives. The applicant must consider only those alternatives that are identified with sufficient specificity to afford the applicant an adequate opportunity to consider the alternatives. A land use decision relating to the land application of reclaimed water, agricultural or industrial process water or biosolids may not be reversed or remanded unless the applicant failed to consider identified alternatives or to explain in writing the reasons for not using the alternatives.

5) The use of a tract on which the land application of reclaimed water, agricultural or industrial process water or biosolids has occurred may not be changed to allow a different use unless:

a) The tract is within an acknowledged urban growth boundary;
b) The tract is rezoned to a zone other than EFU;
c) The different use of the tract is a farm use as defined in ORS 215.203; or
d) The different use of the tract is a use allowed under ORS 215.283(1)(c), (e), (f), (k) to (o), (q) to (s), (u), (w) or (x) or 215.283(2)(a), (j), (l), or (p) to (s).

E) ***Living History Museum*** *[ORS 215.283(2)(x); OAR 660-033-0120; and 0130(5) & (21)]*
A living history museum shall be related to resource-based activities and shall be owned and operated by a governmental agency or a local historical society. A living history museum may include limited commercial activities and facilities that are directly related to the use and enjoyment of the museum and located within authentic buildings of the depicted historic period or the museum administration building, if areas other than the EFU zone cannot accommodate the museum and related activities or if the museum administration buildings and parking lot are located within one quarter mile of an urban growth boundary. "Local historical society" means the local historical society, recognized as such by the County governing body and organized under ORS Chapter 65.

F) ***On-Site Filming and Accessory Activities for 45 Days or Less*** *[ORS 215.306(3) and (4); OAR 660-033-0120]*

1) The use includes:

a) Filming and site preparation, construction of sets, staging, makeup and support services customarily provided for on-site filming;

b) Production of advertisements, documentaries, feature film, television services, and other film productions that rely on the rural qualities of an exclusive farm use zone in more than an incidental way.

2) The use does not include:

a) Facilities for marketing, editing, and other such activities that are allowed only as a home occupation; or
b) Construction of new structures that requires a building permit.

3) The use is permitted, provided these activities:

a) Will involve no more than 45 days on any site within a one (1)-year period; and,
b) Will not involve erection of sets that would remain in place for longer than any 45-day period.

G) ***On-Site Filming and Accessory Activities for More Than 45 Days*** *[ORS 215.306(3)(b) & (4); OAR 660-033-0120; and 0130(5)]*

1) Approval under this Section is required when on-site filming and accessory activities will involve: (1) activities for more than 45 days on any site within a one(1)-year period; or (2) erection of sets that will remain in place longer than 45 days.

2) The use includes:

a) Filming and site preparation, construction of sets, staging, makeup and support services customarily provided for on-site filming;
b) Production of advertisements, documentaries, feature film, television services, and other film productions that rely on the rural qualities of an exclusive farm use zone in more than an incidental way.

3) The use does not include:

a) Facilities for marketing, editing, and other such activities that are allowed only as a home occupation; or
b) Construction of new structures that requires a building permit.

4) When approved under this Section, these activities may include office administrative functions such as payroll and scheduling, and the use of campers, truck trailers, or similar temporary facilities. Such temporary facilities may be used as temporary housing for security personnel.

H) ***Public Local Parks*** *[ORS 195.120; 215.283(2)(d); OAR 660-033-0120; and 0130(5)]*

1) For purposes of this Section, "public local park" means a park owned by a governmental agency or a nonprofit community organization

and operated primarily by and for residents of the local community.

2) Lawful uses in existence in public local parks on July 15, 1998, may continue as otherwise provided by this Ordinance.

3) If a public local park is within a Jackson County Public Park (JCPP) Overlay, or is otherwise subject to a public park master plan adopted pursuant to Section 3.7.4, those uses approved in the master plan or subsequent amendments to it are permitted as Type 1 uses.

4) If a public local park is not subject to a public park master plan adopted pursuant to Section 3.7.4, the uses in such park shall be limited to those otherwise allowed in the EFU zone, unless an exception to Statewide Planning Goal 3, and any other goal which would prohibit the use, is adopted pursuant to ORS 197.732 and OAR Chapter 660, Division 4. Uses are subject to the review procedures and additional regulations listed in Table 4.2-1.

I) ***Public or Private Schools*** *[ORS 215.283(1)(a); OAR 660-033-0120; 0130(2) & (18); Warburton v. Harney County, LUBA No. 2000-096]*

1) Public or private schools includes all buildings essential to school operation.

2) Public or private schools and school facilities shall not be approved within three (3) miles of an urban growth boundary unless an exception to applicable statewide planning goals is approved. Existing facilities wholly within the EFU District may be maintained, enhanced or expanded on the same tract, subject to other requirements of law.

3) For the purposes of this Section, "public and private schools" mean schools providing elementary and secondary education only, and does not include adult career education, colleges or universities

J) ***Takeoff and Landing Sites for Model Aircraft*** *[ORS 215.283(1)(t); OAR 660-033-0120; and 0130(26)]*

Buildings and facilities shall be no more than 500 square feet in floor area or placed on a permanent foundation unless the building or facility preexisted the use approved under this Section. The site shall not include an aggregate surface or hard surface area unless the surface preexisted the use approved under this Section. As used in this Section "model aircraft" means a small-scale version of an airplane, glider, helicopter, dirigible, or balloon that is used or intended to be used for flight and controlled by radio, lines, or design by a person on the ground.

K) ***Community Centers*** *[ORS 215.283(2)(e)]*

A existing community center in an EFU zone may provide services to veterans, including but not limited to emergency and transitional shelter, preparation and service of meals, vocational and educational counseling and referral to local, state or federal agencies providing medical, mental health, disability income replacement and substance abuse services, provided the facility that was in existence on January 1, 2006. The services may not include direct delivery of medical, mental health, disability income

replacement or substance abuse services.

L) ***Law Enforcement Facility*** *[ORS 215.283(1)(z)]*
A county law enforcement facility that lawfully existed on August 20, 2002, and is used to provide rural law enforcement services primarily in rural areas, including parole and post-prison supervision, but not including a correctional facility as defined under ORS 162.135 is a permitted use.

4.2.12 Land Divisions
Procedures and approval criteria for land divisions in the resource districts are set out in Section 3.3 and 10.3. Unless this Section specifically provides otherwise, and except as provided in Section 6.3.8 with regard to destination resorts, the minimum size of a new parcel shall be 80 acres.

Compliance with the minimum parcel size does not mean that a dwelling in conjunction with a farm use may be approved by right on that parcel. New parcels less than the 80-acre minimum lot size may be approved subject to the requirements of Section 3.3 and the following:

A) A new parcel may be created for nonfarm uses listed in ORS 215.283(2), other than a dwelling, upon a finding that the parcel for the nonfarm use is not larger than the minimum size necessary for the use, and the lot is large enough to provide for a minimum setback of 200 feet from the residual farm land. *[See ORS 215.263(3)]*

B) Up to two (2) new parcels may be created, each to contain a nonfarm dwelling, if:

1) The nonfarm dwellings have been approved under Section 4.2.6(H);

2) The parcels for the nonfarm dwellings will be divided from a lot or parcel that was lawfully created prior to July 1, 2001;

3) The parcels for the nonfarm dwellings are divided from a lot or parcel that complies with the 80-acre minimum lot size;

4) The remainder of the original lot or parcel that does not contain the nonfarm dwellings will comply with the 80-acre minimum lot size; and

5) The parcels for the nonfarm dwellings are generally unsuitable for the production of farm crops and livestock or merchantable tree species considering the terrain, adverse soil or land conditions, drainage or flooding, vegetation, location and size of the tract. A parcel may not be considered unsuitable based solely on size or location if the parcel can reasonably be put to farm or forest use in conjunction with other land. *[ORS 215.263(4)(a)]*

C) A parcel may be partitioned into two (2) lots, each to contain one (1) nonfarm dwelling if:

1) The nonfarm dwellings have been approved under Section 4.2.6(H);

2) The parcels for the nonfarm dwellings will be divided from a lot or parcel that was lawfully created prior to July 1, 2001;

3) The parcels for the nonfarm dwellings will be divided from a lot or parcel that is equal to or smaller than the 80-acre minimum parcel size, but equal to or larger than 40 acres;

4) The parcels for the nonfarm dwellings are:

   a) Not capable of producing 50 cubic feet or more per acre per year of wood fiber; and
   b) Composed of at least 90 percent Class VI through VIII soils.

5) The parcels for the nonfarm dwellings do not have established water rights for irrigation; and

6) The parcels for the nonfarm dwellings are generally unsuitable for the production of farm crops and livestock or merchantable tree species considering the terrain, adverse soil or land conditions, drainage or flooding, vegetation, location and size of the tract. A parcel may not be considered unsuitable based solely on size or location if the parcel can reasonably be put to farm or forest use in conjunction with other land. *[ORS 215.263(4)(b)(D)(i)]*

D) A new parcel which contains an existing dwelling to be used as a residential home under Section 4.2.6(J) may be created only if the existing dwelling has been approved as a nonfarm dwelling under Section 4.2.6(H). *[ORS 215.263(9)(a)]*

E) A new parcel which contains an existing dwelling may be created if the existing dwelling has been listed in a County inventory as historic property and is listed on the National Register of Historic Places. *[ORS 215.263(9)(b)]*

F) A land division for the purpose of allowing a provider of public parks or open space, or a not-for-profit land conservation organization, to purchase at least one (1) of the resulting parcels may be approved, providing:

1) Any parcel created by the land division that contains a dwelling is large enough to support continued residential use of the parcel; and

2) Any parcel created by the land division that does not contain a dwelling:

   a) Is not eligible for siting a dwelling, except as may be authorized under ORS 195.120;
   b) May not be considered in approving an application for siting any other dwelling;
   c) May not be considered in approving a redesignation or rezoning of forest lands except for a redesignation or rezoning to allow a public park, open space, or other natural resource use; and
   d) May not be smaller than 25 acres unless the purpose of the land division is:

      i) To facilitate the creation of a wildlife or pedestrian corridor or the implementation of a wildlife habitat protection plan; or

ii) To allow a transaction in which at least one party is a public park or open space provider, or a not-for-profit land conservation organization, that has cumulative ownership of at least 2,000 acres of open space or park property. *[ORS 215.263(10)]*

3) As a condition of approval, the landowner is required to sign and record in the deed records for the County a document binding the landowner, and the landowner's successors in interest, prohibiting them from pursuing a claim for relief or cause or action alleging injury from farming or forest practices for which no action or claim is allowed under ORS 30.936 or 30.937. *[ORS 215.265]*

G) A land division creating a parcel below the minimum parcel size may be approved if:

1) The division is for the purpose of establishing a church, including cemeteries in conjunction with the church;

2) The church has been approved under Section 4.2.11(B);

3) The newly created lot or parcel for the church is not larger than five (5) acres; and

4) The remaining lot or parcel, not including the church, meets the 80-acre minimum lot or parcel size either by itself or after it is consolidated with another lot or parcel. *[ORS 215.263(11)]*

H) A division of land to create a parcel for a nonfarm use under subsections (A) through (G) of this Section may not be approved unless any additional tax imposed for the change in use has been paid. *[ORS 215.263(12)]*

I) A land division may not be approved for the purpose of creating a new parcel for a farm assistance dwelling for relatives approved under Section 4.2.6(D) or a temporary hardship dwelling approved under Section 4.2.6(G), or if it would have the effect of separating a farm crop processing facility approved under Section 4.2.4(A) from the farm operation that provides at least one-quarter (¼) of the farm crops processed at the facility. *[ORS 215.263(8)]*

J) A land division may not be approved for the land application of reclaimed water, agricultural or industrial process water or biosolids as described under Section 4.2.11(D). *[ORS 215.249]*

K) This Section does not apply to the creation or sale of cemetery lots, if a cemetery is within the boundaries designated for a farm use zone at the time the zone is established. *[ORS 215.263(6)]*

L) This Section does not apply to divisions of land resulting from lien foreclosures or divisions of land resulting from foreclosure of recorded contracts for the sale of real property. *[ORS 215.263 (7)]*

M) A new parcel which contains an existing dwelling to be used as a registered child care facility or certified group child care home under Section 4.2.6(k)

may be created only if the existing dwelling has been approved as a nonfarm dwelling under Section 4.2.6(H). *[ORS 657A.440(3)(c); ORS 215.263(9)(a)]*

4.3 FOREST RESOURCE (FR) DISTRICTS

4.3.1 Purpose

The purpose of the Forest Resource (FR) zoning Districts is to conserve forest lands. This Section implements Statewide Planning Goal 4 (Forest Lands) and OAR 660.006.

4.3.2 Application

Various zoning districts are applied to areas that are identified as forest land by the Jackson County Comprehensive Plan. These lands are designated in the Comprehensive Plan and on the comprehensive plan map(s) as Forest Open Space (FOS). The adopted Zoning map(s) divide the FOS designated lands into three (3) zoning districts; Forest Resource (FR), Woodland Resource (WR), and Open Space Reserve (OSR).

4.3.3 Table of Permitted Uses

Table 4.3-1 sets forth the uses allowed subject to Type 1, 2, 3, or 4 approval procedures in the forest districts. This table applies to all new uses, expansions of existing uses, and changes of use when the expanded or changed use would require a Type 2, 3 or 4 review, unless otherwise specified on Table 4.3-1.

A) ***Type 1***
A "1" in the Table indicates that a use is allowed by-right, provided it complies with any standards listed in the "*See Also*" column.

B) ***Type 2***
A "2" in the Table indicates that a use is subject to administrative review and approval, in accordance with the Type 2 review procedures of Section 3.1.3.

C) ***Type 3***
A "3" in the Table indicates that a use may be conditionally allowed, subject to review and approval in accordance with the Type 3 review procedures and approval criteria of Section 3.1.4.

D) ***Type 4***
A "4" in the Table indicates that the use is subject to review and approval by the Planning Commission and Board of County Commissioners, as applicable, in accordance with the Type 4 review procedures of Section 3.1.5.

E) ***Numerical References***
The numbers contained in the "*See Also*" column are references to additional standards and requirements that apply to the use type listed. Uses are also subject to applicable standards of Chapters 7, 8 and 9.

F) ***Accessory Uses and Structures***
Accessory uses and structures are allowed in all zoning districts (Section 6.4).

5.2 RESOURCE DISTRICTS

The purposes of the resource districts are set forth below. The resource districts are fundamentally different from all other districts established in the County. While the County's authority under Oregon law to regulate development in the rural residential, urban residential, commercial, and industrial districts is broad, the County's authority to regulate development in the resource districts is strictly governed by state law. For this reason, the uses permitted and the standards for development in the resource districts are set forth in a separate part of this Ordinance: Chapter 4: Resource Districts. All uses in the resource districts will comply with the general dimensional standards set forth in Chapter 8.

5.2.1 Exclusive Farm Use (EFU)

This district is intended to conserve agricultural land, and implements the Oregon Agricultural Land Use Policy, ORS 215.243, Oregon Administrative Rules, and Statewide Planning Goal 3 (Agricultural Lands). See Section 4.2 of this Ordinance.

5.2.2 Forest Resource (FR); Woodland Resource (WR); Open Space Reserve (OSR)

These districts are intended to conserve forest lands and implement the Oregon Administrative Rules, and Statewide Planning Goal 4 (Forest Lands). See Section 4.3 of this Ordinance.

5.2.3 Aggregate Removal (AR)

The purpose of this district is: to allow the development and use of significant mineral and aggregate resources subject to uniform operating standards; to balance and resolve conflicts between surface mining activities and activities on surrounding land; and to ensure the protection of natural resources and the reclamation of mined land. See Section 4.4 of this Ordinance.

5.3 RURAL RESIDENTIAL ZONING DISTRICTS

The purposes of the rural residential zoning districts are set forth below. The allowed uses for each of the districts are set forth in Table 6.2-1. All uses must comply with the applicable development standards of this Ordinance.

5.3.1 *RESERVED*

5.3.2 Rural Residential (RR-2.5, RR-5, RR-5(A), RR-10, RR-00)

The purpose of the rural residential zoning districts is to provide for large-lot residential areas, consistent with the predominant rural character of the area and the physical capability of the land. The RR-00 district is established for areas where there are physical limitations in water, or land resources or service availability, or for areas where rural residential divisions could inhibit future urban development.

5.4 URBAN RESIDENTIAL ZONING DISTRICTS

The purposes of the urban residential zoning districts are set forth below. The allowed uses for each of the districts are set forth in Table 6.2-1. All uses must comply with the applicable development standards of this Ordinance.

5.4.1 Urban Residential (UR-1, UR-4, UR-6, UR-8, UR-10)

The purpose of these districts is to encourage, provide, and protect suitable environments for single- and multiple-family residences within urbanized areas of the County where public services and facilities are available, and to provide planned residential areas with densities up to 10 dwellings per acre.

5.4.2 Urban High-Density Residential (UR-30)

This district establishes high-density residential developments up to 30 dwellings per acre in existing urban areas where public services and facilities are available.

5.4.3 White City Urban Residential (WCUR-4, WCUR-6, WCUR-8, WCUR-10, WCUR-30)

Within the White City Urban Unincorporated Community urban residential areas provide for urban levels of residential development with densities up to 10 dwellings per acre for single family dwellings and up to 30 dwellings per acre for multiple-family dwellings where public services and facilities are available. Unless otherwise specified in Chapter 12, development in the WCUR districts is subject to all the same requirements as the urban residential districts described in Section 5.4.1 and 5.4.2, above.

5.5 COMMERCIAL ZONING DISTRICTS

The purposes of the commercial zoning districts are set forth below. The allowed uses for each of the districts are set forth in Table 6.2-1. All uses must comply with the applicable development standards of this Ordinance.

5.5.1 General Commercial (GC)

The purpose of this district is to provide locations for larger retail service commercial centers along major highways and within existing urban areas where public services and facilities are available.

5.5.2 Interchange Commercial (IC)

The purpose of this district is provide for commercial uses that serve the immediate needs of the traveling public, and are located at freeway interchanges with state highways or county roads.

5.5.3 Neighborhood Commercial (NC)

The purpose of a small neighborhood commercial center is to conveniently provide basic commodities for residential neighborhoods and to provide a mix of commercial and residential uses that are within easy walking or short driving distance of residential neighborhoods and alternative transportation systems. Because of their pedestrian orientation, drive-thru's and uses that rely solely on auto trips are prohibited (OAR 660-012-0060(5)(a))

5.5.4 Rural Service Commercial (RS)

The purpose of this district is to provide basic commodities to rural areas for which a specialized RS district has not been adopted. These include the community core areas of the Foots Creek, Savage Creek, and Trail Rural Service Center areas.

5.5.5 Unincorporated Communities Rural Service Commercial (ARS, RRS, SVRS)

The purpose of these districts is to provide basic commodities to the Applegate (ARS), Ruch (RRS) and Sams Valley (SVRS) unincorporated communities.

5.6 INDUSTRIAL ZONING DISTRICTS

The purposes of the industrial zoning districts are set forth below. The allowed uses for each of the districts are set forth in Table 6.2-1. All uses must comply with the applicable development standards of this Ordinance.

5.6.1 General Industrial (GI)

The purpose of this district is to provide for heavy industrial uses.

5.6.2 Light Industrial (LI)

The purpose of this district is to provide for light manufacturing and fabrication. In addition, this district allows limited retail commercial and office uses in existing and new industrial parks when such uses are subordinate to industrial uses.

5.7 SITE-SPECIFIC ZONING DISTRICTS

5.7.1 Limited Use (LU), a Type 4 review

The purpose of this district is to limit uses and activities to those justified in a Comprehensive Plan Amendment "Reasons" exception statement adopted by the County and acknowledged by the state pursuant to ORS 197.732(1)(c) as required by OAR 660-004-0018(4)(a), or to recognize existing lawfully established nonconformities as permitted uses (see Section 13.3). A Comprehensive Plan Amendment "Reasons" exception adopted by the County, and acknowledged by the State pursuant to OAR 660-004-0022(1), may or may not include a minor map amendment to designate the property LU at the County's discretion. Similarly, a rezone to LU to recognize the continued existence of a legal nonconforming use may be approved where the use is:

A) Of a non-industrial nature;

B) The use has continuously existed for 20 or more years; and

C) No citations have been issued by the County against the use.

It is intended that uses and activities in a Limited Use district will be those uses and activities specified in the Ordinance adopting the LU designation, together with other similar, related, accessory and supplemental uses consistent with the acknowledged Ordinance adopting the designation for the property. In no event will the predominant use in an LU district be industrial. Uses in the LU district will be subject to other applicable standards, statutes, and rules governing sewage disposal, noise, and air and water quality.

5.7.2 Rural Limited Industrial (RLI), a Type 4 review

The purpose of this district is to provide for industrial uses that rely on site-specific natural resources for their processes and activities, or create a byproduct of substantial direct benefit to resource-producing lands or uses. Such uses are more appropriately located outside an urban growth boundary. Natural resources associated with the RLI use must be located on the subject parcel or lands immediately adjacent to it. Such industrial uses are inappropriate in an urban industrial setting because of the nature of their operating characteristics, but can be made compatible with rural land uses. A Comprehensive Plan Amendment Goal exception adopted by the County, and acknowledged by the State may or may not include a minor map amendment to designate the property RLI at the County's discretion.

5.7.3 Rural Use (RU) District

The purpose of this district is to provide a designation for lands that are not urban or urbanizable and do not meet the state definitions of agricultural or forest land. Designation as a Rural Use zoning district is subject to a binding site plan review in accordance with the development standards of this ordinance (e.g., Chapters 7 through 10).

6.2.2 Use Table for Base Zoning Districts[2]

Note: The urban residential zoning districts noted below include all urban residential and White City urban residential districts described in Section 5.4 of this Ordinance. Split use types may not be completely consistent with the "See Also" notes. Notwithstanding the permit review type listed under Commercial and Industrial uses, changes of use on existing commercial or industrial sites are allowed subject to a Type 1 review whenever Section 3.2.3 does not apply to the proposed change.

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
1 = Type 1 Permit 2 = Type 2 Permit 3 = Type 3 Permit 4 = Type 4 Permit

CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
			RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
		RU	RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
RESOURCE USES (FARM, FOREST, AGGREGATE, NATURAL RESOURCES)																
Agriculture	Horse boarding & riding facilities	1	3	-	-	-	-	-	-	-	-	-	-	-	-	6.3.1(A)
	Intensive livestock	3	3	-	-	-	-	-	-	-	-	-	-	-	-	6.3.1(A)
	Non intensive agriculture	1	1	1	1*	1*	1	1	1	1	1	1	1	1	1	6.3.1(A); 5.5.3; 12.3.1
	Plant nursery	2	2	3	-	-	2	-	-	2	2	2	2	-	-	6.3.1(B) 6.4.4(D)
Forestry	Manage, grow, harvest, process timber & forest products	1	1	1	-	-	-	-	-	-	-	-	-	-	-	

[2]Ordinance 2004-12, effective 2-6-2005; Ordinance 2004-2RM, effective 1-30-2005; Ordinance 2004-14, effective 2-13-2005

*Not permitted within the White City Urban Unincorporated Community (WCUUCB)

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
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CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
Mineral and aggregate	Aggregate or surface mining, stockpiling or processing (e.g., batch plants)	3	-	-	-	-	-	-	-	-	-	-	-	2	-	4.4.8; 6.3.4(A)
Fish and game	Fish hatchery/culture/game refuge or management	1	3	-	-	-	-	-	-	-	-	-	-	-	-	
RESIDENTIAL USES																
Household Living	Accessory dwelling	-	-	-	1	-	-	-	-	-	-	-	-	-	-	6.4.4(B)
	Co-housing	-	-	2	2	2	-	-	-	-	-	-	-	-	-	
	Detached single-family dwelling, 1st	1	1	1	1	2	2	-	2	2	2	3	2	2	2	6.3.2(C)
	Manufactured dwelling park	-	-	-	3	3	-	-	-	-	-	-	-	-	-	6.3.2(A)
	Multi-family dwelling	-	-	-	-	1	-	-	-	-	-	-	-	-	-	6.3.2(B); 3.2
	Rectory/parsonage	-	1	1	1	1	2	-	2	2	2	3	2	2	2	6.3.2(C)
	Single-family dwelling, two or more (attached or detached)	-	2	2	2	2	-	-	-	-	-	-	-	-	-	6.3.2(D)

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
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CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
			RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
		RU	RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
Group Living	Convent or monastery	-	3	3	3	-	-	-	-	-	-	-	-	-	-	3.2
	Farm labor housing	-	3	-	-	-	-	-	-	-	-	-	-	-	-	
	Nursing home	-	3	3	3	3	-	-	-	-	-	-	-	-	-	
	Residential facility/ Community housing	-	3	3	3	1	-	-	-	-	-	-	-	-	-	ORS 197.660 ORS 426.502
	Residential home/ in-home day care	-	1	1	1	1	1	-	1	1	1	1	1	1	1	ORS 197.660; 6.3.3(K); 12.3.1
	Substance abuse rehabilitation	-	3	3	3	-	-	-	-	-	-	-	-	-	-	
COMMERCIAL/OFFICE USES																
Agricultural Sales and Service	Agriculture produce stand	-	3	3	-	-	-	-	-	2	2	-	2	-	-	6.3.3(A)
	Farm equipment repair	-	-	-	-	-	2	-	-	2	2	3	2	2	2	
	Farm equipment sales	-	-	-	-	-	2	-	-	-	-	-	2	2	2	6.3.4(C)
	Farm equipment storage	-	-	-	-	-	-	-	-	-	-	-	-	2	2	6.3.4

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
1 = Type 1 Permit 2 = Type 2 Permit 3 = Type 3 Permit 4 = Type 4 Permit

CATEGORY	SPECIFIC USE	ZONING DISTRICTS													SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
	Firewood retail sales	-	2	2	-	-	2	-	-	-	-	-	-	2	-	6.3.3(M)
	Stock auction yard	-	-	-	-	-	-	-	-	-	-	-	-	3	-	
	Winery, tasting room	-	3	3	-	-	3	-	-	-	3	3	3	2	2	6.4.4(E)
Animal Sales and Service	Small animal clinic/hospital	-	3	-	-	-	2	-	-	3	3	3	2	-	3	6.3.3(B)
	Large/livestock/ exotic animal clinic/hospital	-	3	3	-	-	-	-	-	-	-	-	-	2	2	6.3.3(B)
	Kennel	-	3	-	-	-	2	-	-	2	-	-	-	-	2	6.3.3(B)
	Pet shop	-	-	-	-	-	2	-	2	-	-	-	-	-	-	
Building Materials	Building material and lumberyard	-	-	-	-	-	1	-	-	3	3	-	2	2	2	6.3.3(H)
Day care	Adult day care/in-home child care	1	1	1	1	1	1	-	1	1	1	1	1	1	1	6.3.3(K); 12.3.1; ORS 657A.440
	Child care center	-	3	3	3	3	2	-	2	2	2	2	2	2	2	6.3.3(K), 12.3.1
Eating and Drinking Establishment	Community commercial kitchen	-	-	-	-	-	-	-	-	2	2	-	2	-	2	
	Eating establishment	-	-	-	-	-	2	2	2	2	2	2	2	-	3	5.5.3, 12.3.1

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS 1 = Type 1 Permit 2 = Type 2 Permit 3 = Type 3 Permit 4 = Type 4 Permit																
CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
	Drinking establishment	-	-	-	-	-	2	2	2	3	3	-	3	-	-	6.3.3(L), 12.3.1
	Drive-thru food and beverage	-	-	-	-	-	3	3	-	-	-	-	-	-	-	9.4.9
Financial Institutions	Bank, credit union, check cashing ctr.	-	-	-	-	-	2	-	2	3	3	2	2	-	-	5.5.3, 12.3.1
Food and Beverage Sales	Foods & sundries convenience	-	-	-	-	-	2	3	2	-	-	3	-	-	-	5.5.3; 6.3.3(J) 12.3.1
	Farmers market	-	-	-	-	-	3	-	2	3	2	-	2	-	-	5.5.3, 12.3.1
	Grocery store	-	-	-	-	-	2	-	-	2/3	2/3	2	2	-	-	6.3.3(P)
	Wine shop	-	-	-	-	-	2	-	2	2/3	2/3	2	2	-	-	5.5.3; 6.3.3(X), 12.3.1
Landscaping Sales/Service	Landscape contracting	-	-	-	-	-	2	-	-	3	3	3	3	2	2	
Medical Services	Emergency medical center	-	3	3	3	3	2	-	-	2	2	2	2	-	-	
	Hospital	-	-	-	3	3	-	-	-	-	-	-	-	-	-	
	Medical/dental/ optical clinic	-	3	3	3	3	2	-	2	2	2	2	2	-	-	12.3.1
Office	Studio: broad-casting/recording	-	-	3	-	-	2	-	-	3	3	-	3	-	-	

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS 1 = Type 1 Permit 2 = Type 2 Permit 3 = Type 3 Permit 4 = Type 4 Permit															
CATEGORY	SPECIFIC USE	ZONING DISTRICTS													SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
	Business or professional office	-	-	-	-	-	2	-	2	3	2	2	2	-	-	12.3.1
Personal Service	Studio: art/dance/ music/skills	-	-	-	-	-	2	-	2	2	2	3	2	-	-	12.3.1
	Barber or beauty shop	-	-	-	-	-	2	2	2	2	2	-	2	-	-	6.3.3(F), 12.3.1
	Laundromat or dry cleaner	-	-	-	-	-	2	-	2	3	3	-	3	-	-	5.5.3; 6.3.3(S),
	Mortuary	-	-	-	-	-	2	-	-	-	-	-	-	-	-	
	Tanning salon	-	-	-	-	-	2	-		-	-	-	2	-	-	12.3.1
Recreation and Entertainment	Amusement establishment (indoor)	-	-	-	-	-	2	-	-	-	-	-	-	-	-	
	Amusement establishment (outdoor)	-	-	-	-	-	3	-	-	-	-	-	-	-	-	6.3.7(C)
	Theater (indoor)	-	-	-	-	-	2	-	2	-	-	-	-	-	-	
Retail Sales	Auction service, commercial	-	-	-	-	-	2	-	-	-	-	-	-	2	2	6.3.3(D)
	Auction service, temporary	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6.3.3(E); 12.3.1

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
1 = Type 1 Permit 2 = Type 2 Permit 3 = Type 3 Permit 4 = Type 4 Permit

CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
			RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
		RU	RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
	Feed/seed store	-	-	-	-	-	2	-	-	2	2	3	2	-	-	
	Flea market	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6.3.3(N)
	Florist/garden shop, drug store, or bake shop	-	-	-	-	-	2	-	2	2/3	2/3	3	2	-	-	5.5.3; 6.3.3(X), 12.3.1
	Clothing/general merchandise store	-	-	-	-	-	2	-	2	2/3	2/3	2	2	-	-	6.3.3(I)
	Gift, antique, or specialty shop	-	-	-	-	-	2	2/3	2	2	2	3	2	-	-	6.3.3(O), 12.3.1
	Hardware store	-	-	-	-	-	2	-	2	2	2	2	2	-	-	6.3.3(Q), 12.3.1
	Pawn/second hand store	-	-	-	-	-	2	-	-	-	-	-	-	-	-	6.3.3(W)
	Wholesale establishment	-	-	-	-	-	2	-	-	-	-	-	-	2	2	
	Other retail sales	-	-	-	-	-	2	-	-	2/3	2/3	2/3	2	-	-	6.2.3; 6.3.3(Y)
Service and Repair Businesses	Appliance repair & incidental sales	-	-	-	-	-	-	-	2	2	2	3	2	-	-	6.3.3(C)
	Bicycle repair & incidental sales	-	-	-	-	-	2	-	2	2	2	3	2	-	-	
	Gun repair	-	-	-	-	-	2	-	-	-	-	-	-	-	-	

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS 1 = Type 1 Permit 2 = Type 2 Permit 3 = Type 3 Permit 4 = Type 4 Permit															
CATEGORY	SPECIFIC USE	ZONING DISTRICTS													SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
	Propane gas/fuel oil distributors	-	-	-	-	-	-	-	-	-	-	-	-	2	2	
	Rental facilities & equipment rentals	-	-	-	-	-	2	-	-	-	-	-	2	-	-	
	Small engine repair, machine, welding shop	-	-	-	-	-	2	-	-	3	3	3	2	-	2	
	Other (e.g.,well driller, cabinet shop, sanitary service installer, upholstery)	-	-	-	-	-	2	-	-	3	3	3	3	-	2	
Vehicles and Equipment	Body/fender shop	-	-	-	-	-	3	-	-	-	-	-	-	2	2	6.3.3(G)
	Manufactured dwelling, mobile home, & RV sales	-	-	-	-	-	2	-	-	-	-	-	-	-	-	
	Motor vehicle impound	-	-	-	-	-	3	-	-	-	-	-	-	2	2	
	Motor vehicle sales and rental	-	-	-	-	-	2	-	-	-	-	-	2	2	2	6.3.3(T)
	Motor vehicle service & repair	-	-	-	-	-	2	-	3	3	3	3	2	2	2	6.3.3(T)

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
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CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
			RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
		RU	RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
	Motor vehicle storage	-	-	-	-	-	2	-	-	-	-	-	2	2	2	6.3.3(U)
	Motor vehicle washing/detailing	-	-	-	-	-	2	-	-	-	-	-	-	-	-	
	Parking area, commercial	-	-	-	-	-	2	-	-	-	-	-	-	-	2	6.3.3(V)
	Service station	-	-	-	-	-	2	2	3	2	2	3	2	-	-	
Visitor Accom-modation	Destination resort large	4 PDP 2 FDP	4 PDP 2 FDP	4 PDP 2 FDP	-	-	4 PDP 2 FDP	4 PDP 2 FDP	-	-	-	-	-	-	-	6.3.8
	Destination resort small	4 PDP 2 FDP	4 PDP 2 FDP	4 PDP 2 FDP	-	-	4 PDP 2 FDP	4 PDP 2 FDP	-	-	-	-	-	-	-	6.3.8
	Guest ranch	-	3	3	-	-	-	-	-	-	-	-	-	-	-	
	Hotel or motel	-	-	-	-	-	2	2	-	3	-	-	-	-	-	6.3.3(R)
INDUSTRIAL/MANUFACTURING USES																
Equipment Storage and Repair	Equipment storage	-	-	-	-	-	2	-	-	-	-	-	-	2	2	6.3.4

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS 1 = Type 1 Permit 2 = Type 2 Permit 3 = Type 3 Permit 4 = Type 4 Permit																
CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
	Heavy machinery/ equipment repair	-	-	-	-	-	2	-	-	3	3	3	2	2	2	6.3.4(B)
	Outdoor storage areas	-	-	-	-	-	-	-	-	-	-	-	-	2	2	6.3.4
	Wrecking/salvage or junk yard	-	-	-	-	-	3	-	-	-	-	-	-	2	2	6.3.4(E)
Industrial Service	Industrial service, low-impact	-	-	-	-	-	-	-	-	-	-	-	-	2	2	6.3.4
	Industrial service, high-impact	-	-	-	-	-	-	-	-	-	-	-	-	2	-	6.3.4
	Laundry/dry cleaning plant	-	-	-	-	-	-	-	-	-	-	-	-	2	2	
Manufacturing & Production	Firewood processing/sales	-	-	-	-	-	-	-	-	-	-	-	-	2	-	
	Manufacturing and production, low-impact	-	-	-	-	-	-	-	-	-	-	-	-	2	2	6.3.4
	Manufacturing and production, high-impact	-	-	-	-	-	-	-	-	-	-	-	-	2	2	6.3.4
	Manufacturing paper and allied products	-	-	-	-	-	-	-	-	-	-	-	-	3	-	6.3.4

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
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CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
			RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
		RU	RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
	Manufacturing petroleum by-product	-	-	-	-	-	-	-	-	-	-	-	-	3	-	6.3.4
Warehouse and Freight Movement	Feed mills/elevators/granaries	-	-	-	-	-	-	-	-	-	-	-	-	2	2	6.3.4
	Mini-warehouse	-	-	-	-	-	2	-	-	2	-	-	2	2	2	6.3.4(D)
	Truck terminal, freight forwarding facility, or yard	-	-	-	-	-	-	3	-	-	-	-	-	2	2	
	Warehouse, food storage	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6.3.4
TRANSPORTATION USES																
Aviation	Airport/heliport	-	-	-	-	-	-	-	-	-	-	-	-	2	2	6.3.5(A) ORS Chapter 836
Bike Paths	All types	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6.3.5(B) Ch. 9
Public Transportation	Station only	-	-	-	-	-	3	-	-	2	2	3	-	-	-	3.2
	Terminal/station	-	-	-	-	-	3	-	-	3	3	3	-	2	2	3.2
Transportation Facility	Park-and-ride lot	-	-	-	2	2	1	1	1	2	2	2	2	-	-	3.2; 6.3.3(V)

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
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CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
Transportation Improvements	All types[3]	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6.3.5(C); 12.3.1
UTILITY/SOLID WASTE USES																
Utility	Building-mounted transmission towers	2	2	2	2	2	2	2	2	2	2	2	2	1	1	6.3.6(A)
	Co-location on existing towers	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6.3.6(A), 12.3.1
	Concealed transmission towers (stealth)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6.3.6(A), 12.3.1
	Freestanding transmission towers (new)	2	2	2	-	-	2	2	-	-	-	-	-	2	2	6.3.6(A)
	Major utility facilities	-	-	-	-	-	-	-	-	-	-	-	-	2	2	6.3.6(B)
	Minor utility facilities	2	2	2	2	2	2	2	2	2	2	2	2	2	2	6.3.6(B)
	Small scale energy producing facility	3	3	3	-	-	-	-	-	-	-	-	-	2	2	6.3.6(B)

[3]Discretionary review may be required pursuant to Section 6.3.5(C)

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
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CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
Waste-Related Use	Composting plant	-	-	-	-	-	-	-	-	-	-	-	-	4	-	6.3.6(C)
	Incinerator	-	-	-	-	-	-	-	-	-	-	-	-	4	4	
	Modification of waste related use	-	2	2	2	2	2	2	2	2	2	2	2	2	2	6.3.6(D)
	Recycle drop-box	-	2	2	2	2	2	2	2	2	2	2	2	2	2	5.5.3; 6.3.6(C)
	Recycling plant	-	-	-	-	-	-	-	-	-	-	-	-	4	4	6.3.6(C)
	Sanitary landfill	-	-	-	-	-	-	-	-	-	-	-	-	4	-	6.3.6(C)
	Slaughter house/ tannery/animal tallow/rendering plant	-	-	-	-	-	-	-	-	-	-	-	-	4	-	6.3.6(C)
	Solid waste transfer station	-	-	-	-	-	3	-	-	-	-	-	-	3	3	6.3.6(C); 3.2
PARKS/PUBLIC/QUASI-PUBLIC USES																
Cemetery	Cemetery (incl. animals)	-	3	3	3	-	-	-	-	-	2	-	-	-	-	12.4.1(H)
Library	All types	-	3	3	3	3	2	3	3	3	2	2	2	2	2	6.3.7(B); 12.4.1(H)
Museum	All types	-	3	3	3	-	2	-	2	2	2	-	-	-	-	12.4.1(H)

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS 1 = Type 1 Permit 2 = Type 2 Permit 3 = Type 3 Permit 4 = Type 4 Permit															
CATEGORY	SPECIFIC USE	ZONING DISTRICTS													SEE ALSO
		RU	RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
			RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
Parks and Recreation	Campground/RV (new)	-	-	-	-	-	3	3	-	3	3	-	3	-	-	6.3.7(C); 12.4.1(H)
	Campground/RV (expand existing)	-	3	3	-	-	-	-	-	-	-	-	-	-	-	12.4.1(H)
	Country club	-	3	3	-	-	-	-	-	-	-	-	-	-	-	6.3.7(C); 12.4.1(H)
	Fairgrounds or rodeo grounds	-	3	-	-	-	-	-	-	-	-	-	-	-	-	12.4.1(H)
	Firearm training or shooting range	-	-	-	-	-	3	-	-	3	-	-	-	3	-	6.3.7(A); 12.4.1(H)
	Golf course	-	3	3	-	-	-	-	-	-	-	-	-	-	-	12.4.1(H)
	Park/playground	-	2	2	2	2	2	2	2	2	2	2	2	2	2	6.3.7(C); 12.3.1, 12.4.1(H)
	Recreation/sports club, private	-	3	3	3	3	2	-	2	-	-	-	-	2	2	12.4.1(H)
	Recreation/sports club, public	-	3	3	2	2	2	-	2	-	-	-	-	2	2	12.4.1(H)
Post Office	Post office substation	-	-	-	-	-	2	-	2	2	2	2	2	-	2	5.5.3; 12.3.1, 12.4.1(H)

TABLE 6.2-1: USE TABLE FOR BASE ZONING DISTRICTS
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CATEGORY	SPECIFIC USE	ZONING DISTRICTS														SEE ALSO
			RURAL RESIDENTIAL		URBAN RESDL.		COMMERCIAL							INDUSTRIAL		
		RU	RR 00 & 10	RR-5 RR-2.5 & RR-5A	UR-1, UR-4 to UR-10	UR 30	GC	IC	NC	RS	ARS	RRS	SVRS	GI	LI	
Public Assembly	Community/town hall/grange	-	3	3	3	3	2	2	2	2	2	2	2	2	2	12.3.1, 12.4.1(H)
	Convention and exhibit hall	-	-	-	-	-	2	-	-	-	-	-	-	2	2	12.4.1(H)
Public Works	Public works buildings & facilities	3	3	3	3	3	2	3	3	3	3	3	2	2	2	6.3.7(D); 12.4.1(H)
Religious	Religious assembly, house of worship (church)	-	2	2	2	2	2	-	2	2	2	2	2	-	-	2.7.4(C) 12.4.1(H)
	Seminary	-	3	3	-	-	-	-	-	-	-	-	-	-	-	12.4.1(H)
Safety Services	Emergency medical, ambulance service, fire/police stations	3	3	3	3	3	2	2	2	2	2	2	2	2	2	12.3.1, 12.4.1(H)
Schools	Commercial or business school	-	-	-	-	3	2	-	3	-	-	-	-	2	2	12.4.1(H)
	College/university	-	-	-	3	3	-	-	-	-	-	-	-	-	-	12.4.1(H)
	Public or private school (K thru 12)	-	3	3	3	3	-	-	-	-	1	-	-	-	-	12.4.1(H)
	Satellite campus	-	3	3	3	3	2	-	2	2	2	3	2	2	2	12.4.1(H)

FIGURE 9-2 STREET SYSTEM CLASSIFICATION

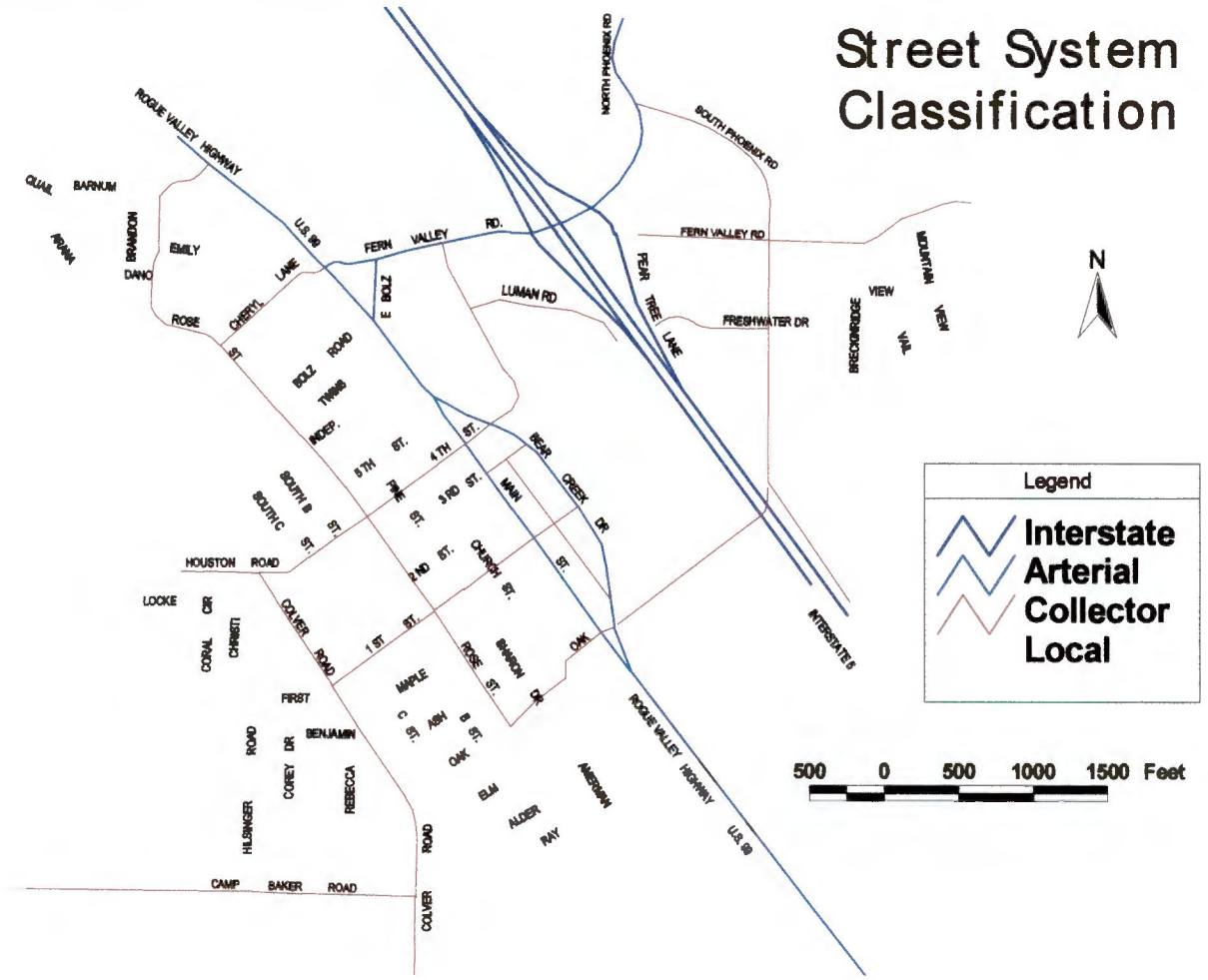


Exhibit B

ORDINANCE NO. 933

Attachment 2

ATTACHMENT 2

AMEND POLICY 4.2 OF THE ECONOMIC ELEMENT OF THE CITY OF PHOENIX COMPREHENSIVE PLAN. [*FILE NOS. CP09-01 and LDC09-01.*]

WHEREAS, the Oregon Department of Transportation (ODOT) has agreed to build a replacement of the existing Fern Valley Interchange in Phoenix, including replacement of the bridge structure; reconstruct Fern Valley Road west of I-5; re-align Fern Valley Road east of I-5; and reconstruct and realign North Phoenix Road, all at a cost estimated to be $61.3 million, of which $2.3 million will come from the local sources and the remainder from the State of Oregon and U.S. Government funds which ODOT administers.

WHEREAS, ODOT has agreed to rebuild intersections and adjacent segments of Oregon 99, Bolz Road, and Fern Valley Road west of the Bear Creek Bridge, at a cost estimated to be $6.8 million, all of which will come from the State of Oregon and U.S. Government funds which ODOT administers.

WHEREAS, ODOT has agreed to replace the Fern Valley Road bridge structure over Bear Creek, at a cost of $4.0 million, all of which will come from the State of Oregon and U.S. Government funds which ODOT administers.

WHEREAS, the new Fern Valley Interchange and adjacent arterial road improvements will help relieve the severe congestion on the existing interchange, will help provide capacity for future growth in traffic volumes on Oregon 99, Bolz Road, Fern Valley Road and North Phoenix Road, and will help reduce the limited traffic capacity of the existing interchange as a constraint to land development in the area of the City east of I-5.

WHEREAS, future land development in the area of the interchange has the potential to generate motor vehicle traffic which, in combination with traffic from growth throughout the Bear Creek Valley, could cause congestion to exceed mobility performance standards before the expiration of the 20-year design life of the new interchange.

WHEREAS, ODOT has worked closely with the City of Phoenix to formulate a joint Interchange Area Management Plan to manage the local transportation system and land development to avoid traffic volumes that exceed mobility performance standards.

WHEREAS, upon City of Phoenix adoption of the Interchange Area Management Plan, ODOT will present the plan to the Oregon Transportation Commission for adoption as part of the Oregon Highway Plan.

WHEREAS, the need for adoption of an amendment to Policy 4.2 of the Economic Element is contingent on the selection of a build alternative for the replacement of the Fern Valley Interchange after the October 18, 2010 submittal of the environmental assessment.

WHEREAS, Oregon Revised Statutes (ORS) 197.610 authorizes legislative amendments to the City's Comprehensive Plan and Land Development Code after 45 days notice to the Department of Land Conservation and Development (DLCD).

WHEREAS, notice of the proposed amendment was sent to DLCD on March 27, 2009.

WHEREAS, Phoenix Land Development Code, Section 4.7.2, Legislative Amendments regulates legislative amendments to the Comprehensive Plan.

WHEREAS, the Phoenix City Council held properly advertised study sessions on September 1, 3 and 15, and October 15, 2009, and properly advertised public hearings on August 17, September 21, and October 19, 2009, and the public hearings were closed on October 19, 2009.

NOW THEREFORE, The City Council of the City of Phoenix ORDAINS as follows:

Section 1. Standards and Applicable Criteria: Phoenix Land Development Code, Section 4.7.2 – Legislative Amendments, states that Legislative Amendments are policy decisions made by City Council. The amendments are reviewed using the procedure in Chapter 4.1.6, Type IV Procedures (Legislative), and shall conform to the City of Phoenix Comprehensive Plan, Statewide Planning Goals, and Phoenix Land Development Code, Section 4.7.6, Transportation Rule, as applicable.

Section 2. Findings:

1) City of Phoenix Comprehensive Plan: The City of Phoenix Comprehensive Plan is an acknowledged plan. The proposed amendment will update the Economic Element with new information.

2) Statewide Planning Goals: It is not necessary to review an acknowledged comprehensive plan against the statewide planning goals, unless those goals have been updated or adopted since acknowledgement of the City's comprehensive plan. For the City of Phoenix, the only statewide issue which needs to be addressed is the Transportation Planning Rule, as addressed in Section 3 below.

3) Provisions of Phoenix Land Development Code Subsection 4.7.6.B, Transportation Planning Rule Compliance. Legislative amendments to the Land Development Code which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

a) Limiting allowed land uses to be consistent with the planned function of the transportation facility; or

FINDING: Amending the Economic Element Policy 4.2 to provide flexibility for the property owner or developer in providing transportation facilities necessary for

approved developments in keeping with the standards of the Transportation System Plan (Section X, Phoenix Transportation Element) of the Phoenix Comprehensive Plan will maintain the functionality of the existing street system, in keeping with this requirement.

Amending the Transportation System Plan (Section X, Phoenix Transportation Element) of the Phoenix Comprehensive Plan to reflect the changes brought by the Interchange Area Management Plan – Exit 24 is a record-keeping procedure necessary to keep the City's Comprehensive Plan updated, and in keeping with Statewide Planning Goals.

b) Amending the Transportation System Plan (Section X, Phoenix Transportation Element) of the Phoenix Comprehensive Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or

FINDING: This amendment to the Economic Element brings the timing of transportation facilities into compliance with the Transportation Planning Rule and the Fern Valley Interchange Area Management Plan. Also, the Transportation System Plan (Section X, Phoenix Transportation Element) of the Phoenix Comprehensive Plan is being updated to reflect the Fern Valley Interchange Management Plan –Exit 24, in compliance with the Transportation Planning Rule.

c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

FINDING: The amendments to the Economic Element and Transportation System Plan of the Phoenix Comprehensive Plan recognize the importance of the Fern Valley Interchange to the economic and commercial development in the City of Phoenix. These amendments do not directly deal with land use densities, but rather with transportation issues; and as such, further implement the City's Transportation Element, Comprehensive Plan and the Oregon Transportation Planning Rule.

Section 3. Conclusions of Law:

1) Adoption of this ordinance is in compliance with the City of Phoenix Land Development Code Section 4.7.2 regarding legislative amendments, and with ORS 197.610 (1) and (2).

2) The adoption and implementation of the amendment to the Economic Element, Policy 4.2 complies with the Transportation Planning Rule.

3) The Phoenix City Council concludes that adopting the amendment to the Economic Element is in compliance with the goals of the Phoenix Comprehensive Plan.

Section 4, Amendment of Policy 4.2 of the Economic Element. The City Council of the City of Phoenix hereby adopts the following:

Policy 4.2 of the Economic Element of the Phoenix Comprehensive Plan: To further implement the Fern Valley IAMP, the City of Phoenix amends Policy 4.2 of the Economic Element of the Comprehensive Plan to read as follows:

> Within the Fern Valley Road Interchange (including all lands east of Bear Creek Bridge within the UGB), any annexation, zone change, or change of existing uses which is expected to significantly increase travel demand in the interchange area must be predicated upon facts (supported by special traffic studies funded by the applicants) and findings that sufficient capacity exists or will be available upon completion of funded improvement(s) to satisfy the proposed development's travel demand (including background traffic) at the end of the planning period of the Transportation Element of the Comprehensive Plan, or 15 years from the date of the annexation, zone change, or change of existing uses, whichever is later.

ORDINANCE NO. 933

Attachment 3

ATTACHMENT 3

AMEND THE CITY OF PHOENIX LAND DEVELOPMENT CODE BY ADDING CHAPTER 2.9, TRIP BUDGET OVERLAY ZONE, AND AMEND THE CITY'S OFFICIAL LAND USE DISTRICTS MAP BY INCLUDING THE BOUNDARIES OF THE TRIP BUDGET OVERLAY ZONE. [FILE NOS. LDC09-01 and ZO09-03.]

WHEREAS, the need for adoption of the Interchange Area Management Plan – Exit 24 as part of the Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan and amendments to the Phoenix Land Development Code are contingent on the selection of a build alternative for the replacement of the Fern Valley Interchange after October 18, 2010 submittal of the I-5: Fern Valley Interchange Environmental Assessment.

WHEREAS, the standards and applicable criteria regulating a new overlay on the Land Use Districts map and Phoenix Land Development Code text amendments are contained in Section 4.7.2 of the Phoenix Land Development Code.

WHEREAS, Oregon Revised Statutes (ORS) 197.610 governs legislative amendments to the Land Use Districts map and the Phoenix Land Development Code.

WHEREAS, adoption of this ordinance will amend the City's Land Development Code by adding Chapter 2.9, Trip Budget Overlay Zone, attached hereto as Exhibit A, and will amend the City's Official Land Use Districts map by adding the boundaries of the Trip Budget Overlay Zone, attached hereto as Exhibit B.

WHEREAS, notice of the proposed amendment was sent to the Department of Land Conservation and Development (DLCD) on March 27, 2009.

WHEREAS, pursuant to ORS 197.763 (1) though (4), property owner notice was sent to affected property owners within the Trip Budget Overlay Zone on July 28, 2009.

WHEREAS, the Phoenix City Council held properly advertised study sessions on September 1, 3 and 15, and October 15, 2009, and properly advertised public hearings on August 17, September 21, and October 19, 2009, in compliance with ORS 197.763 and Land Development Code Chapter 4.7.

NOW THEREFORE, The City Council of the City of Phoenix ORDAINS as follows:

Section 1. Approval Process and Authority: Pursuant to Sections 4.7.2 and 4.1.6 of the Phoenix Land Development Code regulating Land Use Map and Land Development Code text amendments, the City Council shall approve, approve with modifications, approve with conditions, deny, or adopt an alternative to the proposed legislative changes after considering the Planning Commission's recommendation. A vote by the majority of the qualified members of the City Council present is required to decide any motion made on the proposal.

Section 2. Findings:

1) Demonstration of compliance with all applicable Comprehensive Plan Policies and Map Designations. A decision on the proposed legislative changes shall be based on all of the following criteria:

a) Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval.

FINDING: The Goal of the Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan is to preserve the function and value of the existing transportation system. Within the Fern Valley Interchange area, the Comprehensive Plan specifically directs the city to require traffic mitigation measures and transportation demand strategies with all new development and changes in use to ensure the continued functionality of the interchange. The adoption of the Trip Budget Overlay Zone, with limits on peak hour trips for new development in the interchange area along with the flexibility of property owners to buy and sell trips, will provide continued compliance with this goal.

b) Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property that is the subject of the application.

FINDING: The Fern Valley Interchange Area has continued to grow with commercial development, as envisioned in the Phoenix Comprehensive Plan. This commercial development, along with the attendant commercial truck and consumer traffic, as well as regional commuter traffic has continued to increase the traffic load in the Fern Valley Interchange Area, leading to a marked reduction in level of service and the need for a new and improved interchange area. The continued demand for commercial development in the Fern Valley Interchange Area must be moderated in an equitable fashion, allowing property owners the right to develop their properties for commercial uses, while not significantly limiting the ability of other property owners from also developing their properties.

2) Phoenix Land Development Code Section 4.7.6, Transportation Planning Rule Compliance: Amendments to the comprehensive plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

a) Limiting allowed land uses to be consistent with the planned function of the transportation facility; or

FINDING: The goal of the Trip Budget Overlay Zone is to allow development on individual properties, while limiting their traffic impact on the Fern Valley Interchange Area. Since the goal is to limit traffic impacts, rather than limit specific land uses, the Trip Budget limits the number of trips which can be generated at the peak PM Hour (4 to

5 pm), thereby focusing solely on the critical issue for the Fern Valley Interchange Area, namely PM trips. Incentives are given to reduce trips and encourage employees and customers to utilize transit and car of van pools, thereby further reducing the peak hour trips generated by a specific business. The Trip Budget Overlay Zone adequately limits trip increases to maintain the planned function of the Fern Valley Interchange Area.

b) Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or

FINDING: A legislative component of the Fern Valley Interchange Area Management Plan includes an amendment to the Transportation System Plan of the Phoenix Comprehensive Plan to ensure that development and transportation facilities maintain adequacy and consistency with each other.

c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

FINDING: The goal of the Trip Budget Overlay Zone is to allow continued development in the Fern Valley Interchange Area, while minimizing the traffic impacts of that development. To that end, the Trip Budget Overlay Zone has been developed which places a maximum number of trips which can be accommodated by the area's street system and provides a system to apportion those trips to developable properties in an equitable manner.

Section 3. Conclusions of Law.

1) Adoption of these amendments is in compliance with the City of Phoenix Land Development Code Chapter 4.7 regulating Land Use District Map and Land Development Code text amendments.

2) The adoption and implementation of the Trip Budget Overlay Zone complies with the Transportation Planning Rule because it provides an equitable mechanism for property owners to develop their properties while assuring that the function, capacity and level of service of streets in the Fern Valley Interchange Area are maintained for the businesses, their clients and the traveling public.

3) The addition of the Trip Budget Overlay Zone to the Phoenix Land Development Code is in compliance with the goals and policies of the Phoenix Comprehensive Plan because it implements the Goals and Policies of the Transportation System Plan. By complying with these approval criteria, the addition of the Trip Budget Overlay Zone is in compliance with the Phoenix Land Development Code. By placing Trip Budgets on each property in the Trip Budget Overlay Zone, peak hour traffic demand will be managed, thereby reducing traffic increases which could exceed the design capacity of the existing transportation system. The implementation of the Trip Budget Overlay Zone will allow continued development on individual properties within the mobility standards of the transportation system. The proposed Trip Budget Overlay Zone complies with the Phoenix Comprehensive Plan, Phoenix Land Development Code and the Transportation Planning Rule.

Section 4. Amendment of the Land Development Code and Official Land Use Map. The City Council of the City of Phoenix hereby amends the Phoenix Land Development Code and Official Land Use Districts map as follows:

1) Add Chapter 2.9, Trip Budget Overlay Zone to the Phoenix Land Development Code, attached as Exhibit A.

2) Amend the City's Official Land Use Districts map to include the boundaries of the Trip Budget Overlay Zone, consistent with attached Exhibit B.

Exhibit A

Chapter 2.9 – Trip Budget Overlay Zone

Sections

2.9.1 – Purpose
2.9.2 – Definitions
2.9.3 – Limitation on Motor Vehicle Trip Generation
2.9.4 – Traffic Impact Study
2.9.5 – Approval of Trip Generation Above Parcel Budget Numbers
2.9.6 – Additional Uses for Which a Conditional Use Permit is Required
2.9.7 – Approval of Increase in Primary PM Peak-Hour Motor Vehicle Trips
2.9.8 – Recordkeeping, Monitoring, and Evaluation

2.9.1 – Purpose

The purpose of the Trip Budget Overlay Zone is to foster development in the vicinity of the Fern Valley Interchange in a way that maintains uncongested traffic conditions that meet State of Oregon mobility performance standards applicable to the interchange, North Phoenix Road, Fern Valley Road, and OR 99. This Chapter implements the Fern Valley Interchange Area Management Plan trip budget measures which apply to the Trip Budget Overlay Zone of the Land Use Districts map.

2.9.2 – Definitions

The following definitions apply to this Section:

A. **Net Developable Area.** The total land area of a parcel minus the area of: existing development; area needed for the Fern Valley Interchange Project rights-of-way; irrigation canals and a 10-foot wide buffer on both sides of the top of irrigation canal banks; area within the banks of Bear Creek and a 50-foot buffer from the top of the bank; land with slopes of 35 percent or greater; and land for streets and roads as approved pursuant to this Code.

B. **PM peak-hour trips.** Motor vehicle trips to or from a parcel between 4 PM and 5 PM on weekdays, exclusive of pass-by and diverted link trips.

C. **Parcel Budget.** The number of PM peak-hour trips listed for a parcel in the parcel budget column of Table 2.9 of this Chapter.

2.9.3 – Limitation on Motor Vehicle Trip Generation

A. Development constructed in the Trip Budget Overlay Zone of the Land Use Districts Map must comply with the requirements of this Chapter, as well as requirements of other chapters of this Land Development Code except subsection 2.4.3.E, Traffic, of Chapter 2.4, Commercial Highway.

B. All development on each parcel in the Trip Budget Overlay Zone, regardless of when constructed, may generate no more PM peak-hour trips than are in its Table 2.9 Parcel Budget, except as provided in Section 2.9.7, Approval of Trip Generation Above Parcel Budget Numbers.

2.9.4 – Traffic Impact Study

All new development and applications for land use approvals within the Trip Budget Overlay Zone must include a traffic impact analysis that Oregon Department of Transportation has reviewed and approved.

2.9.5 – Approval of Trip Generation Above Parcel Budget Numbers

Through a Conditional Use Permit issued pursuant to this Chapter and Chapter 4.4, Conditional Use Permits, the City may authorize the owner of a parcel of land in the Trip Budget Overlay Zone to transfer parcel budget trips to another parcel of land in the Trip Budget Overlay Zone only when:

A. Development on the "sending" parcel is not generating the transferred trips and will not do so in the future;

B. No fewer than ten trips per net developable acre remain in the sending parcel's parcel budget after the transfer;

C. The City of Phoenix approves the transfer using approval procedures in the Land Development Code; and

D. A covenant prohibiting development on the sending parcel that would generate the transferred trips is recorded in Jackson County land title records.

2.9.6 – Additional Uses for Which a Conditional Use Permit is Required

In addition to the uses identified in Table 2.4.2 of Chapter 2.4 as conditionally permitted uses in the Commercial Highway District, the following uses shall require a conditional use permit in the Trip Budget Overlay Zone: Retail sales and service less than 30,000 square feet of gross leasable area; high-turnover sit-down restaurants; fast-food restaurants without drive-up, drive-in, or drive-through facilities; gyms; and daycare centers.

2.9.7 – Approval of Increase in Primary PM Peak-Hour Motor Vehicle Trips

The City may increase the new PM peak-hour motor vehicle trips in the Trip Budget Overlay Zone above 2,219 only if the capacity of the OR 99/Fern Valley Road intersection is increased, or if other improvements in the roadway system divert traffic away from the intersection. Such an increase in PM peak-hour motor vehicle trips shall be reviewed by the City as a Legislative Amendment to Chapter 2.9 of the Phoenix Land Development Code. Oregon Department of Transportation must concur with the number of PM peak-hour motor vehicle trips proposed to be added, and their disposition.

2.9.8 – Recordkeeping, Monitoring, and Evaluation

The City of Phoenix Planning Director will maintain a Trip Budget Ledger in which following records are maintained:

A. The number of new PM peak-hour motor vehicle trips in the Trip Budget Overlay Zone at the time of ordinance adoption, i.e. 2,219 trips.

B. The total number of PM peak-hour motor vehicle trips in the overlay at the time of ordinance adoption, i.e. 2,959 trips.

C. For each tax lot in the Trip Budget Overlay at the time of ordinance adoption, or added to the Trip Budget Overlay Zone by partition, subdivision, or expansion:

1. The map and tax lot number from the records of the Jackson County Department of Assessment and Taxation;
2. The number of trips in the tax lot's parcel budget shown in Table 2.9 - Parcel Budget;
3. The number of trips transferred to or from another tax lot pursuant to Section 2.9.5, the tax lot to or from which the trips were transferred, and the Jackson County document number of the covenant referred to in 2.9.5.D;
4. The number of PM peak-hour trips authorized to be generated by City of Phoenix development approval;
5. The balance of unused PM peak-hour trips within the tax lot's parcel budget.

D. The number of trips added to the amount of allowable growth in PM peak-hour trips through the OR 99/Fern Valley Road intersection because of the addition of capacity to the intersection, or from the addition of other improvements in the roadway system that divert traffic away from the intersection as described in Section 2.9.7.

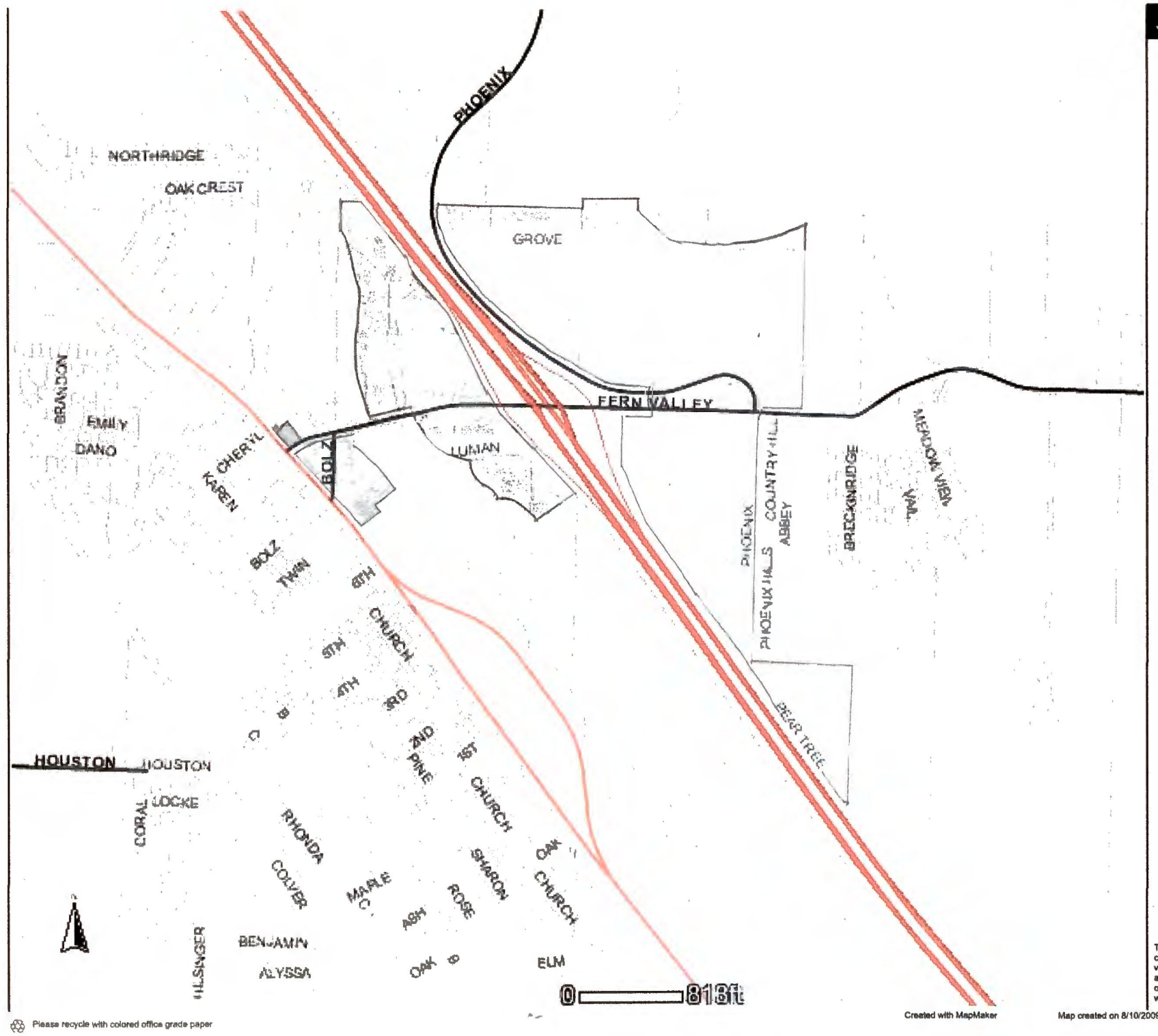
E. The Trip Budget Ledger is a public document and will be available for public review at the City of Phoenix Planning Department.

Table 2.9 - Parcel Budget

PARCEL NO.	ESTIMATED NET DEVELOP-ABLE ACRES	TRIP GENERATION (PM PEAK-HOUR TRIPS) FROM EXISTING DEVELOP-MENT	TRIP GENERATION (PM PEAK-HOUR TRIPS) FROM FUTURE DEVELOP-MENT	PARCEL BUDGET	NOTES
381W09A303	2.3	0	82	82	Holiday RV Park
381W09A300	0.0	20		20	Holiday RV Park
381W09A204	0.0	7		7	Holiday RV Park
381W09A205	0.0	80		80	Shoppes at Exit 14 & Dutch Bros. Trips from Dutch Bros. excluded because project would displace it.
381W09A202	0.0	150		150	McDonald's.
381w09A807	0.4	24		24	Service station/convenience market.
381W09A2200	3.0		109	109	N. of La-Z-Boy Furniture. Vacant. Area of vacated N. Phoenix Rd. added.
381W09A2300	0.0	15		15	La-Z-Boy Furniture
381W10202	3.4		122	122	N. of Home Depot. Vacant.
381W10200	0.0	190		190	Home Depot
381W10401	1.3	1	47	48	Only portion within Interchange Business plan designation. Area around house on east side of parcel west of the canal counted as occupied.
381W10400	5.7	15	205	220	Peterbilt Truck Repair. Paved area and buildings counted as occupied. Area of vacated N. Phoenix Rd. and area no longer needed for interchange added.
381W10501	19.9		713	713	Knollcrest Orchard. Area of vacated N. Phoenix Rd. added.
381W10506	2.0		73	73	Knollcrest Orchard
381W10503	0.0		1	1	Knollcrest Orchard
381W10500	0.6		22	22	Knollcrest Orchard. Area of vacated N. Phoenix Rd. added.
381W10505	0.4		14	14	ODOT owns. Portion not needed for project considered developable.
381W10504	0.0			NA	ODOT owns; 910 sq. ft. Assumed to be used for project (for new access to Peterbilt Truck Repair).
381W10CA7500	4.6		166	166	Neimark property
381W10CA7600	1.3		45	45	Neimark property
381W102602	0.2	15	8	24	All but north panhandle considered occupied.
381W102601	0.0	2		2	Manuf. homes sales
381W102801	0.0	152		152	Petro Truck Stop.
381W102800	0.8	28	29	56	Motel 6 and RV park. All but open area in middle considered occupied.
381W10CD200	0.0	14		14	Mini-storage
381W10CD100	24.9		176	176	Vacant
381W10CD600	0.6		23	23	Undeveloped
381W09A201	0.7	13	25	39	Paved area and buildings considered occupied.
381W102901	6.4		229	229	Area of previous Lumen Rd. right-of way added.
381W103100	0.1		4	4	Undeveloped. Only portion within Interchange Business plan designation.
381W103200	0.8		28	28	Undeveloped. Only portion within Interchange Business plan designation.
381W09DA401	0.0	NA		0	Single-family home displaced by project.
381W09DA400	0.0	NA		0	Single-family home displaced by project.
381W09DA200	1.4		51	51	Vacant lot
381W09DA500	0.0	1		1	Single-family home

Table 2.9 - Parcel Budget

PARCEL NO.	ESTIMATED NET DEVELOP-ABLE ACRES	TRIP GENERATION (PM PEAK-HOUR TRIPS) FROM EXISTING DEVELOP-MENT	TRIP GENERATION (PM PEAK-HOUR TRIPS) FROM FUTURE DEVELOP-MENT	PARCEL BUDGET	NOTES
381W09DA600	0.0	1		1	Single-family home
381W09DA700	0.0	1		1	Single-family home
381W09DA800	0.0	1		1	Single-family home
381W09DA1000	0.5	8		8	Bavarian Inn
381W09DA900	0.0	1		1	Single-family home
381W09DA1200	1.1		40	40	Triangle property
381W09DA1100	0.2		8	8	Triangle Property
TOTAL	61.9	739	2,219	2,959	



JACKSON COUNTY

INFORMATION TECHNOLOGY

Tax Lot Outlines

EXHIBIT B

Trip Budget Overlay (Shaded Area)

JACKSON COUNTY
Oregon

This map is based on a digital database compiled by Jackson County From a variety of sources. Jackson County cannot accept responsibily for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.

Please recycle with colored office grade paper

Created with MapMaker

Map created on 8/10/2009 3:37:26 PM using web.jacksoncounty.org

ORDINANCE NO. 933

Attachment 4

ATTACHMENT 4

AMEND THE CITY OF PHOENIX LAND DEVELOPMENT CODE BY ADDING SECTION 2.10, OREGON 99 SETBACK OVERLAY ZONE, AND AMEND THE CITY'S OFFICIAL LAND USE DISTRICTS MAP BY INCLUDING THE BOUNDARY OF THE OREGON 99 SETBACK OVERLAY ZONE. [FILE NOS. LDC09-01 AND ZO09-03.]

WHEREAS, the need for adoption of the Interchange Area Management Plan – Exit 24 as part of the Transportation System Plan of the Phoenix Comprehensive Plan and amendments to the Land Development Code are contingent on the selection of a build alternative for the replacement of the Fern Valley Interchange after October 18, 2010 submittal of the Fern Valley Interchange Environmental Assessment.

WHEREAS, adoption of this ordinance will amend the City's Land Development Code by adding Section 2.10, Oregon 99 Setback Overlay Zone, and amend the City's Official Land Use Districts map by including the boundary of the Oregon 99 Setback Overlay Zone.

WHEREAS, the standards and applicable criteria regulating Land Use Districts map and Phoenix Land Development Code text amendments are contained in Section 4.7.2 of the Phoenix Land Development Code.

WHEREAS, Oregon Revised Statutes (ORS) 197.610 govern legislative amendments to the Land Development Code and Land Use Districts map.

WHEREAS, notice of the proposed amendments was sent to the Department of Land Conservation and Development (DLCD) on March 27, 2009.

WHEREAS, pursuant to ORS 197.763 (1) though (4), property owner notice was sent to affected property owners within the Oregon 99 Setback Overlay Zone on July 29, 2009.

WHEREAS, the Phoenix City Council held properly advertised study sessions on September 1, 3 and 15, and October 15, 2009, and properly advertised public hearings on August 17, September 21, and October 19, 2009, and the public hearings were closed on October 19, 2009.

NOW THEREFORE, The City Council of the City of Phoenix ORDAINS as follows:

Section 1. Approval Process and Authority: Chapter 4.7.2 of the Phoenix Land Development Code refers to Section 4.1.6 which is the approval process and authority for the proposed amendments.

Section 2. Findings:

1) Chapter 4.7 of the Phoenix Land Development Code regulates Land Use District Map Amendments.

A decision on the proposed legislative changes shall be based on the following:

a) Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval;

FINDING: The City of Phoenix Comprehensive Plan recognizes the need to eventually expand Oregon 99 north of the couplet, in the future. The Transportation Element, Transportation System Plan designates Oregon 99 as an arterial highway, providing a critical north/south commercial link to the surrounding Bear Creek Valley communities. The Transportation Element also acknowledges that a significant number of motor vehicle accidents occur on Oregon 99 in the vicinity of Fern Valley Road due to the tight turning movements required by the current right-of-way and road design. Although the addition of new travel lanes, bicycle lanes and sidewalks are not current in Oregon Department of Transportation's six-year budget, these expansions will be needed at some time in the future. To reduce the impact on property owners and Oregon Department of Transportation, a minimum front yard setback along the highway for all new construction is proposed.

b) Demonstration of compliance with all applicable standards and criteria of this Code, and other applicable implementing ordinances;

FINDING: By complying with these approval criteria, this amendment application complies with the Phoenix Land Development Code.

c) Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property that is the subject of the application; and

FINDING: The community and neighborhood change in North Phoenix includes the increased traffic and eventual need for additional traffic lanes, sidewalks and bicycle lanes. By requiring new buildings along this northern portion of Oregon 99 to be set back 15 feet from the highway right-of-way, when the road is eventually improved, there will be less disruption of the existing businesses and neighborhoods. The proposed application is not a change in the land use designation since the subject properties will continue to be comprehensively designated and zoned for commercial use. The only change is a 15-foot setback requirement from the highway for new construction on the properties adjacent to the highway in the Oregon 99 Setback Overlay Zone.

2) Section 4.7.6, Transportation Planning Rule Compliance.

Amendments to the comprehensive plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

a) Limiting allowed land uses to be consistent with the planned function of the transportation facility; or

FINDING: The proposed land use district change, the addition of the Oregon 99 Setback Overlay Zone which requires all new development to be placed no closer than 15 feet of the Oregon 99 right-of-way line---will help maintain the Oregon 99 arterial street classification by keeping the area potentially needed for future road improvements undeveloped.

b) Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or

FINDING: The addition of this Oregon 99 Setback Overlay Zone will not change standards implementing the arterial street classification system for Oregon 99 because the Overlay Zone does not change the level or type of development permitted in the subject area. The Overlay Zone solely requires new development to be set back not less than 15 feet from the Oregon 99 right-of-way line. The Interchange Area Management Plan – Exit 24 is proposed to be added to the Transportation System Plan (Section X – Transportation Element) of City of Phoenix Comprehensive Plan to ensure that development and transportation facilities maintain adequacy and consistency with each other.

c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs though other modes of transportation.

FINDING: The addition of this Overlay Zone will not change standards implementing the arterial street classification system for Oregon 99 because the Overlay Zone does not change the level or type of development permitted in the subject area. The Overlay Zone solely requires new development to be set back not less than 15 feet from the Oregon 99 right-of-way line. Therefore, the Oregon 99 Setback Overlay Zone will not change the types of development permitted, nor will it increase traffic levels resulting from that development.

Section 3. Conclusions of Law.

1) Adoption of this ordinance is in compliance with the City of Phoenix Land Development Code Section 4.7.2 regulating Land Use Districts map and Land Development Code text amendments.

2) The adoption and implementation of the Oregon 99 Setback Overlay Zone complies with the Transportation Planning Rule because it provides an equitable mechanism for property owners to develop their property while limiting the future cost of eventually expanding Oregon 99. New and continued development on properties within the Oregon 99 Setback Overlay Zone will not be impeded, but set back not less than 15 feet from the highway right-of-way, assuring that the function, capacity and level of service of Oregon 99 is maintained for the businesses, their clients and the travelling public.

3) The Phoenix City Council concludes that requiring all new buildings on Oregon 99 north of the couplet to be set back not less than 15 feet from the Oregon 99 right-of-way line is in compliance with the goals of the Phoenix Comprehensive Plan, Transportation Element,

Transportation System Plan, implements the Phoenix Land Development Code and complies with the Oregon Transportation Planning Rule.

Section 4. Amendments to the Land Development Code and Land Use Map. The City Council of the City of Phoenix hereby amends the Phoenix Land Development Code and the Land Use Districts map as follows:

1) Amend Phoenix Land Development Code by adding Chapter 2.10:

Chapter 2.10 -- Oregon 99 Setback Overlay Zone

Section 2.10.1 Purpose
Section 2.10.2 Setback Requirement

2.10.1 - Purpose

Forecasted traffic volumes on Oregon 99 north of the Main Street/Bear Creek Drive couplet indicate that it will be necessary to add a southbound lane in the future. The purpose of this chapter is to reduce the disruption and cost caused by future widening of this segment of Oregon 99 to allow the addition of a 12-foot wide southbound motor vehicle travel lane, bike lanes and sidewalks on both sides of the road, plus additional buffering of bicycle and pedestrian traffic from motor vehicle traffic.

2.10.2 - Setback Requirement

Within the Oregon 99 Overlay Zone, new buildings shall be set back not less than 15 feet from the Oregon 99 right-of-way line.

2) Amend the City's Official Land Use Districts Map. The City's Official Land Use Districts map is hereby amended to include the boundary of the Oregon 99 Setback Overlay Zone, consistent with Exhibit A.

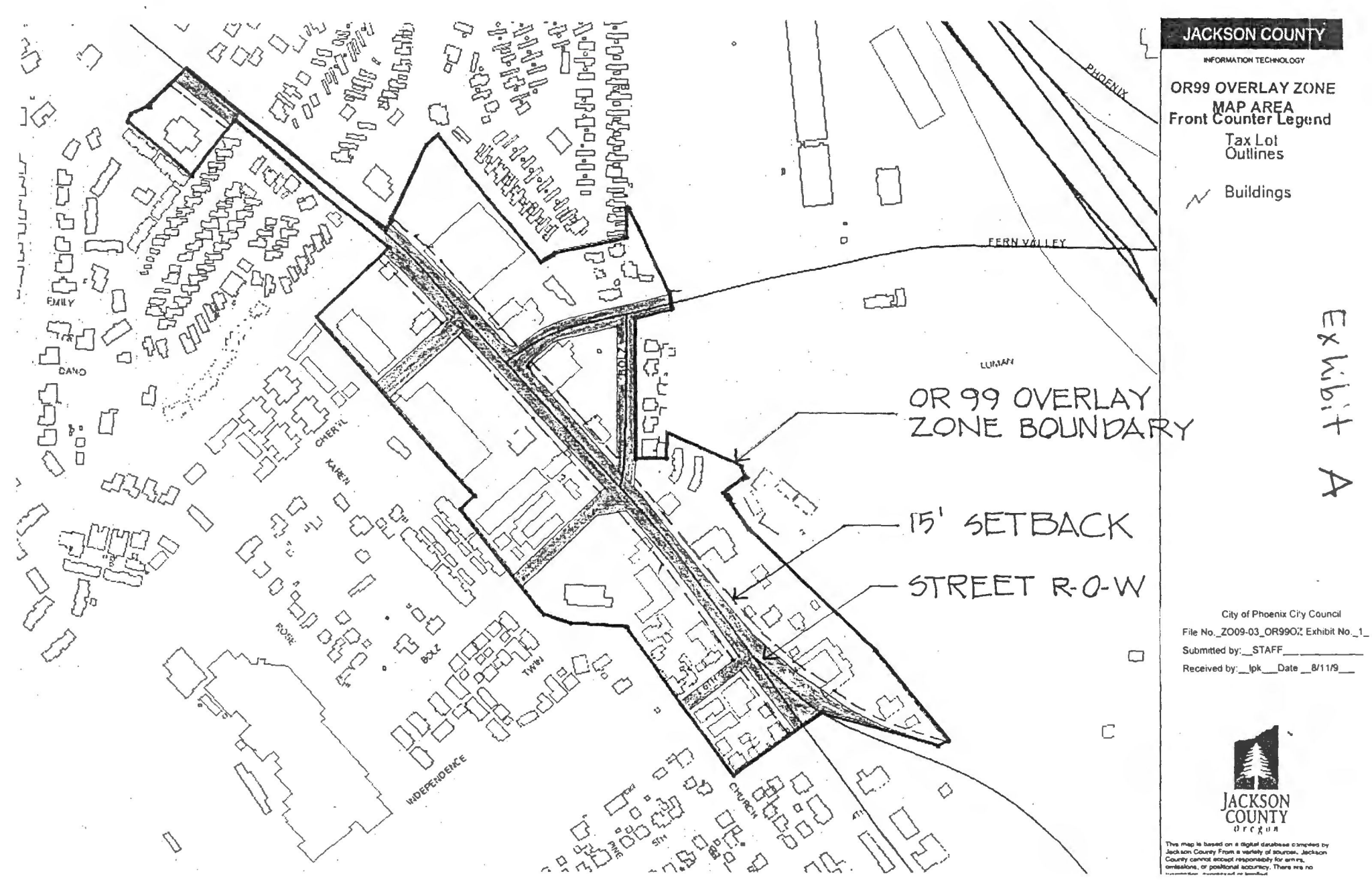

JACKSON COUNTY
INFORMATION TECHNOLOGY
OR99 OVERLAY ZONE MAP AREA
Front Counter Legend
Tax Lot Outlines
Buildings
OR 99 OVERLAY ZONE BOUNDARY
15' SETBACK
STREET R-O-W
PHOENIX
FERN VALLEY
EMILY
DANO
CHERYL
KAREN
ROSE
BOYZ
TWAY
INDEPENDENCE
CHURCH
PINE
5TH
LUMAN
City of Phoenix City Council
File No._ZO09-03_OR99OZ Exhibit No._1_
Submitted by:__STAFF_____
Received by:__lpk___Date __8/11/9___
JACKSON COUNTY
Oregon
This map is based on a digital database compiled by Jackson County From a variety of sources. Jackson County cannot accept responsibility for errors, omissions, or positional accuracy. There are no

Exhibit A

ORDINANCE NO. 933

Attachment 5

ATTACHMENT 5

AMEND THE CITY OF PHOENIX LAND DEVELOPMENT CODE BY ADDING CHAPTER 4.11 – TRANSPORTATION FACILITIES. [FILE NO. LDC09-01.]

WHEREAS, the need for adoption of the Interchange Area Management Plan – Exit 24 as part of the Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan and amendments to the Land Development Code are contingent on the selection of a build alternative for the replacement of the Fern Valley Interchange after the October 18, 2010 submittal of the Fern Valley Interchange Environmental Assessment.

WHEREAS, the approval process and authority regulating Land Development Code text amendments are contained in Chapter 4.7.2 of the Phoenix Land Development Code.

WHEREAS, Oregon Revised Statutes (ORS) 197.610 authorizes legislative amendments to the City's Land Development Code after 45 day notice to the Department of Land Conservation and Development (DLCD).

WHEREAS, adoption of this ordinance will amend the City's Land Development Code by adding a Chapter 4.11 – Transportation Facilities.

WHEREAS, a notice of the proposed amendment was sent to the Department of Land Conservation and Development (DLCD) on March 27, 2009.

WHEREAS, the Phoenix City Council held a properly advertised study sessions September 1, 3 and 15, and October 15, 2009, and properly advertised public hearings on August 17, September 21, and October 19, 2009, in compliance with ORS 197.610 and the Phoenix Land Development Code, Chapter 4.7.2, and the public hearings were closed on October 19, 2009.

NOW THEREFORE, The City Council of the City of Phoenix ORDAINS as follows:

Section 1.Approval Process and Authority: Sections 4.7.2 and 4.1.6 of the Phoenix Land Development Code regulate Legislative Amendments to the Land Development Code. A decision to approve, approve with conditions or to deny an application for a legislative amendment conforms to Chapter 4.7.6.B.

Section 2. Findings: The provisions of Subsection B of Section 4.7.6, entitled Transportation Planning Rule Compliance, requires that legislative amendments to the Land Development Code which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

1) Limiting allowed land uses to be consistent with the planned function of the transportation facility; or

FINDING: Phoenix Land Development Code Chapter 4.11 – Transportation Facilities will provide procedures and regulations for the City, Jackson County, and the Oregon Department of Transportation to follow when proposing transportation-related improvements or projects. This proposed chapter will not change, limit or modify land uses. It establishes a process for public facility (transportation) improvements and new construction that are in compliance with existing state law. Chapter 4.11 is in compliance with this standard.

2) Amending the Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses, consistent with the requirements of the Transportation Planning Rule.

   FINDING: A legislative part of the Fern Valley Interchange Area Management Plan – Exit 24 includes a proposed amendment of the Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan to ensure that development and transportation facilities maintain adequacy and consistency with each other. The adoption of Chapter 4.11 – Transportation Facilities will be in compliance with the Transportation System Plan, providing a mechanism to implement the facilities plan through the Transportation System Plan.

3) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

   FINDING: Chapter 4.11 – Transportation Facilities does not alter land use designations on properties in the City of Phoenix. This Chapter provides mechanisms for transportation projects, be they minor repairs, improvements or major new construction, to follow in gaining planning approval, thereby maintaining the transportation system needed to serve the City and its land uses. Adoption of this Chapter brings the City of Phoenix's Land Development Code into compliance with the Oregon Transportation Planning Rule.

Section 3. Conclusions of Law:

1) The adoption and implementation of Chapter 4.11 – Transportation Facilities complies with the Transportation Planning Rule because it provides a mechanism for transportation facilities to be repaired, maintained, improved or constructed, in compliance with the Transportation Planning Rule.

2) The Phoenix City Council concludes that adopting Chapter 4.11 – Transportation Facilities is in compliance with the goals of the Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan, and complies with the Oregon Transportation Planning Rule.

Section 4. Amendment to the Land Development Code: The City of Phoenix hereby amends the Phoenix Land Development Code by adding a Chapter 4.11 – Transportation Facilities, attached as Exhibit A.

Exhibit A

Chapter 4.11 – Transportation Facilities

Sections

4.11.1 Purpose
4.11.2 Definitions
4.11.3 Applicability
4.11.4 Review Process
4.11.5 Application Requirements for Transportation Projects Authorized by the City's Transportation System Plan
4.11.6 Application Requirements for Transportation Projects Not Authorized by the City's Transportation System Plan
4.11.7 Standards
4.11.8 Conditions of Approval
4.11.9 Variances from Standards of Approval
4.11.10Expiration of Approval

4.11.1 – Purpose

The purpose of this chapter is to establish procedures and standards for the consolidated review and approval of transportation projects. This chapter implements the provision of Oregon Administrative Rule 660-012-0045(1)(c), which states "To facilitate implementation of the TSP [transportation system plan], each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project." The chapter also implements Oregon Administrative Rule 660-012-0050(3), which addresses land use decision-making regarding projects authorized in a TSP.

4.11.2 – Definitions

The following definitions apply to this Section:

A. **Maintenance.** Recurring activities that are needed to keep an existing transportation facility in good operating condition to maintain the functional integrity and safe operation of the facility. Maintenance activities are generally carried out within existing rights-of-way and result in no increase in traffic capacity or change in the character of a facility. Maintenance activities include, but are not limited to, ditch cleaning and shaping; culvert or pipe repair, cleaning, or in-kind replacement; painting; road surface layer repair, sealing, or replacement; grading of aggregate roads; street cleaning and flushing; vegetation and landscape management; and bridge cleaning and repair.

B. **Operational Improvements.** New or additional features such as striping, guard rails, street lighting, signals, reflectors, buttons, signs, flashing beacons, shoulder widening, channelization, medians, access controls, and traffic calming features when not added as part of a transportation project.

C. **Reconstruction.** The rebuilding of substandard or deteriorated transportation facilities.

D. Transportation Facility. Any physical facility that moves or assists in the movement of people or goods, but excluding electricity, storm drainage, wastewater, and water systems.

E. Transportation Project. The construction or reconstruction of transportation facility improvements in public right-of-way which is planned, designed, and implemented as a package.

4.11.3 – Applicability

A. This chapter applies to all transportation projects except transportation projects which are part of the development of land abutting the public right-of-way where the project is located and which are approved under other provisions of this Development Code.

B. This chapter does not apply to:

1. The maintenance of transportation facilities.
2. Operational improvements made within existing rights-of-way.

C. No other provisions of the Phoenix Development Code apply to transportation projects to which this chapter applies, except provisions expressly referenced in this chapter.

D. Exempt transportation projects are allowed uses in all zone districts and do not require land use approval. Exempt transportation projects are:

1. Emergency repairs, improvements, detours and traffic pattern changes and other actions taken in response to an immediate and significant risk of harm or inconvenience to the traveling public or for the protection of property.
2. Activities within rights-of-way other than state highways that are incidental to construction of non-transportation facilities, such as contractor use for staging and the stockpiling of materials.
3. Bus stops, bus shelters, and bus turnouts within existing rights-of-way.

E. A transportation project authorized by the City's Transportation System Plan is a permitted use in all zone districts, subject to design review under subsection 4.11.4.A of this chapter. If none of the standards in subsection 4.11.7.B apply to such a project, no design review is required.

F. A transportation project not authorized by the City's Transportation System Plan is a conditional use in all zone districts and is subject to conditional use approval under subsection 4.11.4.B of this chapter and the approval standards in subsection 4.11.7.C of this chapter.

G. The standards of this chapter are intended to address community or neighborhood impacts of transportation projects, rather than impacts on individual properties from which right-of-way or easements may be obtained for a transportation project. These impacts on individual properties shall be addressed through the acquisition of the rights-of-way or easements.

4.11.4 – Review Process

A. Design review of a transportation project authorized by the City's Transportation System Plan shall be processed as a Type II procedure subject to the process in Section 4.1.4, Type II Procedure (Administrative).

B. An application for conditional use approval of a transportation project not authorized by the City's Transportation System Plan shall be processed as a Type III procedure subject to the process in Section 4.1.5, Type III Procedure (Quasi-Judicial).

C. Modifications to conditional use approvals issued under this chapter shall be processed in accordance with Chapter 4.6, Modifications to Approved Plans and Conditions of Approval.

4.11.5 Application Requirements for Transportation Projects Authorized by the City's Transportation System Plan

A. In addition to the requirements in Section 4.1.4.C, an application for design review of a transportation project authorized by the City's Transportation System Plan must include the following.

1. Plans that show:
   a. If Chapter 3.7.3, Flood Damage Prevention Regulations, is applicable:
      (1) The location of stream channels and the boundaries of the flood plain and floodway as shown on National Flood Insurance Program maps;
      (2) The location of dikes, revetments, and other flood control works;
      (3) The location of sanitary sewer system facilities, water lines, gas lines, and wells, including distances from property lines and creek/river bank;
      (4) The location and elevation of the temporary elevation marks required in subsection B, below.
   b. If Chapter 3.7.2, Riparian Setbacks, Protection of Class 1 & 2 Streams, is applicable, the location of the stream bank and top of bank shall be noted on the plan.
   c. The boundaries of the Bear Creek Greenway, if project improvements would cross one or more of the boundaries.
   d. For each location where subsection a, b, or c of this section applies or where the project would impact a site or building designated under Section 2.7.4, Designation of Historic Buildings or Sites, the information in subsections 4.11.6.A.2.a, b, and c.
2. Other plans or documentation needed to demonstrate that the improvements meet the standards in subsection 4.11.7.B of this chapter.
3. A description of each instance in which the applicant proposes a variance from a standard in subsection 4.11.6.B of this chapter, and, for each such variance, an explanation of why the public interest and conditions specific to the location justify the variance.

B. If Section 3.7.3, Flood Damage Prevention Regulations, is applicable:

1. Two temporary elevation marks within 50 feet of the proposed development shall be placed by the applicant's registered engineer or surveyor. Elevations shall be established from reference mark elevations shown on the Flood Insurance Program Map.
2. The floodway boundary shall be marked every 50 feet in the area of the proposed improvements by the applicant's registered engineer or surveyor. The floodway shall be established from the National Insurance Program maps.

4.11.6 – Application Requirements for Transportation Projects Not Authorized by the City's Transportation System Plan

A. In addition to the requirements in Section 4.1.5.B, an application for conditional use approval under this Chapter must include the following.

1. A written description of the proposed project and explanation of how it is consistent with the goals and policies of the City's Transportation System Plan on roadways, bicycle facilities, and pedestrian facilities.
2. Plans that show:
   a. Existing and proposed boundaries of rights-of-way and permanent easements.
   b. All existing and proposed transportation improvements, including, but not limited to, roadways, bridges, traffic signals, pedestrian facilities, bicycle facilities, retaining walls, noise walls, signs, illumination, drainage facilities, and locations where fill is required.
   c. Existing conditions within the limits of the proposed improvements and within 100 feet of the project limits, including but not limited to:
      (1) The location and type of structures and other improvements, including proposed removal of structures and other improvements;
      (2) Tax lot boundaries and areas, building setbacks, and property dimensions for all properties within 100 feet of the proposed improvements; and
      (3) Proposed alterations, if any, to existing parking and access.
   d. Proposed access control locations, if any.
   e. Proposed landscaping, including the location and name of trees, shrubs, and ground cover plants, and descriptions of non-plant ground covers, as well as proposed irrigation facilities.
   f. Proposed facilities for stormwater drainage and treatment.
   g. Cross sections of the proposed improvements.
   h. If Chapter 3.7.3, Flood Damage Prevention Regulations, is applicable:
      (1) The location of stream channels and the boundaries of the flood plain and floodway as shown on National Flood Insurance Program maps;
      (2) The location of dikes, revetments, and other flood control works;
      (3) The location of sanitary sewer system facilities, water lines, gas lines, and wells, including distances from property lines and creek/river bank; and
      (4) The location and elevation of the temporary elevation marks required in subsection B, below.
   i. If Chapter 3.7.2, Riparian Setbacks and Protection of Class 1 & 2 Streams, is applicable, the location of the stream bank and top of bank shall be noted on the plan.
   j. The boundaries of the Bear Creek Greenway, if project improvements would cross one or more of the boundaries.

3. Other plans or documentation needed to demonstrate that the improvements meet the standards of this chapter.

4. A description of each instance in which the applicant proposes a variance from a standard in subsection 4.11.6.B, and, for each such variance, an explanation of why the public interest and conditions specific to the location justify the variance.

B. If Section 3.7.3, Flood Damage Prevention Regulations, is applicable:

1. Two temporary elevation marks within 50 feet of the proposed development shall be placed by the applicant's registered engineer or surveyor. Elevations shall be established from reference mark elevations shown on the Flood Insurance Program Map.

2. The floodway boundary shall be marked every 50 feet in the area of the proposed improvements by the applicant's registered engineer or surveyor. The floodway shall be established from the National Insurance Program maps.

4.11.7 – Standards

A. Only the standards in this Section shall apply to transportation projects regulated by this chapter.

B. Standards Applicable to Projects Authorized by the City's Transportation System Plan

1. **Flood Damage Prevention.** If Section 3.7.3, Flood Damage Prevention Regulation is applicable, the project must comply with applicable standards in Section 3.7.3.E, Provisions for Flood Hazard Reduction.

2. **Riparian Setbacks and Protection of Class 1 & 2 Streams.** If applicable, the project must comply with the standards in Chapter 3.7.2, Riparian Setbacks, Protection of Class 1 & 2 Streams.

3. **Bear Creek Greenway.** If applicable, the project must comply with the standards in Chapter 2.8, Bear Creek Greenway District.

4. **Historical and Cultural Resources.** The improvements shall not significantly impact a site or building designated under Section 2.7.4 of this Code unless the application demonstrates that the impact is unavoidable and that the applicant commits to take reasonable efforts to mitigate the unavoidable impact.

C. Approval Standards Applicable to Projects Not Authorized in the City's Transportation System Plan

1. **Consistency with Transportation System Plan.** The project must be consistent with the goals and policies of the City's Transportation System Plan on roadways, bicycle facilities, and pedestrian facilities.

2. **Street Design Standards.** The project must meet or exceed the applicable standards in Table 3.5.2, City of Phoenix Right-of-Way and Street Design Standards, in Chapter 3.5, Street and Public Facilities Standards. Where a range of widths is indicated, the Planning Commission shall determine the appropriate width standard based on the factors in Section 3.5.2.F.

3. **Landscaping.** Project improvements, including landscaped medians, must comply with all standards in Section 3.3.3, New Landscaping, applicable to planting strips.

4. **Stormwater Drainage and Treatment.** The Public Works Director or City Engineer approves the design of proposed facilities for stormwater drainage and treatment.
5. **Flood Damage Prevention.** If Section 3.7.3, Flood Damage Prevention Regulation is applicable, the project must comply with applicable standards in Section 3.7.3.E, Provisions for Flood Hazard Reduction.
6. **Riparian Setbacks and Protection of Class 1 & 2 Streams.** If applicable, the project must comply with the standards in Chapter 3.7.2, Riparian Setbacks, Protection of Class 1 & 2 Streams.
7. **Bear Creek Greenway.** If applicable, the project must comply with the standards in Chapter 2.8, Bear Creek Greenway District.
8. **Historical and Cultural Resources.** The improvements shall not significantly impact a site or building designated under Section 2.7.4 of this Code unless the application demonstrates that the impact is unavoidable and that the applicant commits to take reasonable efforts to mitigate the unavoidable impact.
9. **Non-linear Facilities.** Non-linear transportation facilities, such as park-and-ride lots, shall meet all development standards applicable in the zone in which they are proposed to be located.

4.11.8 – Conditions of Approval

An approval issued under this chapter shall impose conditions to ensure compliance with the standards in subsection 4.11.7.B and C of this chapter.

4.11.9 – Variances from Standards of Approval

Approvals issued under this chapter may allow variances from standards in subsection 4.11.7.B and C of this chapter, if, for each such variance, the approval includes:

A. As a condition of approval, the requirement the project must meet as an alternative to compliance with the standard; and

B. Findings that the public interest and conditions specific to the location justify the variance.

4.11.10 – Expiration of Approval

Approval of a transportation project under this chapter shall be void after five years, unless substantial construction pursuant to the approval has taken place.

ORDINANCE NO. 933

Attachment 6

ATTACHMENT 6

AMEND THE CITY OF PHOENIX LAND DEVELOPMENT CODE, CHAPTER 3.10, BY ADDING SECTION 3.10.2, MOTOR VEHICLE TRIP REDUCTION DESIGNS AND PROGRAMS, AND AMEND THE CITY'S OFFICIAL LAND USE DISTRICTS MAP BY INCLUDING THE BOUNDARY OF THE MOTOR VEHICLE TRIP REDUCTION DESIGNS AND PROGRAMS OVERLAY ZONE. [FILE NOS. LDC09-01 and ZO 09-03.]

WHEREAS, the need for adoption of the Interchange Area Management Plan – Exit 24 and amendments to the Land Development Code are contingent on the selection of a build alternative for the replacement of the Fern Valley Interchange after October 18, 2010 submittal of the I:5: Fern Valley Interchange Environmental Assessment.

WHEREAS, adoption of this ordinance will amend the City's Land Development Code, Chapter 3.10, by adding Section 3.10.2, Motor Vehicle Trip Reduction Designs and Programs, and amend the City's Official Land Use Districts map by including the boundary of the Motor Vehicle Trip Reduction Designs and Programs Overlay Zone.

WHEREAS, the approval process and authority regulating Land Use Districts map and Land Development Code text amendments are contained in Sections 4.7.2 and 4.1.6 of the Phoenix Land Development Code.

WHEREAS, Oregon Revised Statutes (ORS) 197.610 governs legislative amendments to the Land Development Code.

WHEREAS, notice of the proposed amendments were sent to the Department of Land Conservation and Development (DLCD) on March 27, 2009.

WHEREAS, pursuant to ORS 197.763 (1) though (4) property owner notice was sent to affected property owners within the Motor Vehicle Trip Reduction Designs and Programs Overlay Zone on July 29, 2009.

WHEREAS, the Phoenix City Council held properly advertised study sessions on September 1, 3 and 15, and October 15, 2009, and properly advertised public hearings on August 17, September 21, and October 19, 2009, and the public hearings were closed on October 19, 2009.

NOW THEREFORE, The City Council of the City of Phoenix ORDAINS as follows:

Section 1. Approval Process and Authority: Sections 4.7.2 and 4.1.6 of the Phoenix Land Development Code regulate Land use Districts map and Land Development Code text amendments.

Section 2. Findings:

1) Chapter 4.7 of the Phoenix Land Development Code regulates Land Use District map and Land Development Code text amendments. A decision on the proposed legislative changes shall be based on all of the following criteria:

a) Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval.

FINDING: The Goal of the Transportation Element (Section X, Transportation Element) of the Phoenix Comprehensive Plan is to preserve the function and value of the existing transportation system. Within the Fern Valley Interchange Area, the Comprehensive Plan specifically directs the City to require traffic mitigation measures and transportation demand strategies with all new development and changes in use to ensure the continued functionality of the interchange. The adoption of the Motor Vehicle Trip Reduction Designs and Programs Land Use District map and Land Development Code text amendments, with incentives for design features and programs which will reduce motor vehicle trip generation for new development in the interchange area, along with the flexibility of property owners to exchange trips through the trip budget bank, will provide continued compliance with this goal.

b) Demonstration of compliance with all applicable standards and criteria of this Code, and other applicable implementing ordinances.

FINDING: By complying with these approval criteria, these amendments comply with the Phoenix Land Development Code.

c) Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property that is the subject of the application.

FINDING: The Fern Valley Interchange Area has continued to grow with commercial development, as envisioned in the Phoenix Comprehensive Plan. This commercial development, along with the attendant commercial truck and customer traffic, as well as regional commuter traffic has continued to increase the traffic load in the Fern Valley Interchange Area, leading to a marked reduction in level of service and the need for a new and improved interchange. The continued demand for commercial development in the Fern Valley Interchange Area must be moderated in an equitable fashion, allowing property owners the right to develop their property for commercial uses, while not significantly limiting the ability of other property owners from also developing their properties. The Motor Vehicle Trip Reduction Designs and Programs is a voluntary provision which allows existing businesses and new development a mechanism to expand or develop at greater capacities than currently envisioned by providing specific design features which will reduce the generation of motor vehicle trips.

2) Provisions of Section 4.7.6, Transportation Planning Rule Compliance. Amendments to the comprehensive plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

a) Limiting allowed land uses to be consistent with the planned function of the transportation facility; or

FINDING: The goal of these amendments is to allow development of individual properties, while limiting their traffic impact on the Fern Valley Interchange Area through the voluntary inclusion of specific design measures to reduce the generation of motor vehicle traffic generation. Since the goal is to limit traffic impacts, rather than limit specific land use, these amendments focus solely on the critical issue of voluntary design to reduce traffic generation in the Fern Valley Interchange Management Area. Incentives are given to reduce trips and encourage employees and customers to utilize transit and car or van pools.

b) Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or

FINDING: A legislative component of the Interchange Area Management Plan – Exit 24 includes an amendment to the Transportation System Plan (Section X, Transportation Element) of the Phoenix Comprehensive Plan to help ensure that development and transportation facilities maintain adequacy and consistency with each other.

c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

FINDING: The goal of these amendments is to allow continued development in the Fern Valley Interchange Area, while minimizing the traffic impacts of that development. To that end, these amendments provide incentives which will allow existing business owners who wish to expand and new developers within the Fern Valley Interchange Area to exceed the Trip Budget allocations, or develop at higher traffic capacity by including specific design features in their expansion or development plans which will reduce the generation of motor vehicle trips, in keeping with this policy.

Section 3. Conclusions of Law.

1) Adoption of this ordinance is in compliance with the City of Phoenix Land Development Code Chapter 4.7 which regulates Land Use District map and Land Development Code text amendments.

2) The adoption and implementation of the Motor Vehicle Trip Reduction Designs and Programs complies with the Transportation Planning Rule because it provides a voluntary, equitable mechanism for existing business owners and new commercial developers to develop their property while assuring that the function, capacity and level of service of the Fern Valley Interchange Area streets are maintained for the businesses, their clients and the travelling public.

3) The addition of a Motor Vehicle Trip Reduction Designs and Programs section to the Phoenix Land Development Code is in compliance with the goals and policies of the Phoenix Comprehensive Plan because it implements the Goals and Policies of the Transportation System Plan (Section X – Transportation Element) of the Comprehensive Plan. By making available the Motor Vehicle Trip Reduction Designs and Programs for existing businesses and new commercial developers, expansion and new development alike will help minimize the traffic increases that could exceed the design capacity of the existing transportation system. The implementation of the Motor Vehicle Trip Reduction Designs and Programs complies with the Phoenix Comprehensive Plan, Phoenix Land Development Code and the Transportation Planning Rule.

Section 4. Amendments of the Land Development Code and Land Use Map:

1) Amendment of the Land Development Code: To implement Transportation System Management state policy, the City of Phoenix hereby amends the Phoenix Land Development Code by adding the following new section:

Section 3.10.2 – Motor Vehicle Trip Reduction Designs and Programs

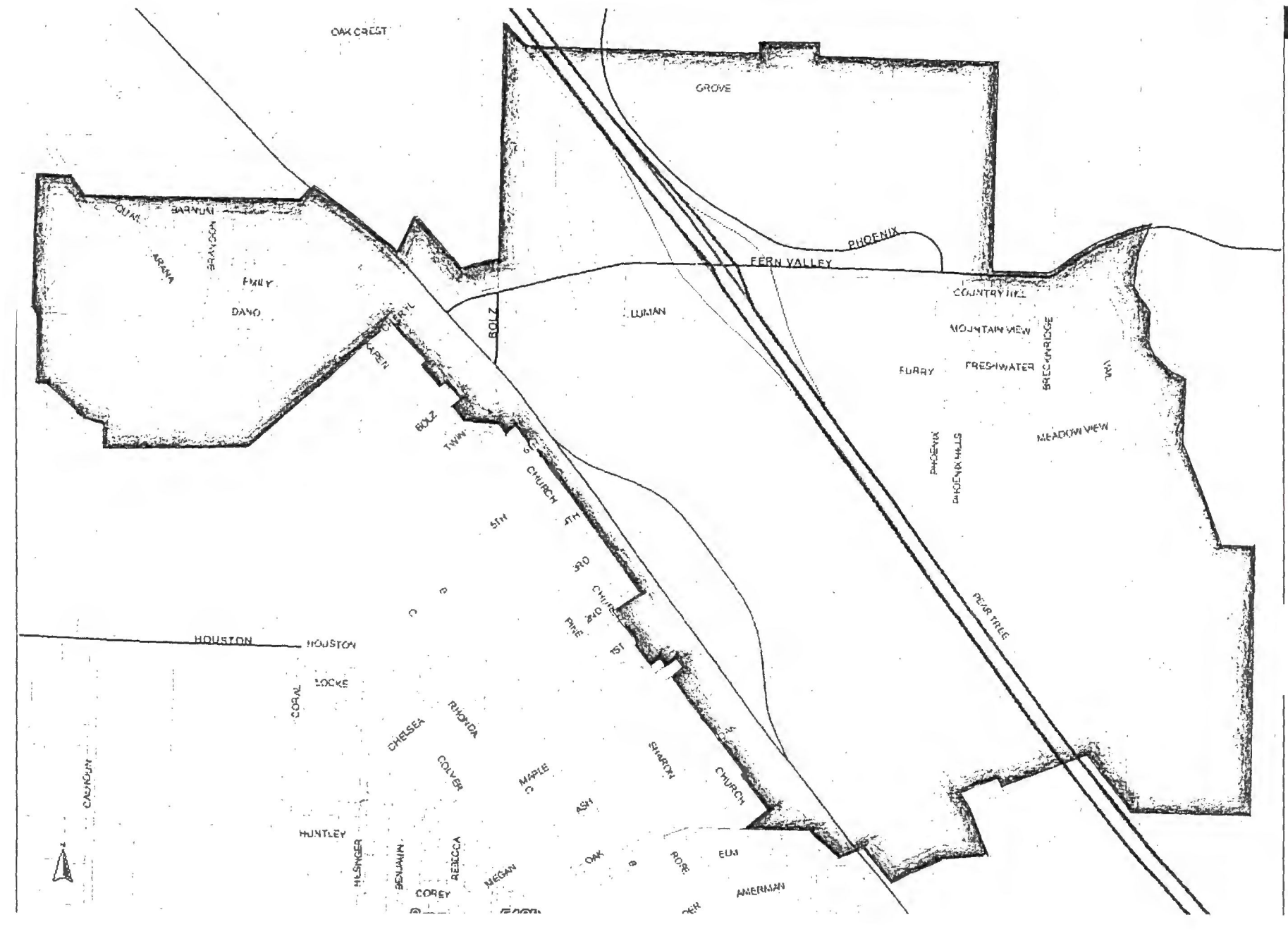
A. Purpose. The primary purpose of this section is to provide a means by which the city can enforce commitments made by an applicant when the applicant seeks City approval of a development project and represents that features of the proposed development will reduce the number of new motor vehicle trips that the development would otherwise generate. A secondary purpose is to provide assurance to an applicant who makes such commitments that other land developments will bear a similar obligation to meet their commitments.

B. Applicability. This section applies to applications for site design approval, conditional use permits, subdivisions, and partitions.

C. Requirement. An applicant shall propose specific design features and/or programs to reduce the generation of motor vehicle trips. These shall be in addition to features to comply with other requirements of this chapter. At a minimum, such design features or programs shall achieve the motor vehicle trip reduction that is projected in the application, if such projection is a basis for land use approval. Such features and programs shall be tailored to the proposed uses, the site's location, and the surrounding transportation system, including existing and planned motor vehicle, bicycle, pedestrian and transit improvements and transit service. Illustrative examples of design features and programs are:

- Providing showers and locker rooms for employees to facilitate walking or biking to work.
- Providing or subsidizing public transit passes or fares for employees.
- Reimbursing customers for the cost of taking public transit with a minimum purchase.
- Providing preferred parking locations to employee carpools and vanpools.
- Supporting telecommuting by employees, i.e., working at home one or more days a week instead of commuting to a workplace.
- Scheduling shift changes at times other that peak traffic hours.
- At appropriate locations, providing a bus transfer site, as described in the Interchange Area Management Plan, I-5: Fern Valley Interchange as part of the Transportation System Plan (Section X, Transportation Element) of the Comprehensive Plan.

2) Amendment of the City's Official Land Use Districts Map. The City's Official Land Use Districts Map is hereby amended to include the boundary of the Motor Vehicle Trip Reduction Designs and Programs Overlay Zone, consistent with attached Exhibit A.



JACKSON COUNTY

INFORMATION TECHNOLOGY

MVTRD&P OVERLAY ZONE

Front Counter Legend

Tax Lot Outlines

Exhibit A

JACKSON COUNTY
oregon

This map is based on a digital database compiled by Jackson County From a variety of sources. Jackson County cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.

DEPT OF

JUN 27 2011

LAND CONSERVATION
AND DEVELOPMENT

CITY OF PHOENIX
O • R • E • G • O • N

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