



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT



May 8, 2008

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Medford Plan Amendment
DLCD File Number 002-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: May 20, 2008

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 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 DATE SPECIFIED ABOVE.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Bill Holmstrom, DLCD Transportation Planner
John Renz, Dlcd Regional Representative
Cheryl Adams, City of Medford

<paa> ya/

FOR 2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: **City of Medford**

Local file number: **DCA-04-110**

Date of Adoption: **4/17/2008**

Date Mailed: **4/28/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Select one** Date: **2/1/2008**

☐ 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".

Ordinance Amending Chapter 10 of the MLDC by amending Sections 10.463 and 10.735 and replacing Sections 10.445 and 10.550 pertaining to standards for access management, intersection sight visibility, curb radii and traffic signal spacing.

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

Plan Map Changed from: **na**

to: **na**

Zone Map Changed from: **na**

to: **na**

Location: **na**

Acres Involved: **0**

Specify Density: Previous: **na**

New: **na**

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

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

DLCD # 002-08 (16680)

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Local Contact: **Cheryl Adams**

Phone: **(541) 774-2398** Extension: **2398**

Address: **200 S. Ivy, Lausmann Annex**

Fax Number: **541-618-1708**

City: **Medford**

Zip:

E-mail Address: **cheryl.adams@cityofmedford.org**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. **Send this Form and TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**
2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. **Please Note:** Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 2008-70

AN ORDINANCE amending Chapter 10 of the Medford Code by amending Sections 10.463 and 10.735, and replacing Sections 10.445 and 10.550 pertaining to standards for access management, intersection sight visibility, curb radii, and traffic signal spacing.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

Section 1. Section 10.445 of the Medford Code is hereby replaced:

~~10.445 Intersection Radius.~~

~~Intersections of streets with fewer than four moving lanes of traffic for each street shall have a corner radius at the right-of-way line of not less than fifteen (15) feet. Intersections of streets which have or are planned to have, four or more moving traffic lanes for each street shall have a corner radius at the property line of not less than thirty (30) feet. The City Engineer may approve exceptions up to five (5) feet less in order to match existing conditions or provide desired design controls.~~

10.445 Street Intersection Curb Radius Standards.

(1) The minimum curb radius for various street classes when intersecting an Arterial or Collector street shall be as follows:

Minimum Access Streets	None
Private Alleys	None
Public Alleys	None
Residential	25 feet
Commercial	30 feet
Industrial	30 feet
Collector	35 feet
Arterial	35 feet

(2) Curb radii for certain intersections designated for corner extensions in the Central Business District (CBD) overlay zoning district shall be consistent with Section 10.358 (3), Figures 13, 14 and 15.

(3) The minimum curb radius for lower order street classes intersecting one another shall be 20 feet.

(4) The Public Works Director or designee may approve a variance from the minimum curb radius requirements upon demonstration by the applicant that the safety of motorists, cyclists, and pedestrians, both on-site and off-site, will be equal to or enhanced by variance of such requirements, and that the proposed design is in accordance with normally accepted engineering practices set forth in AASHTO publication "*A Policy on Geometric Design of Highways and Streets*", current edition.

Section 2. Section 10.463 of the Medford Code is amended to read as follows:

10.463 Traffic Control Devices **and Traffic Signal Spacing.**

(1) Whenever, as the result of additional traffic generated by a proposed development, the City Traffic Engineer determines the need for a traffic signal or regulatory sign, such determination being based on the Manual on Uniform Traffic Control, 1979 Edition, the recommendation of the City Traffic Engineer shall be included as a staff recommendation to the approving agency (Planning Commission). If approved by the approving agency (Planning Commission) the developer shall be responsible for installing said devices and signs [or participation on a pro-rata basis in a local improvement district].

(2) **The minimum center-of-intersection to center-of-intersection spacing for new traffic signals shall be 1,320 feet for arterial streets, and 1,000 feet for collector streets.**

When part of a Class C Plan Authorization, the Public Works Director or designee shall forward a recommendation on minimum traffic signal spacing standards to the approving authority. The recommendation shall be based on the progression analysis described below.

When not part of a Class C Plan Authorization, the Director of Public Works or designee may approve a variance from this minimum spacing requirement. Variance from the minimum signal spacing shall require a progression analysis that shows peak hour speeds are no less than five miles per hour below the posted speed(s). A Registered Engineer or Registered Traffic Engineer within the State of Oregon shall conduct the analysis, and all work shall be scoped by the Public Works Department prior to commencing a study and shall be consistent with section 10.461.

Section 3. Section 10.550 of the Medford Code is hereby replaced:

~~10.550 Driveway Approaches:~~

~~Driveway approaches shall be designed as per the following schedule:~~

MAXIMUM [MINIMUM] DRIVEWAY WIDTH AND RADII STANDARDS				
ZONING DISTRICT				
	SFR	MFR	C	I
WIDTH	15 ft.	15 ft.	20 ft.	25 ft.
STREET CLASS				
Residential	curb cut	curb cut	curb cut	curb cut
Commercial/	curb cut	curb cut	curb cut	curb cut
Industrial		15' radius	15' radius	15' radius
		20' radius	20' radius	20' radius
Collector	curb cut	curb cut	curb cut	
		15' radius	15' radius	30' radius

	20' radius	20' radius	
Arterial w/ full deceleration lane	curb cut 15' radius 20' radius	curb cut 15' radius 20' radius	curb cut 50' radius
Arterial w/ 3rd travel lane	curb cut 15' radius 20' radius	curb cut 15' radius 20' radius	curb cut 50' radius
Arterial w/ 2 lanes or less and partial or no deceleration lane	curb cut 15' radius 20' radius	curb cut 15' radius 20' radius	curb cut 50' radius

1— For multiple residential, service commercial, and general retail, standard curb cuts shall be used if the anticipated ADT for the use, based on gross floor area, is less than 500 trips per day; radius return type driveways with a 15' radius if the ADT is between 500 and 1000 trips per day.

2— A minimum of between 30' and 50' turning radii should be required for driveways when multi-unit vehicles or single-unit vehicles exceeding 30 feet in length are intended to use the driveway on a sufficiently frequent basis as determined by the traffic engineer.

3— Curb cuts for existing single-family residential units should only be allowed on existing collector and arterial streets.

4— Distance between proposed driveway and existing driveways to be considered. A minimum of 10 feet between existing and proposed driveway flares may be permitted, except where existing conditions dictate otherwise. Additional consideration should be given to traffic volume and providing for parking spaces as per detail on opposite side.

NOTE: DRIVEWAY STANDARDS ESTABLISHED HEREIN PERTAIN TO A STANDARD CURB WITH A SIX INCH EXPOSURE. OTHER CURB EXPOSURES WILL VARY THE STANDARDS SOMEWHAT, THE CITY ENGINEER WILL DETERMINE ALLOWABLE VARIANCE.

10.550 Access Standards.

(1) Driveway Throat Width Standards.

Driveways that connect to a public right-of-way shall be constructed according to the standards in Tables 10.550-1 and 10.550-2. See Figure 10.550-1 for driveway throat, flare and radius definitions.

For the purposes of this section, Minimum Access Streets and alleys shall be considered driveways.

**Table 10.550-1
Driveway Throat Widths**

Street Classification	Land Use on Parcel to be Served by the Driveway*			
Local (All streets other than Collectors or Arterials.)	SFR	MFR	COMMERCIAL	INDUSTRIAL
Less than 500 ADT***	12 to 18 ft.****	18 to 24 ft.	24 to 30 ft.	24 to 30 ft.
500 to 1,000 ADT***			24 to 30* ft.	24 to 36 ft.
Greater than 1,000 ADT***			24 to 36* ft.	24 to 36 ft.
Collector	SFR	MFR	COMMERCIAL	INDUSTRIAL
Less than 500 ADT***	12 to 24 ft. (Shared Approach Only)	18 to 36 ft.	18 to 24 ft.	24 to 36 ft.**
500 to 1,000 ADT***			18 to 36 ft.**	24 to 36 ft.**
Greater than 1,000 ADT***			18 to 36 ft.**	24 to 36 ft.**
Arterial	SFR	MFR	COMMERCIAL	INDUSTRIAL
Less than 500 ADT***	No direct access unless no alternative exists, then 12 to 20 ft. (Shared Approach Only)	No direct access unless no alternative exists, then 18 to 36 ft.	18 to 24 ft.	24 to 30 ft.
500 to 1,000 ADT***			18 to 30 ft.	24 to 36 ft.
Greater than 1,000 ADT***			18 to 36 ft.	24 to 36 ft.

***Institutional uses shall be considered commercial uses for the purposes of this subsection.**

****Driveway throat widths greater than 24 feet shall be granted only for full movement approaches that warrant a left turn lane.**

*****ADT = Average Daily Trips using the proposed driveway, determined from the latest version of the Institute of Transportation Engineering handbook based on the expected ultimate use of the site.**

******May be up to 24' with approval of Public Works Director or Designee.**

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(2) Driveway Radius Standards.

**Table 10.550-2
Driveway Radius Standards**

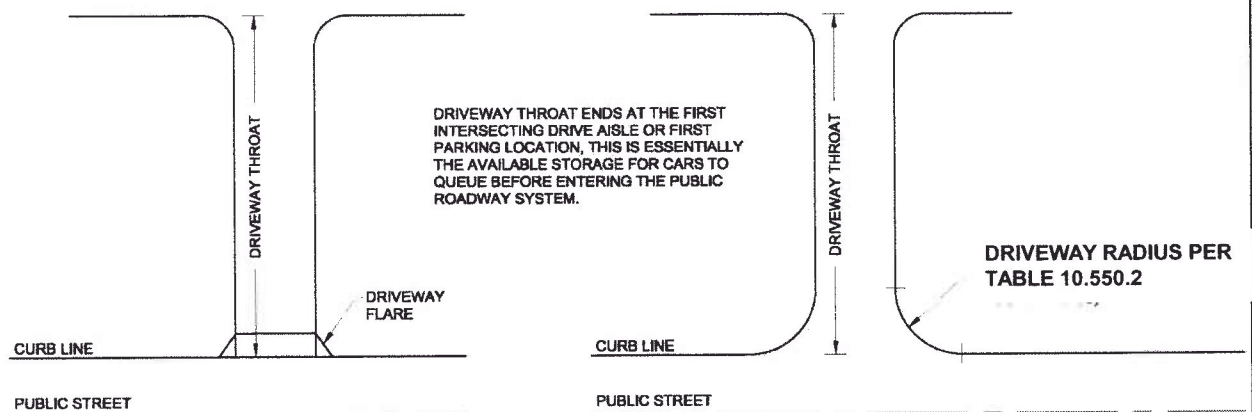
Street Classification	Land Use on Parcel to be Served by the Driveway*			
	SFR	MFR	COMMERCIAL	INDUSTRIAL
Local	Curb Cut	<6 units: curb cut >6 units: 15 ft. radius	Curb cut or 20 ft. radius	Curb cut or 20 ft. radius
Collector	Shared Access Curb cut	20 ft. radius	20 ft. radius	25 ft. radius
Arterial	No direct access unless no alternative exists, then 15 ft. radius.	25 ft. radius	25 ft. radius	25 ft. radius

***Institutional uses shall be considered commercial uses for the purposes of this subsection.**

Curb Cut = Dropped Curb with Portland Concrete Cement driveway apron per current City of Medford Standard Drawings

Radius = At-grade driveway approach with 6-inch curbs per current City of Medford Standard Drawings

**Figure 10.550 – 1
Driveway Throat, Flare and Radius Definitions**



(3) Driveway Spacing and Locational Standards.

a. Arterial and Collector Streets

(1) Driveway Spacing and Location. No driveway access to an Arterial or Collector Street shall be allowed for any parcel that abuts the right-of-way of a lower order street or has legal right of access to any street via any abutting parcel(s).

No driveway access shall be allowed to an Arterial Street within 150 feet of the nearest right-of-way line of an intersecting street.

Driveways shall be placed adjacent to the property line of a contiguous parcel if possible to do so and meet driveway spacing requirements of this section.

No driveway access to an Arterial or Collector Street shall be located closer than allowed by the standards in Table 10.550-3, measured from the center of driveway to center of driveway.

**Minimum Driveway Spacing Standards (Center-to-Center)
Arterial and Collector Streets**

Table 10.550-3

SPEED LIMIT (MPH)	25	30	35	40	45
DRIVEWAY SPACING	145 ft.	195 ft.	250 ft.	315 ft.	385 ft.

(2) Number of Driveways for each Separately Owned Tract. Within the requirements set forth in a. (1) above, driveway access to an Arterial Street shall be limited to one driveway for each tract of property owned.

For purposes of this section, parcels that are contiguous under the same ownership or part of the same application for development shall be considered to be one tract of property.

(3) Cross-Access Easement Required. Any parcel or tract granted driveway access to an Arterial or Collector Street shall grant cross-access easements to all contiguous parcels or tracts that do not abut a street of a lower order than an Arterial or Collector Street. Site design must accommodate future use of such accesses.

Use of shared driveways on multiple parcels or tracts and cross-access easements shall be required when site and traffic conditions, including projections of future traffic volumes and movements, indicate that such requirements will preserve the capacity and safety of the transportation system.

(4) Management of the Transportation System. Granting of driveway access to a public right-of-way is not a guarantee that future improvements designed to improve safety and capacity will not be constructed in the public right-of-way. Medians, turning movement restrictions, signs, signals, and striping may be installed by the City or others with the

approval of the Public Works Director or Designee, to preserve and enhance the function of the transportation system.

b. Local Streets

A minimum distance of three (3) feet shall be maintained between the closest portions of adjacent driveway flares as measured along the curb on local streets, except where existing conditions dictate otherwise. Cul-de-sacs are exempt from these standards.

The closest edge of a driveway shall be a minimum of 35 feet from any intersecting local streets measured along the curb to the nearest right-of-way line of the intersecting street. If the parcel does not have sufficient width to meet this requirement, the driveway shall be located adjacent to the property line farthest from the intersecting street, and no authorization for larger driveway width shall be granted.

c. Alternative Access Spacing and Location

The standards set forth in Sections 10.550 (3) (a) and (b) above are the City's basic access standards. The City also recognizes that unique situations and/or complex projects may warrant alternative driveway spacing and locations.

(1) **Approval of Alternative Access Locations:** When part of a Class C Plan Authorization, the Public Works Director or designee shall forward a recommendation on alternative access spacing and locations to the approving authority. When not part of a Class C Plan Authorization, the Public Works Director or designee may authorize an administrative adjustment to the access spacing and locational standards in 10.550 (3.) (a) and/or (b) above under one or both of the following circumstances:

i. The adjustment will align the requested driveway with a driveway across the street and the Public Works Director's (or designee's) professional opinion is that this configuration will improve safety and/or operations.

ii. Where no proposed access location can satisfy all the standards in Section 10.550 (3.) (a) and/or (b), the driveway may be located in the location that best meets the City's access management standards in the professional opinion of Public Works Director (or designee).

(2) **Redevelopment:** Redevelopment as used in this section means that a parcel(s) has existing legal access and physical improvements and the property owner is seeking procedural Class C plan authorizations for new development permits. In the case of redevelopment, the approving authority may require the provision of cross-access easements and geometric/physical improvements to any and all accesses in accordance with current standards. Redevelopment applications shall propose changes to the number and/or centerline location(s) of existing driveway(s), and shall demonstrate that the proposed changes will bring the parcel into, or at a minimum, closer to compliance with existing standards.

(3) **Area Plans:** Access spacing and location may be evaluated as part of a special area plan. The approving authority may adopt specific standards through a special

area plan such as a neighborhood plan and/or master plan. Where such plans are adopted, any conflict between the special area plan access and location standards and the standards in Section 10.550 (3) (a) and/or (b) above shall be resolved in favor of the special area plan provisions.

(4) New Development: At an applicant's request, the approving authority will evaluate alternative access spacing and location on a project basis in conjunction with procedural Class C plan authorizations. Evaluation of alternative access location and spacing for projects shall be based upon a Transportation Impact Analysis (TIA) prepared by a professional engineer licensed in the State of Oregon with expertise in transportation. The Public Works Director (or designee) will provide a scope of work for the TIA and will issue a report to the approving authority stating his/her professional opinion as to the technical adequacy of the TIA and whether it demonstrates compliance with the criteria for access spacing and location for the project. The TIA will consider motorists, cyclists and pedestrians. The approving authority will evaluate the project's access spacing and location, in one of the following ways:

i. If the conclusions of the TIA and the professional opinion of the Public Works Director (or designee) concur that the safety and operations of the project's proposed access spacing and location will, at the time of development, be equal to or better than application of the standards in 10.550 (3) (a) and/or (b) above *for all studied facilities*, the approving authority will accept the access spacing and location proposed at the time of project review.

If the Public Works Director's professional opinion is not consistent with the conclusions of the TIA, the approving authority will review the competing testimony by the professional engineers with expertise in transportation and will approve, modify, or deny the proposed alternative access design; or

ii. If the conclusions of the TIA and the professional opinion of the Public Works Director (or designee), concur that the safety and operations of the project's proposed access spacing and location will, at the time of development, be equal to or better than application of the standards in 10.550 (3) (a) and/or (b) above *for the transportation system as a whole*, the approving authority may accept the access spacing and location proposed at the time of the major project review provided all facilities will still meet basic transportation engineering safety requirements; or

iii. If the conclusions of the TIA find that the safety of the project's proposed access location and spacing will, at the time of development, meet basic transportation engineering safety requirements and the approving authority concludes that the proposed access spacing and location will significantly advance one or more of the Goals and/or Policies of the Comprehensive Plan, the approving authority may accept the access spacing and location proposed at the time of project review.

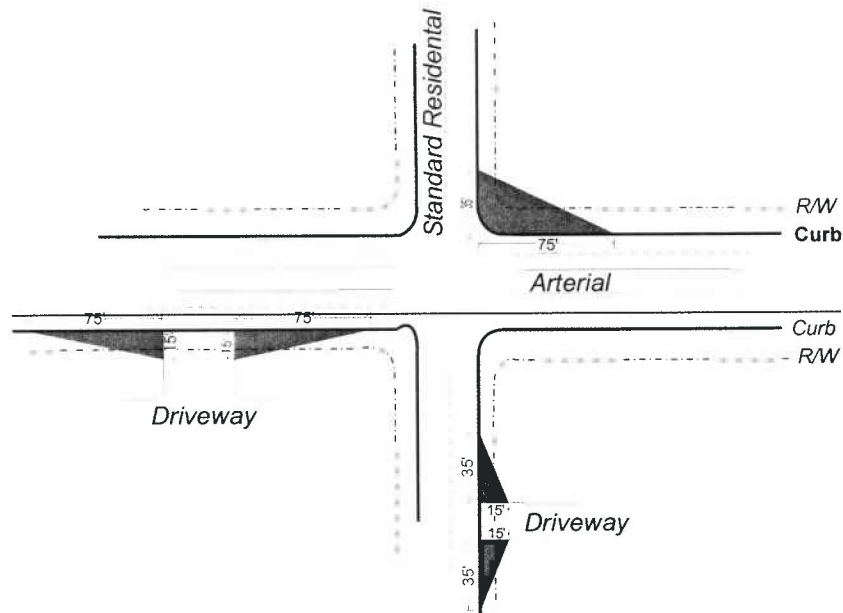
Section 4. Section 10.735 of the Medford Code is amended to read as follows:

10.735 Clear View of Intersecting Streets.

- (1) In order to provide a clear view of intersecting streets to the motorist, there shall be a triangular area of clear vision formed where two streets or a street and a driveway or alley intersect. The size of the triangular area is a function of traffic volume and speed.
- (2) On any portion of a lot that lies within the triangular area described and illustrated below, nothing shall be erected, placed, planted, or allowed to grow in such a manner as to impede vision between a height of three (3) feet and ten (10) feet above the height of the top of the curb. Where there is no curb, the height shall be measured from the street center lines.
- [Amd. Sec. 3, Ord. No. 8010, Dec. 21, 1995]
- (3) The triangular area shall be formed by the following three lines. (See Figure 5-2)
- The first line shall be the curb on the adjacent street;
- The second line shall be the curb on the other street, or the nearest edge of the driveway or alley;
- The third line shall connect two points, located on the above two lines, that are the specified distance depending on street type or driveway and alley as stated in the table below, from the intersection of the above lines.

<u>Road Classification</u>	<u>Distance along specified lines from intersection point</u>
Driveway or alley	15 feet
Residential street (all kinds)	35 feet
Commercial, industrial, frontage	50 feet
Collector, arterial	75 feet

Figure 5-2



For streets with no curb, the anticipated location of the curb at full street build-out per Tables IV-1 and IV-2 of Section 10.430A, shall be used. The following table specifies the distance the curb

would be from the outside edge of the right-of-way.

<u>Street Type</u>	<u>Distance from edge of right-of-way</u>
Arterial	12
Collector	11
Commercial	7
Industrial	5
Frontage	3
Standard Res.	7
Minor Res.	6
Lane	3

On one-way streets the triangle may be reduced or deleted from the down-stream side of the intersection with approval of the Engineering Division.

[Amd. Ord. No. 7021, Nov. 7, 1991.]

(4) The preceding provisions shall not apply to the following:

- (a) A public utility pole;
- (b) A tree trimmed (to the trunk) to a line at least eight feet above the level of the intersection;
- (c) Another plant species of open growth habit that is not planted in the form of a hedge and which is so planted and trimmed as to leave at all seasons a clear and unobstructed cross-view;
- (d) A supporting member or appurtenance to a permanent building lawfully existing on the date this standard becomes effective;
- (e) An official warning sign or signal;
- (f) A place where the natural contour of the ground is such that there can be no cross-visibility at the intersection.

(1) In order to provide a clear view of intersecting streets, there shall be a triangular area of clear vision formed where a street intersects with another street, driveway, or alley.

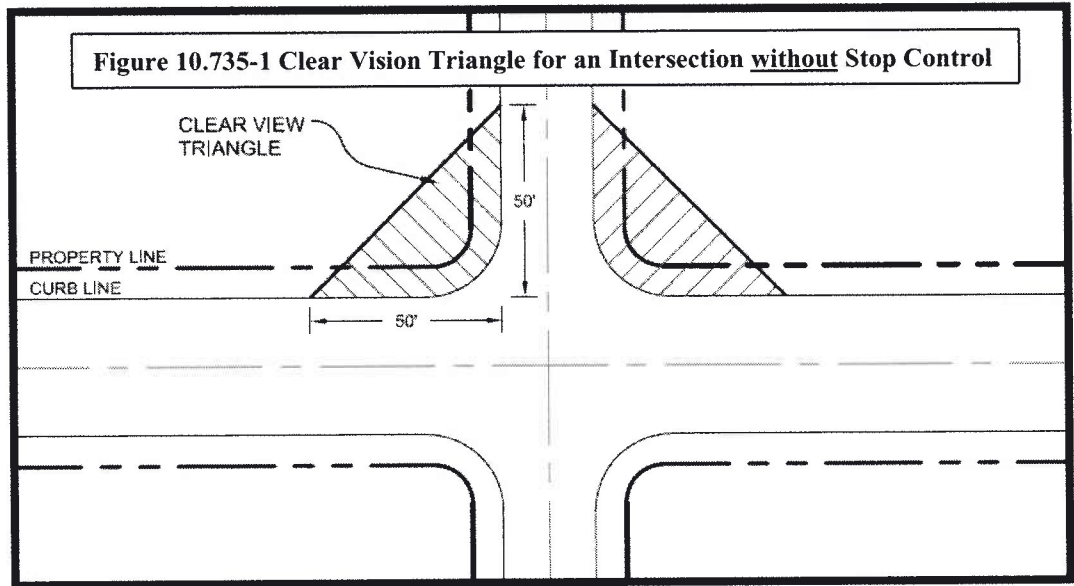
(2) The size of the triangular area is a function of traffic control, volume and speed. See Table 10.735 -1 below for posted speeds and site distances.

(3) On any portion of a lot that lies within the triangular area described and illustrated in Figures 10.735.-1 & 2, below, nothing shall be erected, placed, planted, or allowed to grow in such a manner as to impede vision between a height of three (3) feet and ten (10) feet above the height of the top of the curb. Where there is no curb, the height shall be measured from the street center lines.

(4) The triangular area of clear vision shall be determined based upon the type of stop control used at the subject intersection.

(a) The clear vision triangular area for an intersection of a street without stop control is shown in Figure 10.735-1. See Table 10.735-2 below for determining all other curb line distances.

Figure 10.735-1 Clear Vision Triangle for an Intersection without Stop Control



(b) The clear vision triangle area for an intersection of a street, alley or driveway with stop control is shown in Figure 10.735-2.

(c) Stop controlled intersections include driveways, alleys, and intersections with signals or stop signs.

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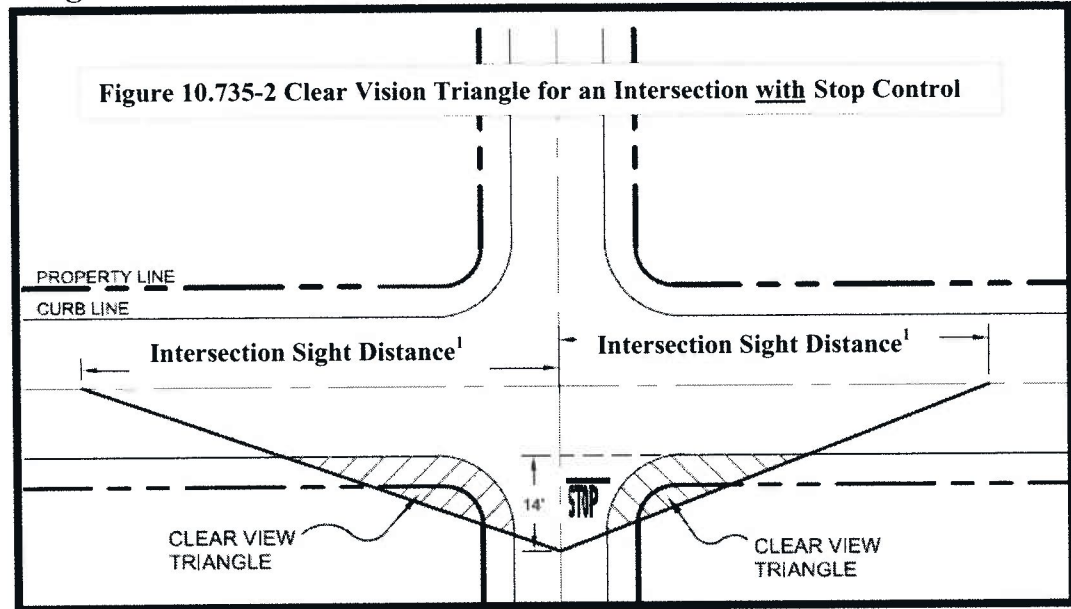
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Figure 10.735-2 Clear Vision Triangle for an Intersection with Stop Control



¹The clear vision triangle for intersections with stop control shall be determined using Table 10.735-1.

**Table 10.735-1
Intersection Site Distance**

POSTED SPEED LIMIT	INTERSECTION SIGHT DISTANCE (ft.)
20	225
25	280
30	335
35	390
40	445
45	500
50	555
55	610

(d) On one-way streets, the clear vision triangle may be reduced or deleted on the down-stream side of the intersection with approval of the Director of Public Works or designee.

(e) For alleys and streets with no curb in place, the anticipated location of the curb at full street build-out as per the current City of Medford Transportation System Plan (TSP)

shall be used. Table 10.735-2 specifies the distance the curb would be expected from the right-of-way line.

Table 10.735-2
Planned Distance from the Right-of-Way Line to Curb Line
For Different Street Classifications

Street Type	Right-of-Way Width (feet)	Distance Curb is to be Located from Edge of Right-of-Way (feet)
Major Arterial	100 ft.	15 ft.
Minor Arterial	78 ft.	15 ft.
Major Collector	74 ft.	15 ft.
Minor Collector	72 ft.	13.5 ft.
Commercial	63 ft.	13.5 ft.
Industrial	80 ft.	13.5 ft.
Standard Residential	63 ft.	13.5 ft.
Minor Residential	55 ft.	13.5 ft.
Residential Lane	30 ft.	3 ft.
Alley	Varies	0

- (5) The preceding provisions (1) through (4) of this Section shall not apply to the following:
- (a) A public utility pole;
 - (b) A tree trimmed (to the trunk) to a line at least eight feet above the level of the intersection;
 - (c) Another plant species, other than trees of open growth habit, that is not planted in the form of a hedge, and which is so planted and trimmed as to leave, at all seasons, a clear and unobstructed cross-view;
 - (d) A supporting member or appurtenance to a permanent building lawfully existing on the date this standard became effective;
 - (e) An official warning sign or signal;
 - (f) A place where the natural contour of the ground is such that there can be no cross-visibility at the intersection.

PASSED by the Council and signed by me in authentication of its passage this _____ day of _____, 2008.

ATTEST: _____
City Recorder

Mayor

APPROVED _____, 2008.

Mayor

NOTE: Matter in **bold** in an amended section is new. Matter ~~struck out~~ is existing law to be omitted.