Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

10/02/2009

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Medford Plan Amendment
DLCD File Number 014-09

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: Thursday, October 15, 2009

This amendment was submitted to DLCD for review prior to adoption. 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 THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

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

<paa> YA

FORM 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

☐ In person ☐ electronic ☐ mailed

DATE STAMP

DEPT OF
SEP 25 2009
LAND CONSERVATION AND DEVELOPMENT

Jurisdiction: **City of Medford**
Local file number: **DCA-09-038**
Date of Adoption: **9/17/2009**
Date Mailed: 9-23-09
Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 6/23/2009

☐ 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".

Consideration of a proposed Class 'A' (major) legislative amendment of the Medford Land Development Code to revise sections in Articles I, II, III, IV and V relating to street standards to make them consistent with the street standards contained in the adopted Transportation System Plan. Amendments relating to flag lots and minimum access easements seek to codify current departmental policies and to make criteria and standards clear and objective. Also includes minor, housekeeping-type changes.

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

Plan Map Changed from: **n/a** to:
Zone Map Changed from: **n/a** to: **n/a**
Location: **n/a** Acres Involved: **0**
Specify Density: Previous: **n/a** New: **n/a**
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 file No. 014-09 (17655) [15729]

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

Oregon Department of Transportation, Jackson County Roads, Rogue Valley Transit District

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Local Contact: **Praline McCormack, Planner II** Phone: **(541) 774-2380** Extension:

Address: **200 S. Ivy** Fax Number: **541-774-2564**

City: **Medford** Zip: **97501** E-mail Address:

praline.mccormack@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, or by emailing **larry.french@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 **larry.french@state.or.us - Attention: Plan Amendment Specialist.**

Updated March 17, 2009

ORDINANCE NO 2009-207

AN ORDINANCE amending Chapter 10 of the Medford Code by amending Sections 10 012, 10 227, 10 358, 10 381, 10 421, 10 425, 10 427, 10 428, 10 429, 10 430, 10 437, 10 445, 10 450, 10 451, 10 462, 10 500, 10 501, 10 550, 10 710, 10 773, 10 797, replacing Section 10 430A, adding Section 10 430B, and repealing Sections 10 472, 10 502, 10 797(A) pertaining to street standards

THE CITY OF MEDFORD ORDAINS AS FOLLOWS

SECTION 1 Section 10 012 of the Medford Code is amended to read as follows

10 012 Definitions, Specific
When used in this chapter, the following terms shall have the meanings as herein ascribed
* * *
~~Alley Any public space or thoroughfare at least 10 feet and not more than 30 feet wide which has been dedicated or deeded to the public for public use and which affords only secondary means of access to abutting property~~
* * *
Cul-de-sac. A dead-end street with a circular area, or turning bulb at the end. A cul-de-sac is permitted subject to Section 10.450.
* * *
Highway ~~A state or federally owned street designed for interregional vehicular transportation~~ **A transportation facility inteuded for interregional vehicular transportation, usually under the state jurisdiction (See Section 10.428, Higher-Order Street Classification System).**
* * *
Lot, flag. A lot or parcel that bas access to a street, by means of a narrow strip of the same lot (called the "flag pole"). Flag lots are permitted subject to Section 10.450.
* * *
Lot, through A lot, which has a street, abutting both the front and rear ~~lot lines~~ **yards**
* * *
Planter Strip. A strip of land within the public right-of-way between the curb and edge of sidewalk designated for the purpose of street trees and vegetative landscaping.
* * *
Street ~~The unproved section of a~~Any right-of-way for motor vehicle travel ~~which affords the principal means of access to abutting property~~, including public and private rights-of-way ~~and easements for ingress and egress purposes, together with~~ **which can include** bicycle **lanes** ~~pathways~~, **sidewalks,** or ~~other ways for travel by other than motor vehicle~~ **adjacent multi-use paths Alleys and minimum access easements, as defined herein, are not considered streets.**

~~Street, arterial A public street or highway designated as an arterial street in the Comprehensive Plan which, because of its design and location with respect to other streets and sources of traffic, may be used to carry a volume of traffic in excess of 10,000 average daily trips (See Section 10 428, General Street System)~~

~~Street, collector—A street which, because of its design and location with respect to other streets and sources of traffic, is used primarily to carry traffic from local streets to other collector and arterial streets (See Section 10 428, General Street System)~~

~~Street, commercial—A commercial street should be classified for its entire length between intersections. A commercial street is a street other than an arterial or collector street which lies within a commercial zoning district and is intended to provide frontage and direct access to commercial uses. Such streets typically benefit shopping and service commercial areas. Standard design requirements for commercial streets shall include two (2) travel lanes and two (2) on-street parking lanes (See Section 10 429, Commercial Street System)~~

~~Street, frontage. A frontage street is a commercial or industrial street which is adjacent and parallel to an arterial street, highway or freeway and is required for purposes of controlling access of a property to the arterial. Design requirements for a frontage street include two (2) travel lanes, no on-street parking, and a minimum five (5) foot landscaped separation strip between the frontage street and arterial street, highway or freeway (See Section 10 429, Commercial Street System)~~
~~* * *~~
~~Street, industrial. An industrial street is a street other than an arterial or collector street which lies within an industrial zoning district and is intended to provide frontage and direct access to industrial uses. Standard design requirements for industrial streets shall include two (2) travel lanes (See Section 10 429, Commercial Street System)~~
~~* * *~~
~~Street, minor residential. A minor residential street is a facility having the sole function of providing access to immediately adjacent land upon which a maximum of forty (40) dwelling units front and take access (See Section 10 430, Residential Street System)~~

Street, private. A street providing public access to more than one lot. It is a separate tax lot that is owned and maintained by private parties. Private streets are only allowed in Planned Unit Developments (PUDs) (See Section 10.230(D)(5)).

~~Street, residential lane. A residential lane is a facility upon which a maximum of eight (8) dwelling units front and take access (See Section 10 430Residential Street System)~~

~~Street, standard residential. A standard residential street is a facility which provides access to immediately adjacent residential land and which also provides connections between collector streets and minor residential streets (See Section 10 430, Residential Street System)~~
~~* * *~~
~~Through lot. An interior lot with its rear yard abutting a street right-of-way~~
~~* * *~~

SECTION 2 Section 10 227 of the Medford Code is amended to read as follows

10 227 Zone Change Criteria
The approving authority (Planning Commission) shall approve a quasi-judicial zone change if it finds that the zone change complies with subsections (1) and (2) below

* * *

(2) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below The minimum standards for Category A services and facilities are contained in ~~the *Land Development Code*~~ **Section 10.462,** and ~~Goal 3, Policy 1~~ **Goal 2** of the *Comprehensive Plan* "Public Facilities Element" and *Transportation System Plan*

* * *

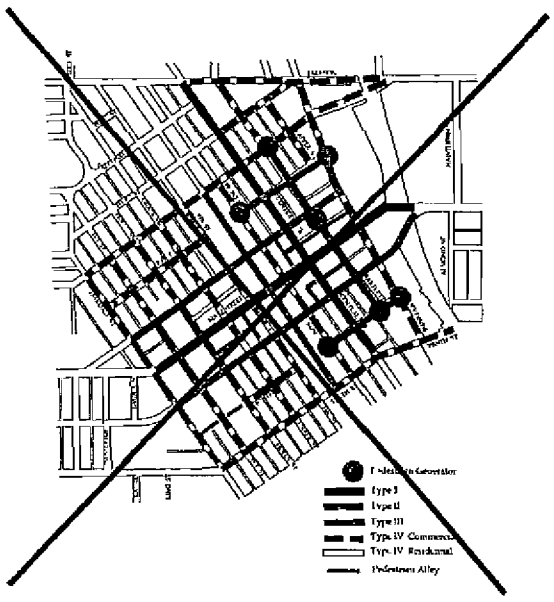
SECTION 3 Section 10 358 of the Medford Code is amended to read as follows

10 358 Central Business District, C-B

* * *

(3) Streetscape Standards All new or reconstructed streets and streetscapes within the C-B District shall be developed according to the following standards and as identified in the Street Materials Standards List

* * *



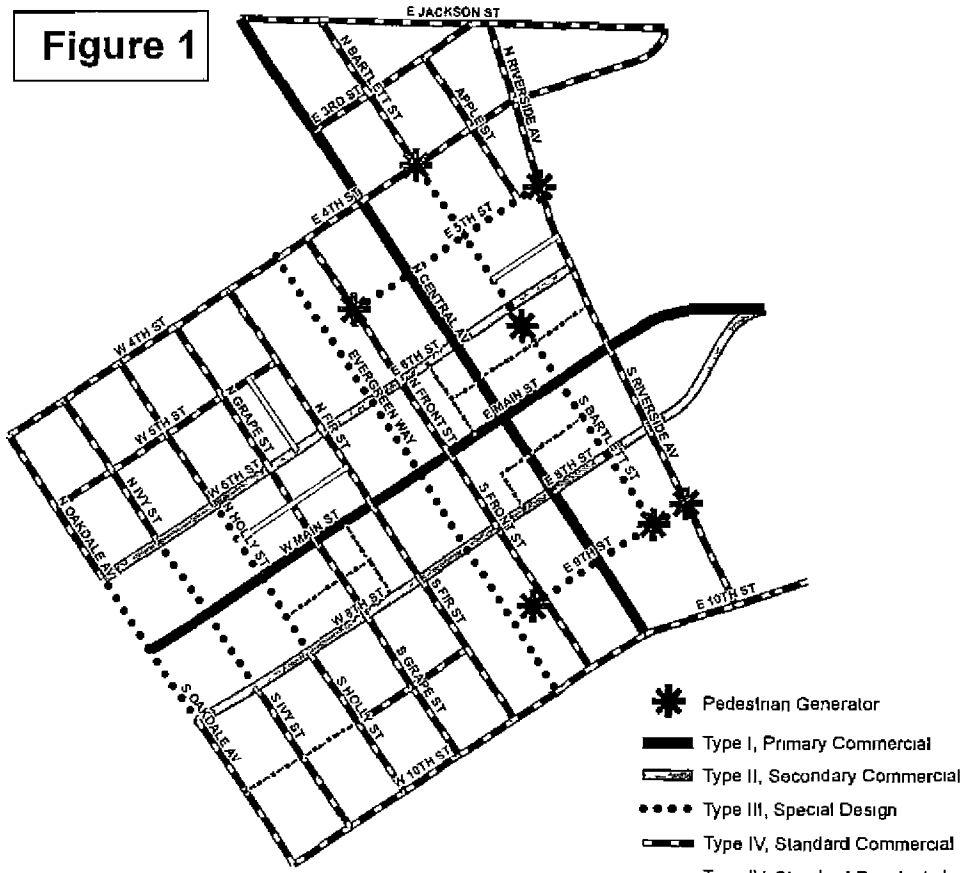


Figure 1 Street**scape** Type Map for the Central Business District

* * *

Within the Central Business District there are two classifications of alleys **streetscapes,** General **Alleys** and Pedestrian **A**alleys **(i.e., Middleford Alley)**

* * *

SECTION 4 Section 10 381 of the Medford Code is amended to read as follows

10 381 Special Street Design And Vehicle Access Standards, S-E

* * *

2 Vehicle Access to Narrow Lots Residential lots with fifty (50) feet or less width and fifty (50) feet or less street frontage shall receive vehicular access from an alley or additional Minimum Access ~~Street~~ **Easement**

SECTION 5 Section 10 421 of the Medford Code is amended to read as follows

10 421 General Development Design Standards and Criteria
The developer shall design and improve all **required public right-of-way elements, including** streets, **bicycle lanes, sidewalks, planter strips, street lights, alleys,** storm drains, sanitary sewers, waterlines, accessways and ~~other~~ public easements which are a part of the development, and those off-site public improvements necessary to serve the development consistent with the *Comprehensive Plan* or any specific plan thereof, and such other public improvements as required by this chapter in accord with the standards and criteria set forth herein and shall thereafter warrant the materials and workmanship of said improvements for a period of one **(1)** year from the date of completion Such improvements as set forth herein shall be considered necessary for the general use of the property owner(s) of the development, the local neighborhood and the city's traffic and drainage needs including without limitation grading and surfacing of streets and accessways, installation of facilities to supply domestic water, construction of storm and sanitary drainage and treatment facilities, all other improvement work as hereafter set forth All improvement work shall be at the sole cost and expense of the developer unless otherwise specifically provided herein

SECTION 6 Section 10 425 of the Medford Code is amended to read as follows

10 425 Street Access and Dedication Requirements
Prior to the issuance of a development permit, ~~all parcels of~~ land shown on any development proposal and intended for vehicular use shall have access to ~~an improved~~ **a paved** street ~~All parcels of l~~**L**and intended for vehicular and accessway ~~(pedestrian/bicycle)~~ use by the general public shall be offered for dedication

SECTION 7 Section 10 427 of the Medford Code is amended to read as follows

10 427 Street Classification System
This chapter establishes a street classification system ~~to be applied~~ **applicable** to all streets within the City **and used to determine right-of-way improvement design standards unless alternative standards are provided by an adopted Neighborhood Circulation Plan or other special area plan** It is the intent of the street classification system to
(1) Promote the safety and convenience of vehicular, **pedestrian, and bicycle** traffic;~~,~~
(2) Protect the safety of neighborhood residents;~~,~~
(3) Protect the residential character of neighborhoods by limiting traffic volume, speed, noise and fumes;~~,~~ and,
(4) Encourage the efficient use of land
All existing and proposed streets within the Ceity shall be identified ~~on the City of Medford Street Classification Map and identified~~ by classification as follows **below.~~ The classification of higher-order streets shall be determined by the City of Medford Street Functional Classification Plan Map, as amended. The classification of lower-order streets shall be consistent with any adopted Neighborhood Circulation Plan or other special area plan, and based upon adjacent zoning, and, in the case of residential streets, the number of dwelling units utilizing the street for vehicular access.**

~~Order~~ Street Classification

Highway
County, or state facility

~~I~~ **Higher-Order** Street System
~~I-1~~ Arterial, **Major or Minor**
~~I-2~~ Collector, **Major, Major Alternative, or Minor**

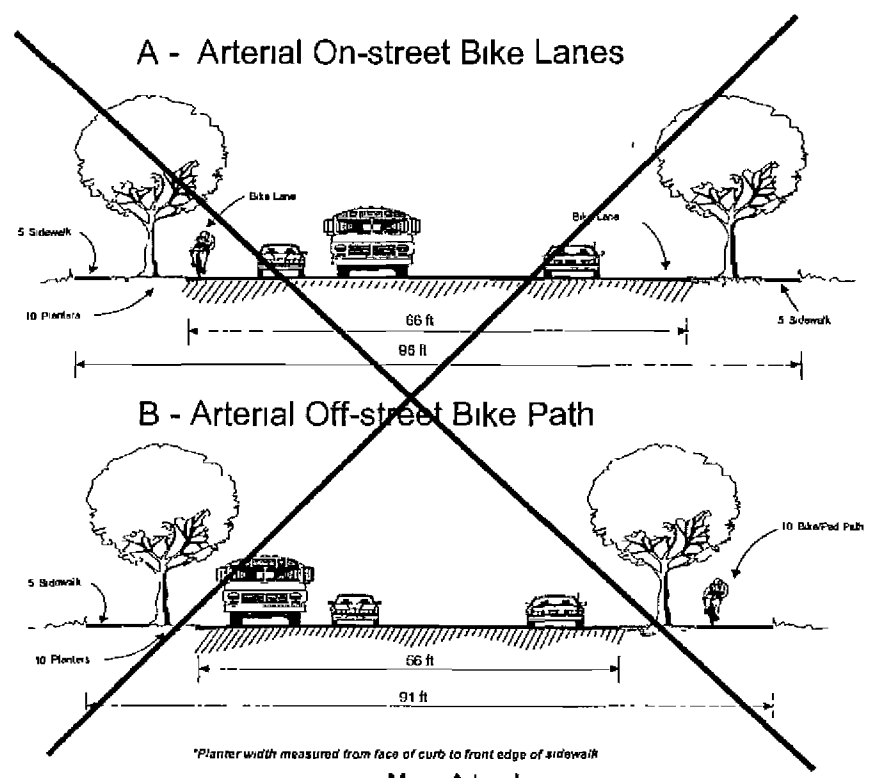
~~II~~ **Lower-Order Street System** – Commercial/**Industrial**
~~II-1~~ Commercial
~~II-2~~ Industrial
~~II-3 Frontage~~

~~III~~ **Lower-Order Street System** – Residential ~~Street System~~
~~III-1~~ Standard **Residential**
~~III-2~~ Minor **Residential**
~~III-3~~ **Residential** Lane
~~III-4 Minimum Access~~

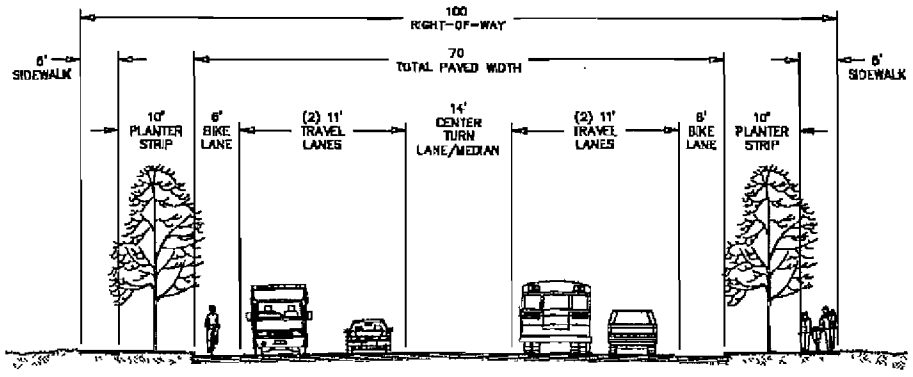
Non-Street Alternatives
Minimum Access Easement
Alley

SECTION 8 Section 10 428 of the Medford Code is amended to read as follows

10 428 Higher--Order Street **Classification** System
~~The higher order street system includes the major streets (I-1 through I-2) which connect residential, commercial, and industrial areas to the highway system.~~ **All higher-order (major) streets within the City are classified in one of the following categories:**



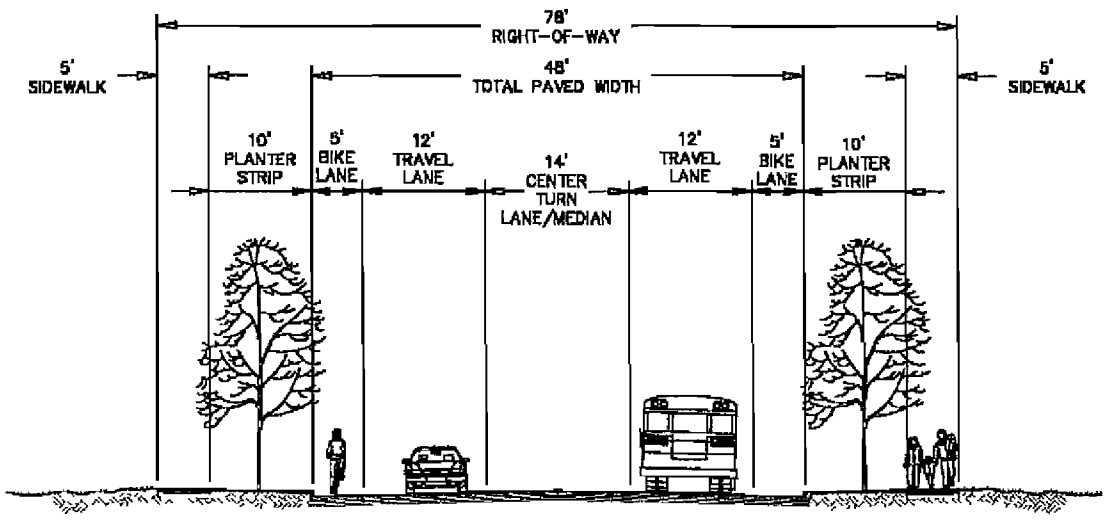
Major Arterial



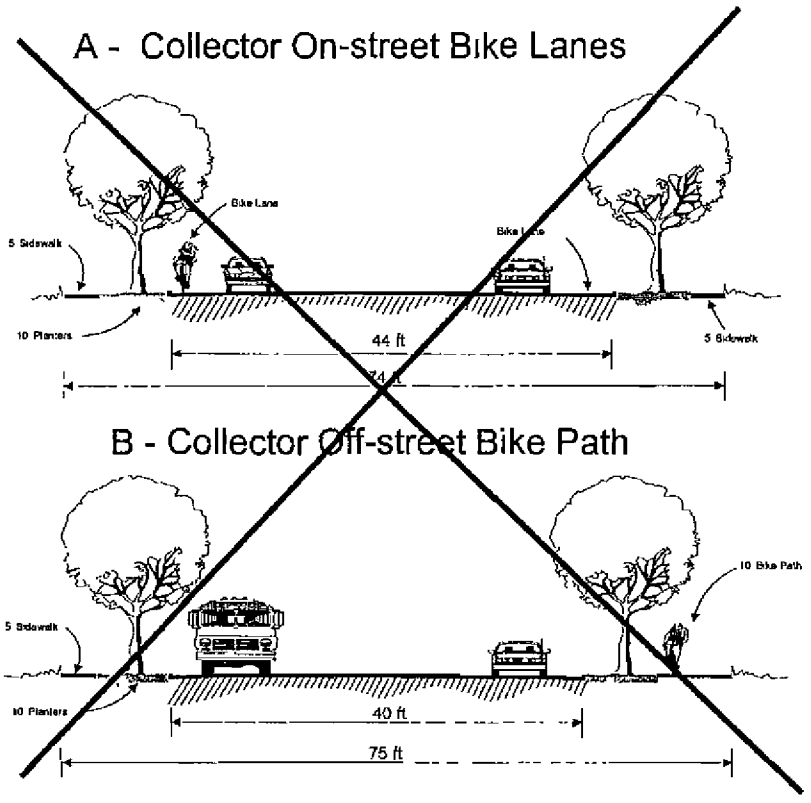
(1) **Major** Arterial ~~Intended to provide for high volume travel between or within communities, or to and from collectors and other arterials. Standard design requirements for two-way arterials shall include four (4) travel lanes and a fifth center turn lane at all intersections where turns are allowed. Facilities for two-way bicycle travel and pedestrian are included. Typical cross-sections for both designs "A" and "B" follow with either design being acceptable. The design of arterials may also be subject to regulation and control of on-street parking, turning movements, and access. Individual residential driveway access for new development shall not be permitted on an arterial if other means of access are available.~~ **A higher-order street that carries heavy traffic volumes to and from**

collectors and other arterials, with most being traffic traveling through the urban area. Access is the most limited of any City street. The major arterial cross-section includes two (2) travel lanes and a six-foot (6') wide bicycle lane in each direction, with a fourteen-foot (14') raised median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths and numbers, may be adjusted through an adopted plan or code standards to create a "main-street" like atmosphere.

Minor Arterial

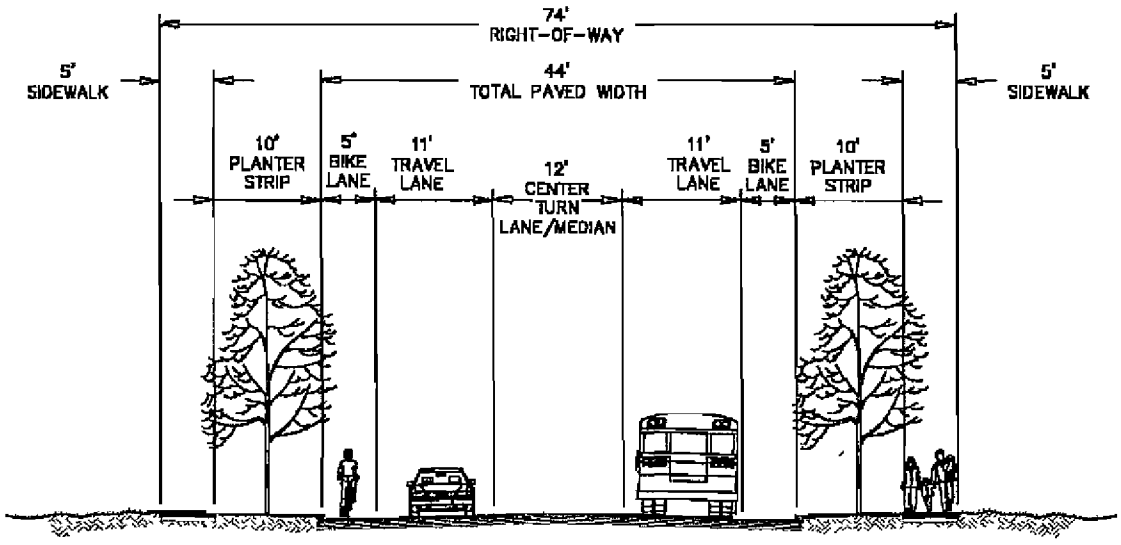


(2) Minor Arterial. A higher-order street that carries heavy traffic volumes, with most being traffic traveling within the urban area, and often connects two major arterials. The minor arterial street design is used where traffic volumes are high, but where there is limited room for street widening, or in the downtown or other transit-oriented districts, where a narrower roadway may be desirable. Access to minor arterial streets is very limited. Minor arterial cross-sections have a single travel lane and a five-foot (5') wide bicycle lane in each direction, with a raised median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

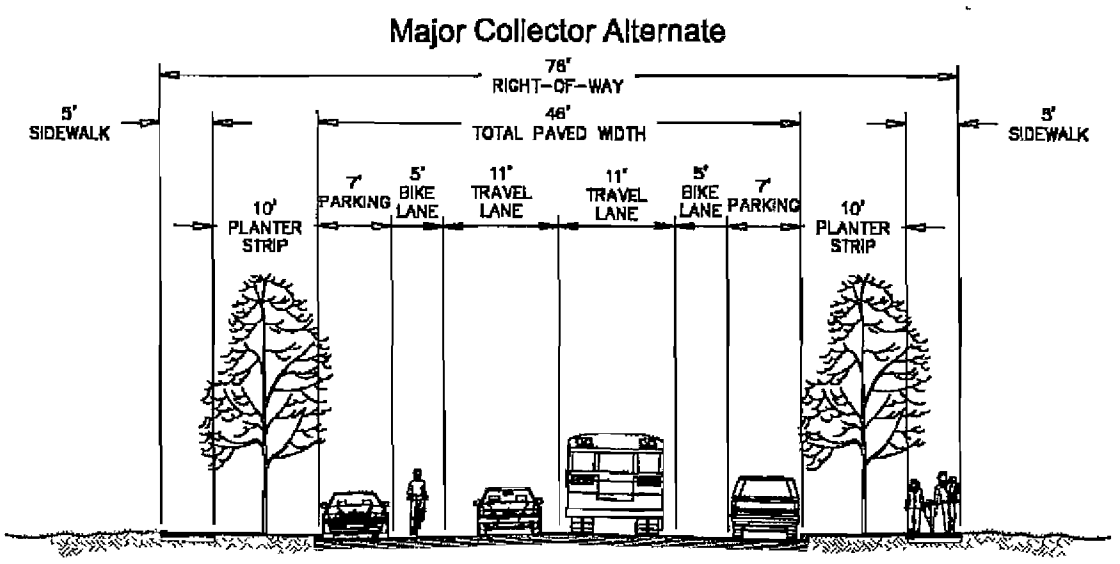


*Planter width measured from face of curb to front edge of sidewalk

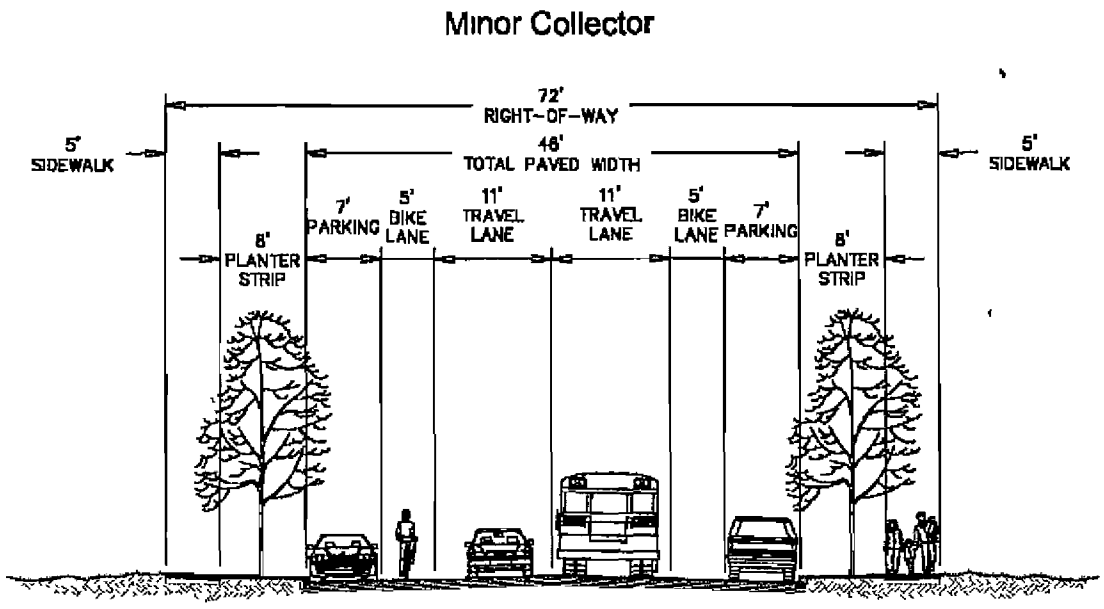
Major Collector



(32) Major Collector ~~Services lower order streets and conducts traffic between arterials. Standard design requirements for a collector shall include two (2) travel lanes and a center turn lane when necessary. Facilities for two way bicycle travel and pedestrians are included. Typical cross sections for both designs "A" and "B" follow with either design being acceptable. The design of collectors may be subject to regulation and control of on street parking, turning movements, and access. Individual residential driveway access for new development shall not be permitted on a collector street if other reasonable means of access are available.~~ **A higher-order street that links arterial and lower-order streets, and serves both access and traffic mobility functions. The major collector street cross-section includes one (1) travel lane and a five-foot (5') wide bicycle lane in each direction, with a median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or code standards to create a "main street" like atmospbere. Individual residential driveway access for new development is not permitted on a major collector street if other reasonable means of acccss is available.**



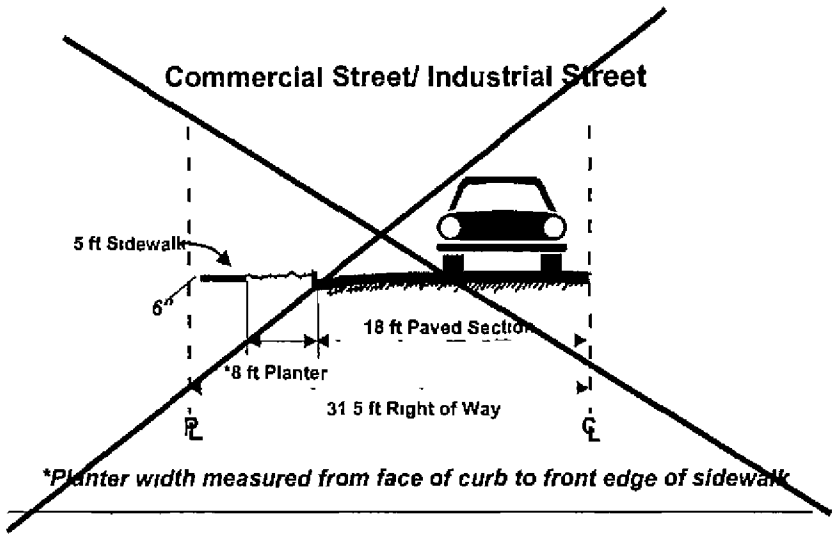
(4) Major Collector Alternative. **On-street parking is normally prohibited on major collector streets, except where included in an adopted neighborhood plan, neighborhood circulation plan, or transit-oriented districts. The Major Collector Alternative design includes on-street parking, and does not have a median or center turn lane.**



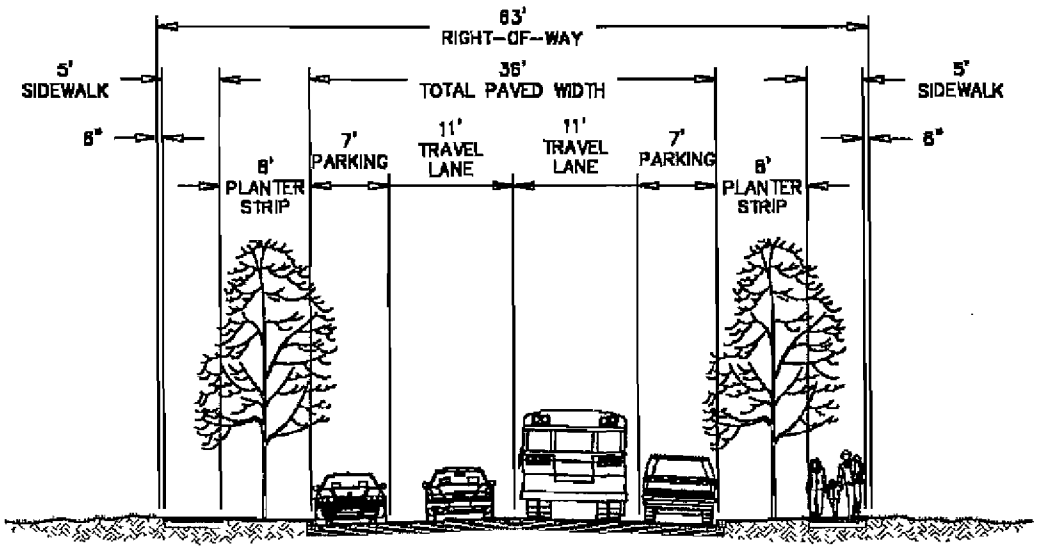
(5) Minor Collector. A higher-order street that extends through neighborhoods, linking residential traffic on local streets with other collectors and arterial streets, and upon which a greater emphasis is placed on direct access, as compared with major collector strects, which have greater emphasis on through-traffic movement. The minor collector cross-section includes one (1) travel lane and a five-foot (5') wide bicycle lane in each direction, with sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. An on-street parking lane is included on each side of the street. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

SECTION 9 Section 10 429 is amended to read as follows

10 429 **Lower-Order** – Commercial/**Industrial** Street **Classification** System.

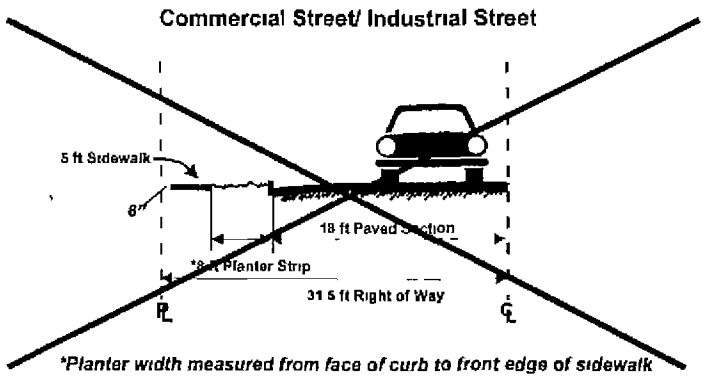


Commercial

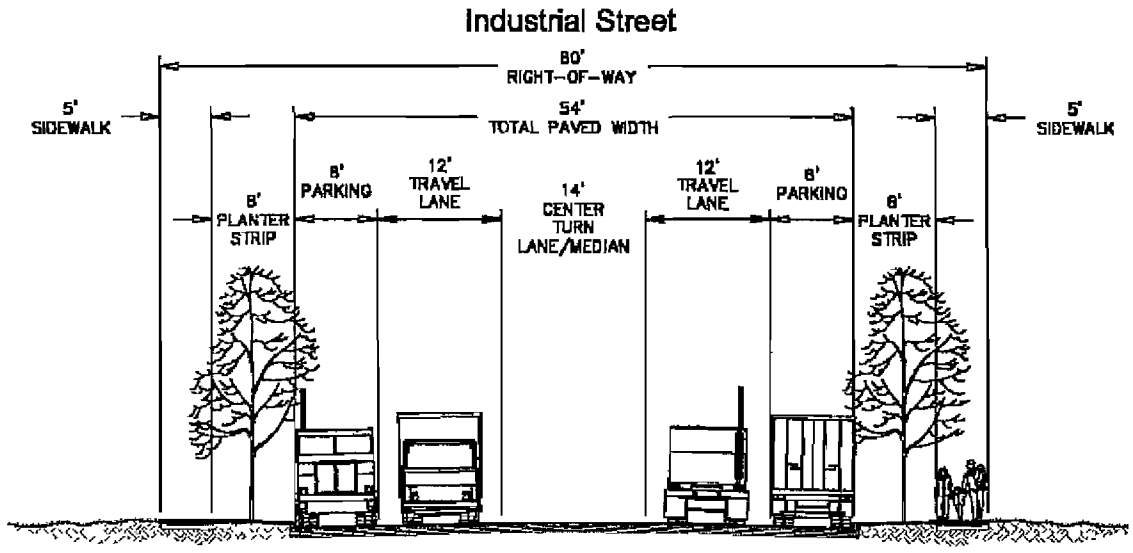


(1) Commercial Street ~~A commercial street should be classified for its entire length between intersections A commercial street is a street other than an arterial or collector street which lies within a commercial zoning district and is intended to provide frontage and direct access to commercial uses Such streets typically serve shopping and service commercial areas Standard design requirements for commercial streets shall include two (2) travel lanes and two (2) on-street parking lanes~~ **A lower-order street that is within or abutting a commercial zoning district. Commercial streets are intended to provide frontage and direct access for commercial uses. The commercial street cross-section includes one (1) travel lane and an on-street parking lane in each direction, with sidewalks and planter strips. The width of the planter strip is measured**

from the face of curb to the front edge of the sidewalk. Sidewalk width and planter strip use may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

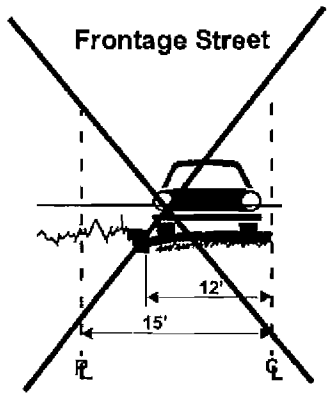


**Planter width measured from face of curb to front edge of sidewalk*



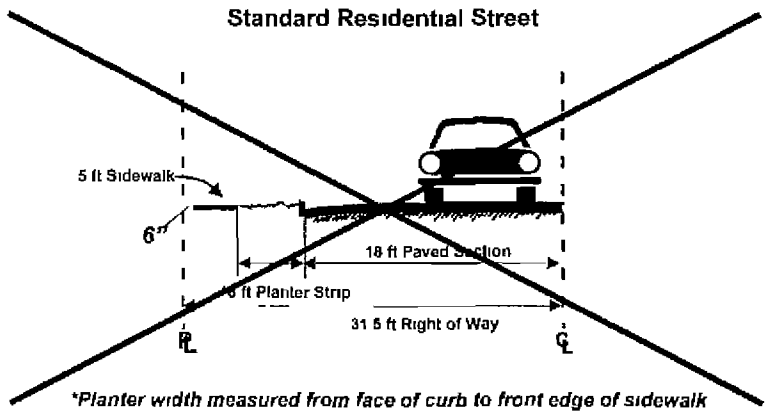
(2) Industrial Street ~~An industrial street is a street other than an arterial or collector street which lies within an industrial zoning district and is intended to provide frontage and direct access to industrial uses. Standard design requirements for industrial streets shall include two (2) travel lanes.~~ **A lower-order street that is within or abutting an industrial zoning district. Industrial streets are intended to provide frontage and direct access for industrial uses. The industrial street cross-section includes one (1) travel lane and an on-street parking lane in each direction with a center turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.**

~~(3) Frontage Street A frontage street is a commercial or industrial street which is adjacent and parallel to an arterial street, highway or freeway and is required for purposes of controlling access of a property to the arterial Design requirements for a frontage street include two (2) travel lanes, no on-street parking, and a minimum five (5) foot landscaped separation strip between the frontage street and arterial street, highway or freeway~~

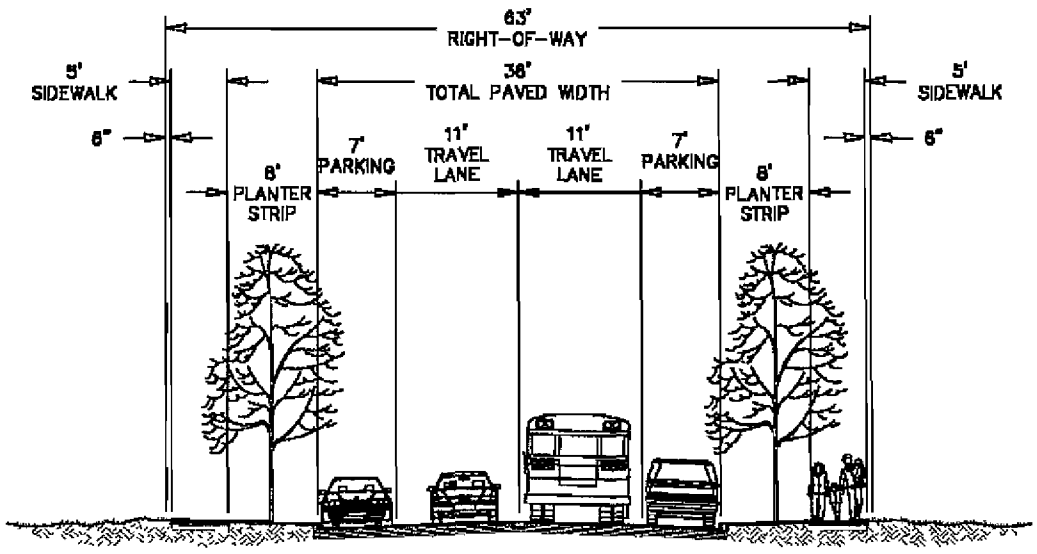


SECTION 10 Section 10 430 of the Medford Code is amended to read as follows

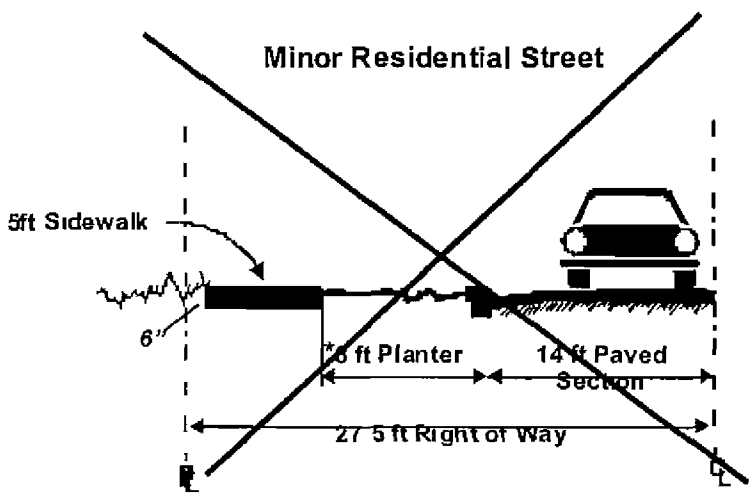
10 430 **Lower-Order** - Residential Street **Classification** System.
~~Residential streets are intended to accommodate relatively low traffic volumes at residential speeds in order to minimize adverse impacts to the livability of residential neighborhoods~~ **Residential streets conduct local traffic to collector and arterial streets at relatively low traffic volumes and speeds and provide important direct land access to individual parcels.** There are ~~four~~ **three** (3 4) categories of residential streets as follows



Standard Residential

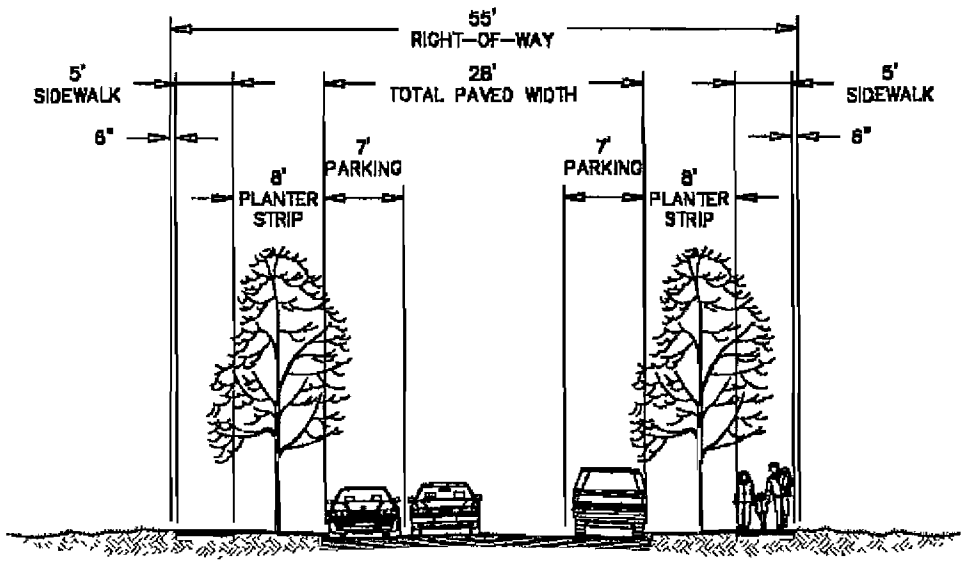


(1) Standard Residential Streets A ~~standard residential street is a facility~~ **street** which provides **direct** access to immediately adjacent ~~residential~~ **residentially zoned** land **and** ~~which also provides~~ connections between collector street and minor residential streets Design requirements for a standard residential street include two (2) travel lanes ~~and~~ **with** on-street parking**, sidewalks, and planter strips** on both sides **The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.** ~~Standard residential streets should have an optimum volume of 3,000 average daily vehicular trips~~



**Planter width measured from face of curb to front edge of sidewalk*

Minor Residential



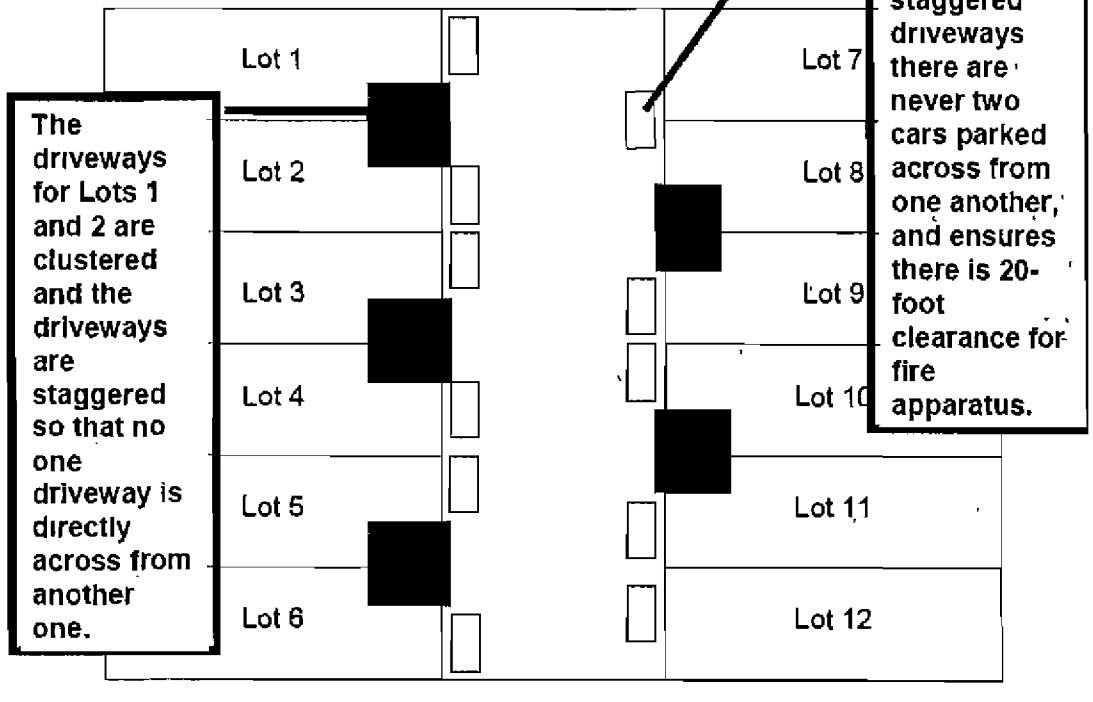
(2) Minor Residential Streets A ~~minor residential~~ street ~~is a facility having the sole function of providing~~ **which provides direct** access to immediately adjacent **residentially zoned** land **and neighborhood street connectivity, and** ~~upon~~ which **serves up to** ~~a maximum of~~ one hundred (100) dwelling units ~~front and take access~~ On-street parking ~~may be permitted~~ **is provided** on both sides **of the street Design requirements for a minor residential street include two (2) travel lanes with sidewalks and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In order to ensure that there is at least twenty (20) feet of unobstructed clearance for fire apparatus, the developer shall choose from one of the following design options:**

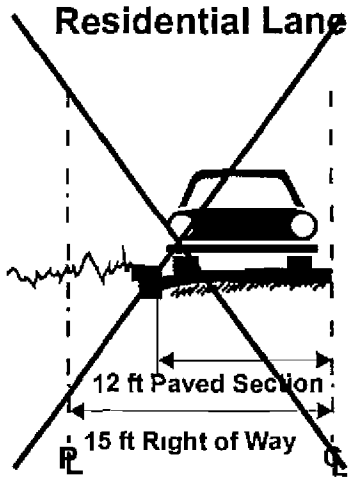
(a) Clustered, offset (staggered) driveways (see example) (design approved by Fire Department), and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 250-feet.

(b) All dwellings that front and take access from minor residential streets to be equipped with a residential (NFPA 13D) fire sprinkler system, and fire hydrants located at intersection with the maximum fire hydrant spacing along the street of 500-feet.

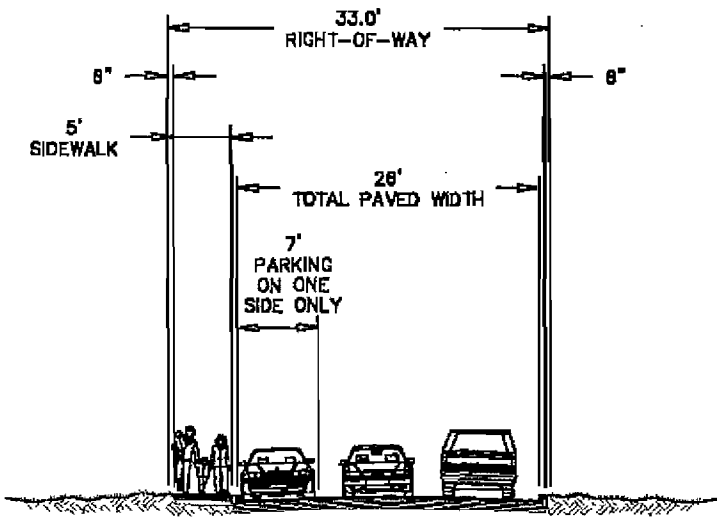
(c) Total paved width of 33-feet with five-and-a-half (5 ½) foot planter strips.

EXAMPLE OF CLUSTERED, STAGGERED DRIVEWAYS FOR FIRE CLEARANCE





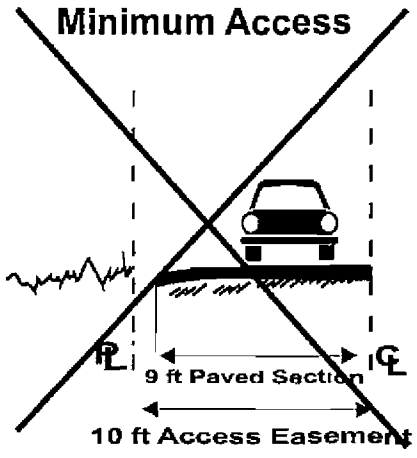
Residential Lane



(3) Residential Lane A ~~residential lane is a facility~~ **street having the sole function of providing direct access to immediately adjacent residentially zoned land, and** upon which a maximum of eight (8) dwelling units ~~front and~~ take access A residential lane is a short street **(no more than 450-feet in length)** with **a single travel lane, and parking on one side.** ~~parking on one side and a single travel lane and does not exceed 450 feet in length~~ **Sidewalks shall be provided on the parking side of the street, and planter strips are not required. Those residential lanes, that**

are not through streets, shall terminate in a standard cul-de-sac that complies with Section 10.450.

~~(4) Minimum Access A private residential street upon which a maximum of three (3) dwelling units front and take access. A minimum access street is a short cul-de-sac.~~



SECTION 11 Section 10.430A of the Medford Code is replaced to read as follows

~~10.430A Standards Applicable to All Streets.~~

~~Tables IV-1, IV-2 and IV-3 set forth general standards for all types of city streets. The application of these standards is set forth in other sections of this code.~~

~~TABLE IV-1~~
~~MINIMUM STREET PAVEMENT WIDTHS (c)~~

~~Order~~	~~Street Type~~	~~Curb and Gutter~~	~~Travel Lanes~~	~~Center Lane~~	~~Parking Lane~~	~~Bike Lane(b)~~	~~Total with Bike Lane~~	~~Total w/o Bike Lane~~
~~I~~	~~Higher~~							
~~I-1~~	~~Order~~	~~Yes~~	~~4~~	~~1(f)~~	~~No~~	~~2@5' (d)~~	~~66' (d)~~	~~56'~~
~~I-2~~	~~Arterial~~	~~Yes~~	~~2~~	~~1(e)~~	~~No~~	~~2@5' (d)~~	~~44' (d)~~	~~40'~~
	~~Collector~~							
~~II~~	~~Commercial~~							
~~II-1~~	~~Commercial~~	~~Yes~~	~~2~~	~~No~~	~~2~~	~~No~~	~~NA~~	~~36'~~
~~II-2~~	~~Industrial~~	~~Yes~~	~~2~~	~~No~~	~~No~~	~~No~~	~~NA~~	~~36'~~

II-3	Frontage(a)	Yes	2	No	No	No	NA	24'
III	Residential							
III-1	Standard	Yes	2	No	2	No	NA	36'
III-2	Minor	Yes	2	No	2	No	NA	28'
III-3	Lane	Yes	1	No	1	No	NA	24'
III-4	Minumum Access	No	1	No	1	No	NA	18'

(a) Includes a five (5) foot separator between nearest street R/W line and frontage road face of curb.

(b) Bikelanes will be provided with all new collector and arterial street construction.

(c) Distance as measured from face of curb to face of curb.

(d) When Class III, signs/stripes are required.

(e) When required at or between intersections.

(f) At all intersections where turns are allowed.

TABLE IV-2
MINIMUM STREET RIGHT-OF-WAY

Order	Street Type	R/W with bikelane	R/W w/o bikelane
I	Higher Order		
I-1	Arterial	96'	91'
I-2	Collector	74'	75'
II	Commercial		
II-1	Commercial	NA	63'
II-2	Industrial	NA	63'
II-3	Frontage	NA	30'
III	Residential		
III-1	Standard	NA	63'
III-2	Minor	NA	55'
III-3	Lane	NA	30'
III-4	Minimum Access	NA	20'

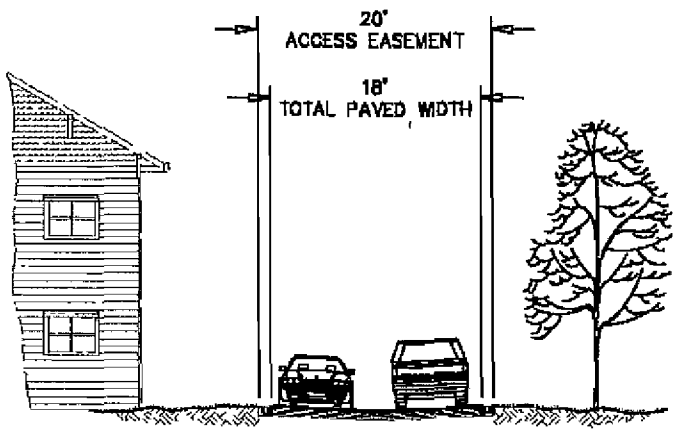
TABLE IV-3
SERVICE LEVELS FOR ARTERIAL AND COLLECTOR STREETS

	Typical Traffic Flow Conditions
Service Level A	Relatively free flow of traffic with some stops at signalized or stop sign

	controlled intersections Average speeds would be at least 30 miles per hour The volume to capacity ratio would be equal or less than 0 60
Service Level B	Stable traffic flow with slight delays at signalized or stop sign controlled intersections Average speed would vary between 25 and 30 miles per hour The volume to capacity ratio would be equal or less than 0 70
Service Level C	Stable traffic flow but with delays at signalized or stop sign controlled intersections to be greater than at Level B but yet acceptable to the motorist The average speeds would vary between 20 and 25 miles per hour The volume to capacity ratio would be equal to or less than 0 80
Service Level D	Traffic flow would approach unstable operating conditions Delays at signalized or stop sign controlled intersections would be tolerable and could include waiting through several signal cycles for some motorists The average speeds would vary between 15 and 20 miles per hour The volume to capacity ratio would equal or be less than 0 90
Service Level E	Traffic flow would be unstable with congestion and intolerable delays to motorists The average speed would be approximately 15 miles per hour The volume to capacity ratio would be 1 00
Service Level F	Traffic flow would be forced and jammed with stop and stop and go operating conditions and intolerable delays The average speed would be less than 15 miles per hour
NOTE	The average speeds are approximations observed at the various levels of service but could differ depending on actual conditions

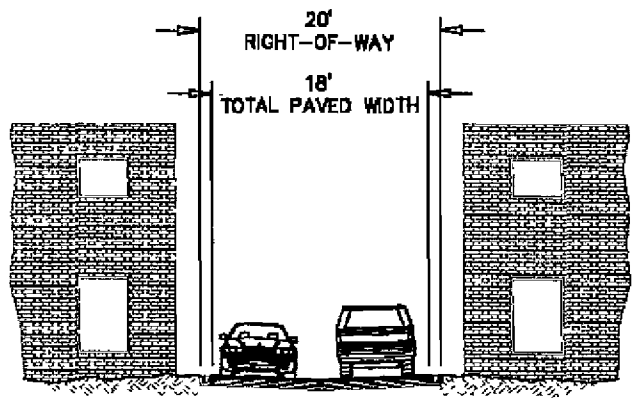
10.430A Non-Street Alternatives.

Minimum Access Easement
(Private)



(1) Minimum Access Easement. An easement containing a shared driveway having the sole function of providing direct access to immediately adjacent residentially zoned land, and upon which a minimum of two (2) and maximum of three (3) dwelling units (not including Accessory Dwelling Units-ADU's) take access. A minimum access easement must meet the minimum driveway turnaround standards in Section 10.746(11). Minimum access easements are permitted subject to Section 10.450. A minimum access easement does not have sidewalks or planter strips. No parking is permitted on a minimum access easement. A minimum access easement is considered a street for purposes of meeting lot frontage requirements, and for setback purposes. Therefore, a minimum access easement creates street side yards and corner lots. A minimum access easement does not create a through lot.

Alley



(2) Alley.

A. Private alley: A private right-of-way, that is not a street, designed for primary or secondary means of access to abntting property, and which may or may not provide passage through blocks from street to street. Parcels abutting a private alley must also front on a street as defined herein, but not necessarily take primary motor vehicle access from a street.

B. Public alley: A public right-of-way, that is not a street, designed for primary or secondary means of access to abutting property, and with passage from street to street. Parcels abutting an alley must also front on a street as defined herein, but not necessarily take primary motor vehicle access from a street.

C. Standards: Alleys shall have a minimum width of twenty feet (20'), with a curb radius of not less than fifteen feet (15') at an intersection with a street. Parking within an alley is only permitted subject to a permit issued for service vehicles pursuant to Section 6.340. If an existing alley is unpaved and a property owner wants to develop their property and use the alley for access, and this results in an increase in the average daily trips (ADTs) in the

alley, then the property owner shall pave the alley from their property to the nearest paved intersecting street.

SECTION 12 Section 10 430B of the Medford Code is added to read as follows

10.430B Standards Applicable to All Streets.
Table IV-1 sets forth general standards for all types of City streets. The application of these standards is set forth above.

Table IV-1
Medford Street Cross-Sections Dimensions

Functional Classification	Features/Dimensions (Each Direction) Travel Lane	Bike Lane	On-Street Parking	Sidewalk	Planter Strip *	Left Turn Lane/ Median **	Total Paved Width	Total Right-of-Way Width
Major Arterial	11' & 11'	6'	None	5'	10'	14'	70'	100'
Minor Arterial	12'	5'	None	5'	10'	14'	48'	78'
Major Collector	11'	5'	None	5'	10'	12'	44'	74'
Alternative	11'	5'	7'	5'	10'	None	46'	76'
Minor Collector	11'	5'	7'	5'	8'	None	46'	72'
Commercial Street	11'	None	7'	5'	8'	None	36'	63'
Industrial Street	12'	None	8'	5'	8'	14'	54'	80'
Standard Residential	11'	None	7'	5'	8'	None	36'	63'
Minor Residential (See 10.430(2) for design options.)	11'	None	7'	5'	8'	None	28' + ***	55'
Residential Lane	17'	None	7' One Side	5' One Side	None	None	26'***	33'
Minimum Access Easement	18'	None	None	None	None	None	18'	20'
Alley	18'	None	None	None	None	None	18'	20'

Note 1:These street standards apply to new or reconstructed streets under the jurisdiction of and maintained by the City of Medford. Jackson County and ODOT have their own street design standards that are applicable to facilities under the jurisdiction of and maintained by those agencies.

Note 2:See the Central Business (C-B) District Overlay and adopted specific or Neighborhood Circulation Plans for exceptions to these standards.

* **A pedestrian pad may be required in the right-of-way at bus stops to ensure ADA compliance. A pedestrian pad is at minimum a four-foot (4') wide area between the bus stop and curb where a bus ramp would be deployed. Planter strips may be eliminated in areas with greater pedestrian activity (such as Downtown or in transit-oriented districts) to provide up to fifteen (15) feet of walking area, including a "furniture zone" for utilities, benches, trees and other streetscape components.**

** **Raised medians shall be installed with turn bays as necessary. Traffic analysis shall be conducted to determine the need for turn bays and required vehicle storage length.**

*** **Street width numbers are not additive. When vehicles are parked on both sides of the street, travel lane width is effectively reduced to accommodate only a single vehicle at any one time.**

SECTION 13 Section 10 437 of the Medford Code is amended to read as follows

10 437 General Street Design Standards
The following design standards, together with Table IV-1 ~~and IV-2~~, shall regulate the development and improvement of all new streets, except as otherwise provided in Section 10 251, Application for Exception

SECTION 14 Section 10 445 of the Medford Code is amended to read as follows

10 445 Street Intersection Curb Radius Standards
(1) Intersections of streets with fewer than four (4) 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 (4) 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.
(~~2~~1) The minimum curb radius for various street classes when intersecting an Arterial or Collector street shall be as follows

Minimum Access ~~Streets~~**Easement**	None
Private Alleys	~~None~~**15 feet***
Public Alleys	~~None~~**15 feet***
Residential	25 feet
Commercial	30 feet
Industrial	30 feet

Collector	35 feet
Arterial	35 feet

***Only on arterials and collectors**

(~~3~~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

(~~4~~3) The minimum curb radius for lower order street classes intersecting one another shall be 20 feet

(~~5~~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 15 Section 10 450 of the Medford Code is amended to read as follows

10 450 Cul-de-sacs, **Minimum Access Easements** and Flag Lots

(1) Cul-de-sacs, **minimum access easements** and flag lots shall only be permitted when **the approving authority finds that** any of the following conditions exist

(a) One or more of the following conditions prevent a street connection excess slope (15%) or more), presence of a wetland or other body of water which cannot be bridged or crossed, existing development on adjacent property, presence of a freeway or railroad

(b) It is not possible to create a street pattern which meets the design requirements for streets.

(c) An accessway is provided consistent with the standards for accessways in Section 10 464 through Section 10 466

* * *

(3) If a flag lot is necessary, then the following standards shall apply:

(a) The access drive, or flag pole, shall have a minimum width of twenty (20) feet.

(b) The minimum lot frontage for a flag lot shall be twenty (20) feet.

(c) The required front yard setback shall be measnred from the lot frontage property line.

(d) The minimum driveway throat width shall be determined as per Section 10.550.

SECTION 16 Section 10 451 of the Medford Code is amended to read as follows

10 451 Additional Right-of-Way and Street Improvements

Whenever an improved arterial or collector street are abutting or within a development and do not meet current City Standards, only additional right-of-way, as per Table IV-~~1~~2 shall be required as a condition to the issuance of a development permit, unless otherwise occupied by structures in which case only a partial dedication will be required

SECTION 17 Section 10 462 of the Medford Code is amended to read as follows·

10 462 Maintenance of level of Service D
Whenever level of service is determined to be below level D for arterials or collectors, development is not permitted unless the developer makes the roadway or other improvements necessary to maintain level of service D respectively See Table IV-~~3~~2 **below** for description of service levels

TABLE IV-2
SERVICE LEVELS FOR ARTERIAL AND COLLECTOR STREETS

	Typical Traffic Flow Conditions
Service Level A	**Relatively free flow of traffic with some stops at signalized or stop sign controlled intersections. Average speeds would be at least 30 miles per hour. The volume to capacity ratio would be equal or less than 0.60.**
Service Level B	**Stable traffic flow with slight delays at signalized or stop sign controlled intersections. Average speed would vary between 25 and 30 miles per hour. The volume to capacity ratio would be equal or less than 0.70.**
Service Level C	**Stable traffic flow but with delays at signalized or stop sign controlled intersections to be greater than at Level B but yet acceptable to the motorist. The average speeds would vary between 20 and 25 miles per hour. The volume to capacity ratio would be equal to or less than 0.80.**
Service Level D	**Traffic flow would approach unstable operating conditions. Delays at signalized or stop sign controlled intersections would be tolerable and could include waiting through several signal cycles for some motorists. The average speeds would vary between 15 and 20 miles per hour. The volume to capacity ratio would equal or be less than 0.90.**
Service Level E	**Traffic flow would be unstable with congestion and intolerable delays to motorists. The average speed would be approximately 15 miles per hour. The volume to capacity ratio would be 1.00.**
Service Level F	**Traffic flow would be forced and jammed with stop and stop and go operating conditions and intolerable delays. The average speed would be less than 15 miles per hour.**
NOTE	**The average speeds are approximations observed at the various levels of service but could differ depending on actual conditions**

SECTION 18 Section 10 472 of the Medford Code is hereby repealed

~~10 472 Pedestrian Easements~~
~~The approving agency may require, in order to facilitate pedestrian access from streets or lots to schools, parks or other nearby streets, or from off site parking areas, perpetual unobstructed easements With the easement a sidewalk of at least four feet in width shall be constructed Adequate lighting may also be required if deemed necessary for public safety~~

SECTION 19 Section 10 500 of the Medford Code is amended to read as follows

10 500 Sidewalks
Sidewalks shall be required of all developments including single-family residences along both sides of all streets except **minimum access easements which do not require sidewalks and** residential lanes **where sidewalks are required on one side of the street.** ~~and minimum access streets which are not required to have sidewalks~~

SECTION 20 Section 10 501 of the Medford Code is amended to read as follows

10 501 Sidewalk Specifications
Sidewalks shall be constructed in accordance with the following specifications
(1) Concrete Sidewalks shall be constructed of concrete with a compressive strength of not less than 3,000 pounds per square inch, using not less than 500 pounds of cement per cubic yard of concrete, and with a maximum slump of **four** (4) inches In cold weather, calcium chloride may be added by dissolving in the mixing water an amount not exceeding ~~2~~ **two** percent **(2%)** of the weight of the cement in the concrete mix
(2) Other material Other materials such as bricks or flagstone may be used for aesthetic effects where approved by the Site Plan and Architectural Commission or as otherwise provided in Section 10 358, Central Business District Such material will have flat surfaces suitably finished for sidewalk use Materials submitted shall be comparable in strength to concrete and shall be placed with suitable mortar to provide a permanent, maintenance-free sidewalk
(3) Construction Sidewalks shall be constructed according to the structural specifications prescribed by the City Engineer A sidewalk shall be ~~three and one half inches~~ **nominally four (4) inches** thick, except where a sidewalk crosses a driveway it shall be ~~five and one half inches~~ **nominally six (6) inches** thick A sidewalk shall slope one-quarter **(1/4)** inch per foot toward the curb The edge of the sidewalk nearest the curb shall be at an elevation equal to the rate of one-quarter **(1/4)** inch per foot above the curb
Where a residential building site fronts on an unimproved residential street the requirement to improve sidewalks may be waived if the development qualifies for deferral of street frontage improvements as per Section 10 432, Street Improvement, Deferred
(4) Width Sidewalks shall be five (5) feet in width except in the C-B district of the city where sidewalks shall be as per Section 10 358, Central Business District~~, and Section 10 502 Riverside Streetscape Sidewalk Standards~~, of this code and shall extend from the property line to the curb ~~Sidewalks along arterial and collector streets shall be seven (7) feet in width~~ Required sidewalk width does not include curb width **All planning, design and construction documents shall clearly state that at least five (5) feet of the sidewalk is to be clear of obstructions such as sign posts, utility and signal poles, mailboxes, parking meters, fire hydrants, trees, and other street furniture.**
(5) Alignment Sidewalks on arterial and **major** collector streets shall be set back a minimum of ten (10) feet from the back of the **face of** curb (See ~~"A" and "B"~~ **the street diagrams for arterial and collector streets** above)~~,~~ unless curvilinear as provided below
Sidewalks on all other streets shall be located a minimum of eight (8) feet from the back of curb

unless curvilinear as provided below If there are existing sidewalks on the same side of the street in the same block, then the sidewalk location shall be determined by the approving authority
* * *

SECTION 21 Section 10 502 of the Medford Code is hereby repealed

~~10 502 Riverside Streetscape Sidewalk Standards~~
~~All new or reconstructed sidewalks in the Riverside Streetscape area (Riverside between Jackson and McAndrews) are to be constructed per Detail 1 1 or 1 1(A) with a planting strip between the curb and sidewalk The design includes 5-foot by 7-foot concrete slabs that are offset a maximum of eighteen inches~~

SECTION 22 Section 10 550 of the Medford Code is amended to read as follows

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~~ **Easements** and Aalleys shall be considered driveways

SECTION 23 Section 10 710 of the Medford Code is amended to read as follows

10 710 Detached Single-Family Dwellings
The following standards apply to the development of detached single-family dwellings within the various residential districts A manufactured home is considered a detached single-family dwelling only if the requirements of Article V, Section 10 900 are met See Article III, Sections 10 308 through 10 312 for detailed descriptions of each residential zoning district and density factors, and Section 10 314 for conditional, special, and permitted uses

DETACHED SINGLE-FAMILY DWELLINGS One detached dwelling unit per lot					
DEVELOPMENT STANDARDS	SFR-00	SFR-2	SFR-4	SFR-6	SFR-10
MINIMUM AND MAXIMUM DENSITY FACTOR RANGE (See 10 708)	NA	8 to 2 0 dwelling units per gross acre	2 5 to 4 0 dwelling units per gross acre	4 0 to 6 0 dwelling units per gross acre	6 0 to 10 0 dwelling units per gross acre
LOT AREA RANGE (SQUARE FEET)	Land divisions not permitted in this zone	14,000 to 55,000	6,500 to 18,750	4,500 to 12,500	3,600 to 8,125

DETACHED SINGLE-FAMILY DWELLINGS One detached dwelling unit per lot					
DEVELOPMENT STANDARDS	SFR-00	SFR-2	SFR-4	SFR-6	SFR-10
MAXIMUM COVERAGE FACTOR (See 10 706)	40%	35% of lot area	40% of lot area can exceed 40% when the building footprint is not more than 2,000 sq ft		
MINIMUM INTERIOR LOT WIDTH	NA	80 feet	60 feet	50 feet	40 feet
MINIMUM CORNER LOT WIDTH	NA	90 feet	70 feet	60 feet	50 feet
MINIMUM LOT DEPTH	NA	90 feet can count only half of an adjoining alley toward the lot depth			
MINIMUM LOT FRONTAGE	NA	30 feet **EXCEPT Flag Lots which shall be 20 feet**			
MINIMUM FRONT YARD BUILDING SETBACK	20 feet EXCEPT 15 feet IF vehicular access to the garage is parallel to the street				
MINIMUM STREET SIDE YARD BUILDING SETBACK	10 feet EXCEPT 20 feet for vehicular entrances to garages or carports				
MINIMUM SIDE YARD BUILDING SETBACK	4 feet PLUS ½ foot for each foot in building height over 15 feet				
MINIMUM REAR YARD BUILDING SETBACK	4 feet PLUS ½ foot for each foot in building height over 15 feet EXCEPT 10 feet IF the rear property line abuts a collector or arterial street				
MAXIMUM HEIGHT (See 10 705)	35 feet				
BUFFERYARD SETBACK	8 feet from bufferyard to any doors on a dwelling unit				
A detached single-family dwelling as a stand alone use is permitted in the Multiple-Family Residential (MFR) zoning districts ONLY if the lot is nonconforming as to minimum lot area, width, or depth					
The terms used herein, such as lot width, lot depth, front yard, etc , are defined in Article I, Section 10 012					

SECTION 24 Section 10 773 of the Medford Code is amended to read as follows

10 773 Pedestrian Walkway Connections and Routing
A pedestrian walkway shall be provided
* * *

(2) To connect with walkways, sidewalks, bike paths, ~~alleyways~~ and other bicycle or pedestrian connections on adjacent properties
* * *

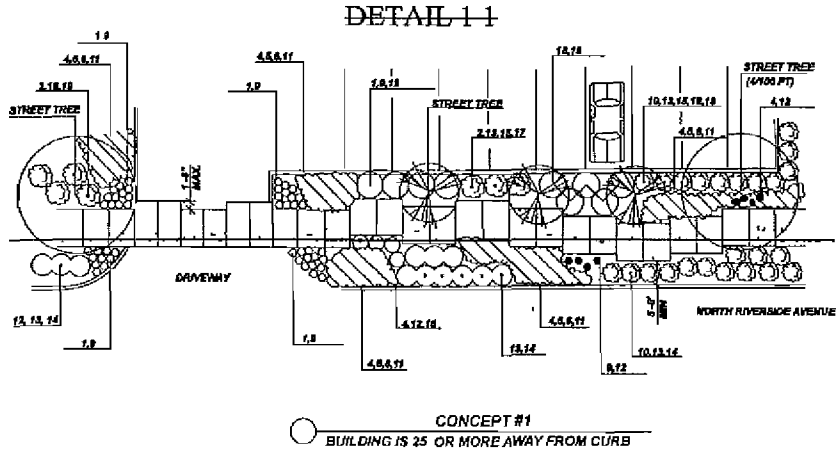
SECTION 25 Section 10 797 of the Medford Code is amended to read as follows

10 797 Street Frontage Landscaping Requirements
This section establishes the minimum landscaping requirements along all street frontages outside of the public right-of-way~~, and is applicable unless otherwise superseded by the requirements set forth in Section 10 797(A) Riverside Streetscape Requirements~~ Plans submitted to comply with this section shall be approved by the approving authority
* * *

SECTION 26 Section 10 797(A) of the Medford Code is hereby repealed

~~10 797(A) Riverside Streetscape Requirements~~
~~(1) Basic Design Riverside Avenue, Unit 1 Along that section of Riverside Avenue between Jackson Street and McAndrews Road there are two "concepts" for front yard landscaping requirements~~
~~Concept 1 (Detail 1 1 below) addresses situations where new construction is proposed, and for proposed remodels of buildings setback 25 feet or more from the existing curb line~~

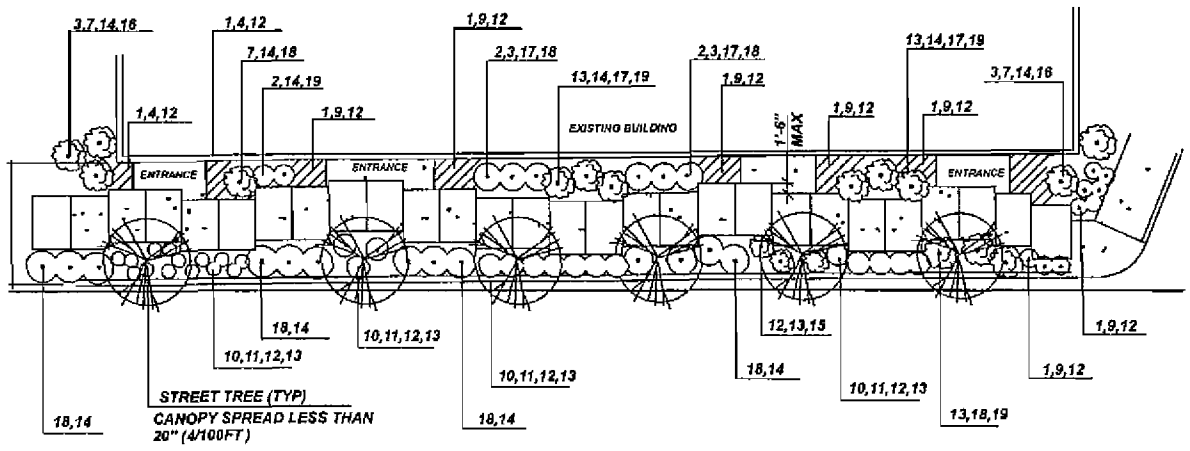
~~DETAIL 1 1~~



CONCEPT #1
BUILDING IS 25 OR MORE AWAY FROM CURB

~~Concept 2 (Detail 1 1(A)) addresses situations where a proposed building remodel is within 25 feet of the curb~~

~~DETAIL 1 1(A)~~



CONCEPT #2
BUILDING IS WITHIN 25' OF CURB

~~(2) Landscape Design~~

~~(a) Street Trees The following species of street trees shall be used for the identified segments of Riverside~~

~~Concept 1~~

~~Jackson Street to Maple Street *Acer rubrum* 'Red Sunset' or *Malus* "Spring Snow '~~

~~Maple Street to Alice Street *Prunus cerasifera* 'Krauter Vesuvius' or *Malus* 'Spring Snow '~~

~~Alice Street to Manzanita Street *Pyrus calleryana* 'Autumn Blaze' or *Prunus cerasifera* 'Krauter Vesuvius '~~

~~Manzanita Street to McAndrews Road *Pyrus calleryana* 'Autumn Blaze' or *Malus* 'Spring Snow'~~

~~Concept 2~~

~~All street segments *Pyrus calleryana* 'Chanticleer' or *Acer rubrum* 'Columnare '~~

~~Selection and location of street trees shall meet the following standards minimum distance from site features shall be three (3) feet from face of the curb, and ten (10) feet from existing buildings, utility poles, driveway edges, and from the front of traffic signs (unless the tree is planted on the opposite side of the walk so as not to obstruct a motorist's clear view of the sign) Additionally, tree branching height shall meet all the requirements of Section 10 735 Clear View of Intersecting Streets, Street trees in Concept 2 shall have a mature canopy spread of less than 20 feet, minimum tree size at time of planting shall be 2 2 inch caliper, and all street trees shall have approved root barriers installed~~

~~(b) Plantings Each concept illustrates design standards addressing plantings Areas to be landscaped shall have 90 percent coverage by plantings, excluding tree canopies, within two years Plantings shall meet the requirements of Section 10 735 Clear View of Intersecting Streets All planter beds shall have a 2 3 inch layer of decorative bark nuggets 2 1 inch in size All plant materials location, type, and size shall conform to Detail 1 1 or Detail 1 1(A) with the following numbered selection groups~~

~~I Annuals~~
~~II *Abelia 'Edward Goucher'*, 3 gal~~
~~III *Arcutus Unedo*, 3 gal~~
~~IV *Arctostaphylos Uva Ursi* (Hybrids), 1 gal~~
~~V *Ceanothus Gloriosus 'Pt Reyes'*, 1 gal~~
~~VI *Cotoneaster Dammer*, 1 gal~~
~~VII *Escallonia Fradesii*, 5 gal~~
~~VIII Not Used~~
~~IX *Hemerocallis* (Hybrids), 1 gal~~
~~X *Ilex Cornuta 'Rotunda'*, 3 gal~~
~~XI *Juniperus Horizontalis* (Hybrids), 1 gal~~
~~XII *Lavendula Angustifolia 'Munstead'*, 1 gal~~
~~XIII *Mahonia Aquifolium 'Compacta'*, 2 gal~~
~~XIV *Nandina Domestica*, 5 gal~~
~~XV *Nandina Domestica* (Dwarf Varieties), 2 gal~~
~~XVI *Photinia Fraseri*, 3 gal~~
~~XVII *Pinus Muso Mughus 'True Dwarf'*, 2 gal~~
~~XVIII *Prunus Laurocerasus 'Otto Luyken'*, 3 gal~~
~~XIX *Rhaphiolepis Indica 'Ballerina'*, 2 gal~~

PASSED by the Council and signed by me in authentication of its passage this 17 day of September, 2009

ATTEST Glenda Owens
City Recorder

Mayor

APPROVED Sept. 17, 2009

Mayor

NOTE Matter in **bold** in an amended section is new Matter ~~struck out~~ is existing law to be omitted Three asterisks (* * *) indicate existing law which remains unchanged by this ordinance but was omitted for the sake of brevity

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City of Medford

Agenda Item Commentary

Item No.:
Meeting Date: **September 17, 2009**
Page: **1 of 1**

SUBJECT:
An ordinance amending the *Medford Land Development Code* by amending Sections 10.012, 10.227, 10.358, 10.381, 10.421, 10.425, 10.427, 10.428, 10.429, 10.430, 10.437, 10.445, 10.450, 10.451, 10.462, 10.500, 10.501, 10.550, 10.710, 10.773, 10.797, replacing Section 10.430A, adding Section 10.430B, and deleting Sections 10.472, 10.502, and 10.797(A) pertaining to street standards. (Land Use, Legislative)

INITIATOR:
City of Medford

STAFF INFO. SOURCE:
James E. Huber, Planning Director
Praline McCormack, Planner II
File No. DCA-09-038

FISCAL IMPACT:
N/A

RECOMMENDATION:
Adopt the ordinance.

BACKGROUND & KEY ISSUES:
On November 20, 2003, the City Council adopted Medford's *Transportation System Plan* (TSP) which established new standards for street improvements. This ordinance is intended to make the street standards contained in the *Medford Land Development Code* consistent with the TSP. Relating to alleys, flag lots, and minimum access easements, the ordinance also seeks to codify current departmental policies and to make criteria and standards clear and objective. Fire Department access concerns were addressed through revisions to Minor Residential Street and Residential Lane standards. A Request for Comments went out on June 15, 2009, to 20 engineering firms, 20 referral agencies, and two land use consulting firms. Four comments were received. Persons who provided comments were also notified of the public hearing. On August 27, 2009, the Planning Commission held a public hearing, and no one testified. The Planning Commission voted to forward a favorable recommendation to City Council for adoption of DCA-09-038.

Changes to the street standards can be found in summary form on pages 2 and 3 of the Staff Report.

EXHIBITS:
Staff Report to City Council dated September 3, 2009, including Exhibits A – D
Excerpt from Minutes of the June 23, 2009, meeting of the Citizens Planning Advisory Committee

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CITY OF MEDFORD
PLANNING DEPARTMENT

STAFF REPORT

Date: September 3, 2009

To: City Council

Reviewed By: Suzanne Myers, A.I.C.P., Principal Planner

By: Praline McCormack, Planner II

Subject: Street Standards Code Amendment (DCA-09-038)
City of Medford, Applicant

BACKGROUND

Proposal

Consideration of a Class 'A' Major Legislative Amendment of the Medford Land Development Code to revise Sections in Articles I through V relating to street standards to make them consistent with the street standards contained in the adopted Transportation System Plan (TSP). Amendments relating to flag lots and minimum access easements seek to codify current departmental policies and to make criteria and standards clear and objective. Also includes minor, housekeeping-type changes.

Background

The City's TSP, adopted November 20, 2003, established new standards for street improvements. This amendment is intended to make the street standards contained in the *Medford Land Development Code* consistent with the TSP.

Planning and Engineering Staff worked closely together to prepare this proposed amendment.

Format of Legislative Amendment

The attached Exhibit "A" provides the proposed code revision language. Words to be deleted are ~~struck through~~ and words to be added are **bold**.

Applicable Criteria

Medford *Land Development Code*, Major Legislative Amendments, Section 10.182 (Exhibit B)

FINDINGS

Staff prepared *Findings of Fact and Conclusions of Law* (Exhibit C) to support the proposed legislative amendment. The findings include a discussion of the proposal relative to the approval criteria for legislative amendments. The Findings substantiate compliance with the approval criteria.

ISSUES/ANALYSIS

Summary of Major Changes (a more lengthy discussion of changes is included in the Findings):

- All street type definitions have been moved from Article I to each corresponding street type description in Article IV.
- There are new definitions for cul-de-sac, highway, flag lot, planter strip, and private street.
- The Central Business District Streetscape Type Map (Figure 1) has been revised to make it a black and white map, name of streetscape types are now included in the legend, and alleys that were incorrectly identified as Type IV Residential have been removed.
- Definitions and standards for each street type have been amended to match the TSP.
- All street cross-section diagrams have been revised to reflect the dimensions in the TSP.
- Minor Residential Street was previously defined as a street that serves 100 dwelling units that front and take access. It has been changed to a street with 100 dwelling units that are served by the street. The Minor Residential Street now also includes several design options that the property owner must choose from in order to meet Fire Department access requirements. These design options include:
  - Clustered, staggered driveways and fire hydrant spacing of 250-feet; or
  - All dwellings that front and take access must be equipped with residential sprinkler systems and fire hydrant spacing of 500-feet; or
  - Increased paved width of 33-feet with 5 ½ foot planter strips.
- Residential Lane total paved width was increased from 24-feet to 26-feet and total right-of-way width was increased from 30-feet to 33-feet in order to meet Fire Department access requirements. Residential Lane was previously defined as a street that serves eight (8) dwelling units that front and take access. It has been changed to a street that serves eight (8) dwelling units that take access.
- What we used to call a Minimum Access Street is now called a Minimum Access Easement because they are private, shared driveways, not streets. It was previously defined as a street that serves three (3) dwelling units that front and take access. It has been changed to an easement that serves a minimum of two (2) and a maximum of three (3) dwellings units that take access. Additional specifications on when they are permitted and standards have been added to Section 10.450. Planning Department policy regarding required lot frontage and

setbacks for parcels served by minimum access easements has been codified. These easements act as a street in terms of lot frontage and setbacks.

- Engineering Department policy requiring paving alleys if a proposed development will take access from the alley and results in an increase in average daily trips (ADT) has been added.
- Section 10.450 regarding when dead-end streets and flag lots are permitted now includes minimum access easements. If an applicant proposed a minimum access easement they must include findings that address Section 10.450.
- Section 10.450 also now includes standards for flag lots. The minimum lot frontage for flag lots has been reduced from thirty (30) feet to twenty (20) feet in order to encourage conventional lot configurations.
- Riverside Streetscape standards found in Sections 10.502 and 10.797(A) have been deleted. The Riverside Streetscape sidewalk standards were not compliant with ADA standards, and the standards were not consistent with regular frontage landscape requirements.

COMMENTS RECEIVED

Exhibit D contains all comments received as of the date of this report. Comments have been addressed in the Findings. The majority of the comments were accommodated.

RECOMMENDED ACTION

The Medford Planning Commission, at their meeting of August 27, 2009, voted to forward a favorable recommendation for DCA-09-038 as per the Staff Report dated August 18, 2009, including:

EXHIBITS

Exhibit A	Draft Amendments dated August 18, 2009
Exhibit B	*Medford Land Development Code*, Section 10.182, Class "A" Actions - Application Form
Exhibit C	*Findings of Fact and Conclusions of Law* dated September 4, 2009
Exhibit D	Comments Received

PLANNING COMMISSION AGENDA: **August 27, 2009**
CITY COUNCIL AGENDA: **September 17, 2009**

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STREET STANDARDS CODE REVISION – DCA-09-038
DRAFT

ARTICLE I

10.012 Definitions, Specific.
When used in this chapter, the following terms shall have the meanings as herein ascribed:

~~Alley. Any public space or thoroughfare at least 10 feet and not more than 30 feet wide which has been dedicated or deeded to the public for public use and which affords only secondary means of access to abutting property.~~

Cul-de-sac. A dead-end street with a circular area, or turning bulb at the end. A cul-de-sac is permitted subject to Section 10.450.

Highway. ~~A state or federally owned street designed for interregional vehicular transportation.~~ **A transportation facility intended for interregional vehicular transportation, usually under the state jurisdiction (See Section 10.428, Higher-Order Street Classification System).**

Lot, flag. A lot or parcel that has access to a street, by means of a narrow strip of the same lot (called the "flag pole"). Flag lots are permitted subject to Section 10.450.

Lot, through. A lot, which has a street, abutting both the front and rear ~~lot lines~~**yards**.

Planter Strip. A strip of land within the public right-of-way between the curb and edge of sidewalk designated for the purpose of street trees and vegetative landscaping.

Street. ~~The improved section of a~~Any right-of-way for motor vehicle travel ~~which affords the principal means of access to abutting property~~, including public and private rights-of-way ~~and easements for ingress and egress purposes, together with~~**which can include** bicycle **lanes** ~~pathways~~**, sidewalks,** or ~~other ways for travel by other than motor vehicle~~**adjacent multi-use paths. Alleys and minimum access easements, as defined herein, are not considered streets.**

~~Street, arterial. A public street or highway designated as an arterial street in the Comprehensive Plan which, because of its design and location with respect to other streets and sources of traffic, may be used to carry a volume of traffic in excess of 10,000 average daily trips (See Section 10.428, General Street System).~~

~~Street, commercial. A commercial street should be classified for its entire length between intersections. A commercial street is a street other than an arterial or collector street which lies within a commercial zoning district and is intended to provide frontage and direct access to commercial uses. Such streets typically benefit shopping and service commercial areas. Standard design requirements for commercial streets shall include two (2) travel lanes and two (2) on-street parking lanes (See Section 10.429, Commercial Street System).~~

~~Street, frontage. A frontage street is a commercial or industrial street which is adjacent and~~

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~~parallel to an arterial street, highway or freeway and is required for purposes of controlling access of a property to the arterial. Design requirements for a frontage street include two (2) travel lanes, no on street parking, and a minimum five (5) foot landscaped separation strip between the frontage street and arterial street, highway or freeway (See Section 10.429, Commercial Street System).~~

~~Street, industrial. An industrial street is a street other than an arterial or collector street which lies within an industrial zoning district and is intended to provide frontage and direct access to industrial uses. Standard design requirements for industrial streets shall include two (2) travel lanes (See Section 10.429, Commercial Street System).~~

~~Street, collector. A street which, because of its design and location with respect to other streets and sources of traffic, is used primarily to carry traffic from local streets to other collector and arterial streets (See Section 10.428, General Street System).~~

~~Street, minor residential. A minor residential street is a facility having the sole function of providing access to immediately adjacent land upon which a maximum of forty (40) dwelling units front and take access (See Section 10.430, Residential Street System).~~

Street, private. A street providing public access to more than one lot. It is a separate tax lot that is owned and maintained by private parties. Private streets are only allowed in Planned Unit Developments (PUDs) (See Section 10.230[D][5]).

~~Street, residential lane. A residential lane is a facility upon which a maximum of eight (8) dwelling units front and take access (See Section 10.430Residential Street System).~~

~~Street, standard residential. A standard residential street is a facility which provides access to immediately adjacent residential land and which also provides connections between collector streets and minor residential streets (See Section 10.430, Residential Street System).~~

~~Through lot. An interior lot with its rear yard abutting a street right-of-way.~~

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STREET STANDARDS CODE REVISION – DCA-09-038
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ARTICLE II

10.227 Zone Change Criteria.
The approving authority (Planning Commission) shall approve a quasi-judicial zone change if it finds that the zone change complies with subsections (1) and (2) below:
(1) The proposed zone is consistent with the Transportation System Plan (TSP) and the General Land Use Plan Map designation. A demonstration of consistency with the acknowledged TSP will assure compliance with the Oregon Transportation Planning Rule.~~)~~ Where applicable, the proposed zone shall also be consistent with the additional locational standards of the below sections (1)(a), (1)(b), (1)(c), or (1)(d). Where a special area plan requires a specific zone, any conflicting or additional requirements of the plan shall take precedence over the locational criteria below.
***
(2) It shall be demonstrated that Category A urban services and facilities are available or can and will be provided, as described below, to adequately serve the subject property with the permitted uses allowed under the proposed zoning, except as provided in subsection (c) below. The minimum standards for Category A services and facilities are contained in ~~the *Land Development Code*~~ **Section 10.462,** ~~and Goal 3, Policy 1~~ **Goal 2** of the *Comprehensive Plan* "Public Facilities Element" and *Transportation System Plan.*

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STREET STANDARDS CODE REVISION – DCA-09-038
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ARTICLE III

10.358 Central Business District, C-B.
The C-B district is representative of the core downtown business and retail area. The intent of the C-B district is to recognize the unique and historic character of the downtown area as an asset to the community and to provide standards and criteria necessary for its continued development and redevelopment as a vital part of this community.
****

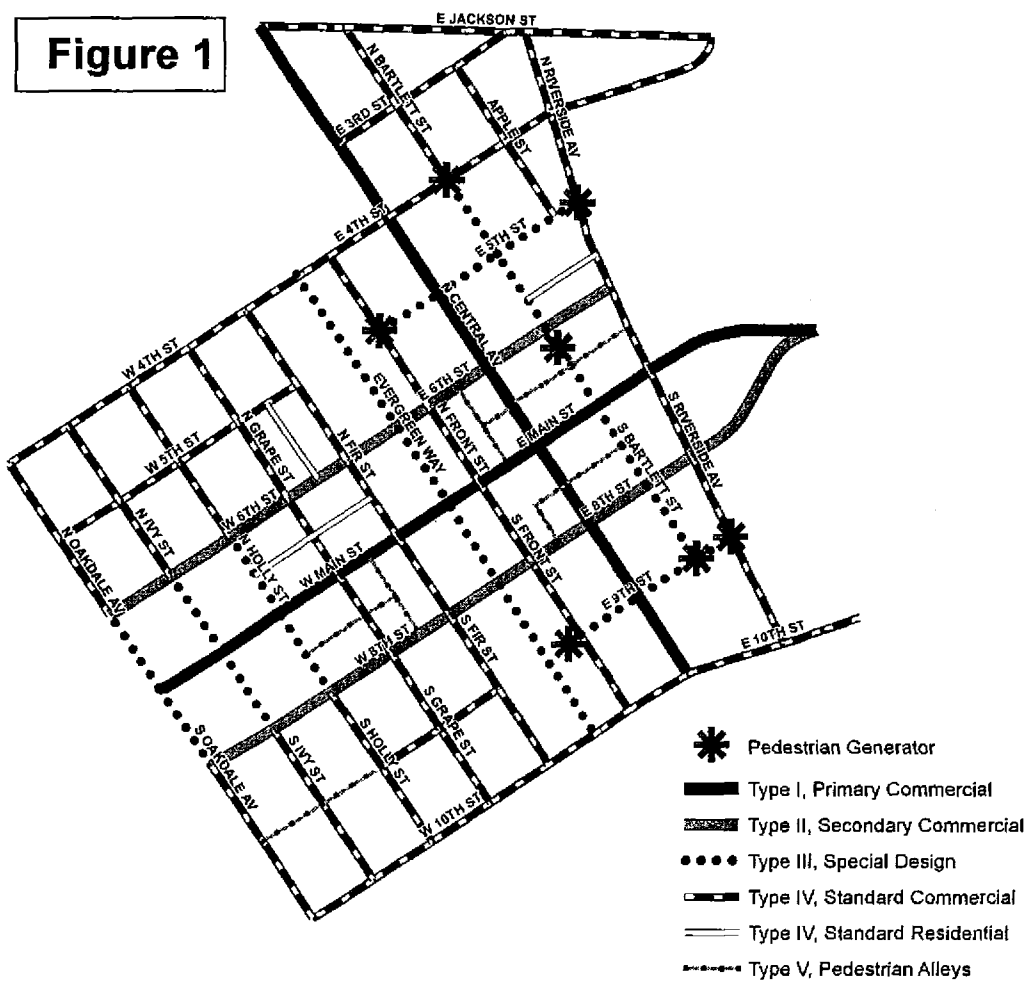

Figure 1. Street**scape** Type Map for the Central Business District

****
(3) Streetscape Standards. All new or reconstructed streets and streetscapes within the C-B District shall be developed according to the following standards and as identified in the Street Materials Standards List.

EXHIBIT A-3/5
DCA-09-038

****

Within the Central Business District there are two classifications of alley **streetscapes**; General **Alleys** and Pedestrian **A**alleys **(i.e., Middleford Alley)**.

****

10.381 Special Street Design And Vehicle Access Standards, S-E.

1. Street, Streetscape, and Vehicle Access Design. Streets, streetscapes, and vehicle access to individual properties within the S-E Overlay District shall be located, designed, and constructed consistent with the Code and adopted *City of Medford Engineering Standards and Specifications*, except as modified by any adopted Neighborhood Circulation Plan and, as applicable, the Commercial Center Core Master Plan.

2. Vehicle Access to Narrow Lots. Residential lots with fifty (50) feet or less width and fifty (50) feet or less street frontage shall receive vehicular access from an alley or additional Minimum Access ~~Street~~**Easement**.

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STREET STANDARDS CODE REVISION – DCA-09-038
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ARTICLE IV

10.421 General Development Design Standards and Criteria.
The developer shall design and improve all **required public right-of-way elements, including** streets, **bicycle lanes, sidewalks, planter strips, street lights, alleys,** storm drains, sanitary sewers, waterlines, accessways and ~~other~~ public easements which are a part of the development, and those off-site public improvements necessary to serve the development consistent with the Comprehensive Plan or any specific plan thereof, and such other public improvements as required by this chapter in accord with the standards and criteria set forth herein and shall thereafter warrant the materials and workmanship of said improvements for a period of one **(1)** year from the date of completion. Such improvements as set forth herein shall be considered necessary for the general use of the property owner(s) of the development, the local neighborhood and the city's traffic and drainage needs including without limitation grading and surfacing of streets and accessways, installation of facilities to supply domestic water, construction of storm and sanitary drainage and treatment facilities, all other improvement work as hereafter set forth. All improvement work shall be at the sole cost and expense of the developer unless otherwise specifically provided herein.

10.425 Street Access and Dedication Requirements.
Prior to the issuance of a development permit ~~all parcels of~~ land shown on any development proposal and intended for vehicular use shall have access to ~~an improved~~ **a paved** street. ~~All parcels of l~~Land intended for vehicular and accessway ~~(pedestrian/bicycle)~~ use by the general public shall be offered for dedication.

10.427 Street Classification System.
This chapter establishes a street classification system ~~to be applied~~ **applicable** to all streets within the City **and used to determine right-of-way improvement design standards unless alternative standards are provided by an adopted Neighborhood Circulation Plan or other special area plan.** It is the intent of the street classification system to:
(1) Promote the safety and convenience of vehicular**, pedestrian, and bicycle** traffic;~~,~~
(2) Protect the safety of neighborhood residents;~~,~~
(3) Protect the residential character of neighborhoods by limiting traffic volume, speed, noise and fumes;~~,~~ and**,**
(4) Encourage the efficient use of land.

All existing and proposed streets within the **C**eity shall be identified ~~on the City of Medford Street Classification Map and identified~~ by class**ification** as follows **below.**~~:~~ **The classification of higher-order streets shall be determined by the City of Medford Street Functional Classification Plan Map, as amended. The classification of lower-order streets shall be consistent with any adopted Neighborhood Circulation Plan or other special area plan, and based upon adjacent zoning, and, in the case of residential streets, the number of dwelling**

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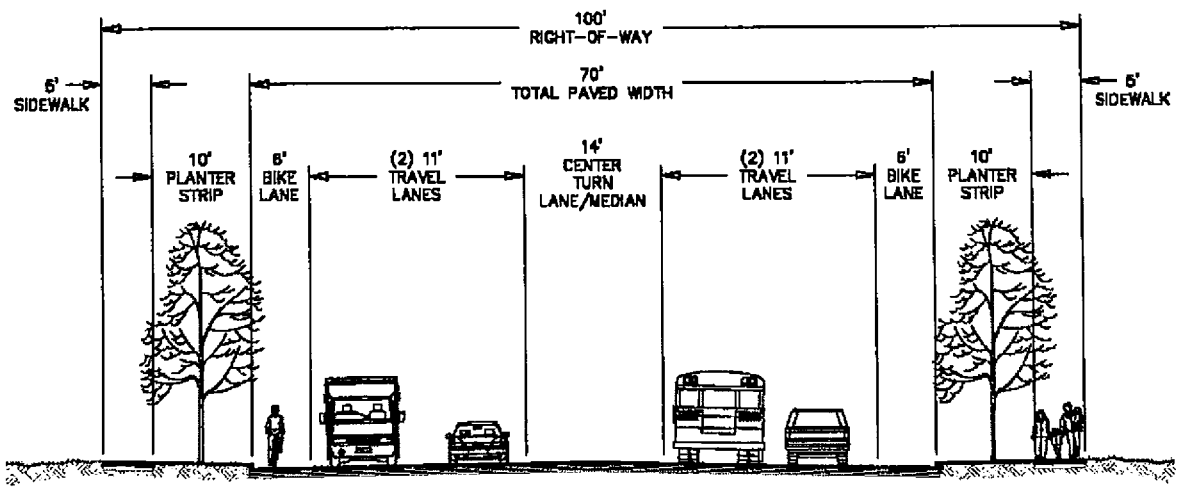
units utilizing the street for vehicular access.

~~Order~~	Street Classification
	Highway
	County, or state facility.
~~I~~	~~Higher-Order Street System~~
~~I-1~~	Arterial, **Major or Minor**
~~I-2~~	Collector, **Major, Major Alternative, or Minor**
~~II~~	**Lower-Order Street System** – Commercial/**Industrial**
~~II-1~~	Commercial
~~II-2~~	Industrial
~~II-3~~	~~Frontage~~
~~III~~	**Lower-Order Street System** – Residential ~~Street System~~
~~III-1~~	Standard **Residential**
~~III-2~~	Minor **Residential**
~~III-3~~	**Residential** Lane
~~III-4~~	~~Minimum Access~~
	Non-Street Alternatives
	Minimum Access Easement
	Alley

10.428 Higher-Order Street **Classification** System.

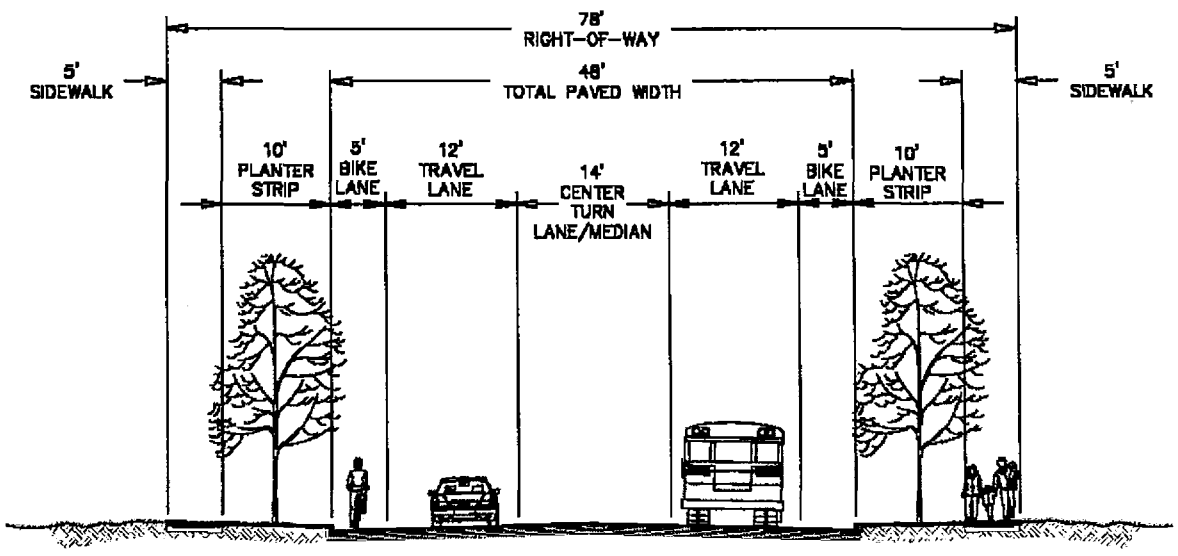
~~The higher order street system includes the major streets (I-1 through I-2) which connect residential, commercial, and industrial areas to the highway system.~~ **All higher-order (major) streets within the City are classified in one of the following categories:**

Major Arterial

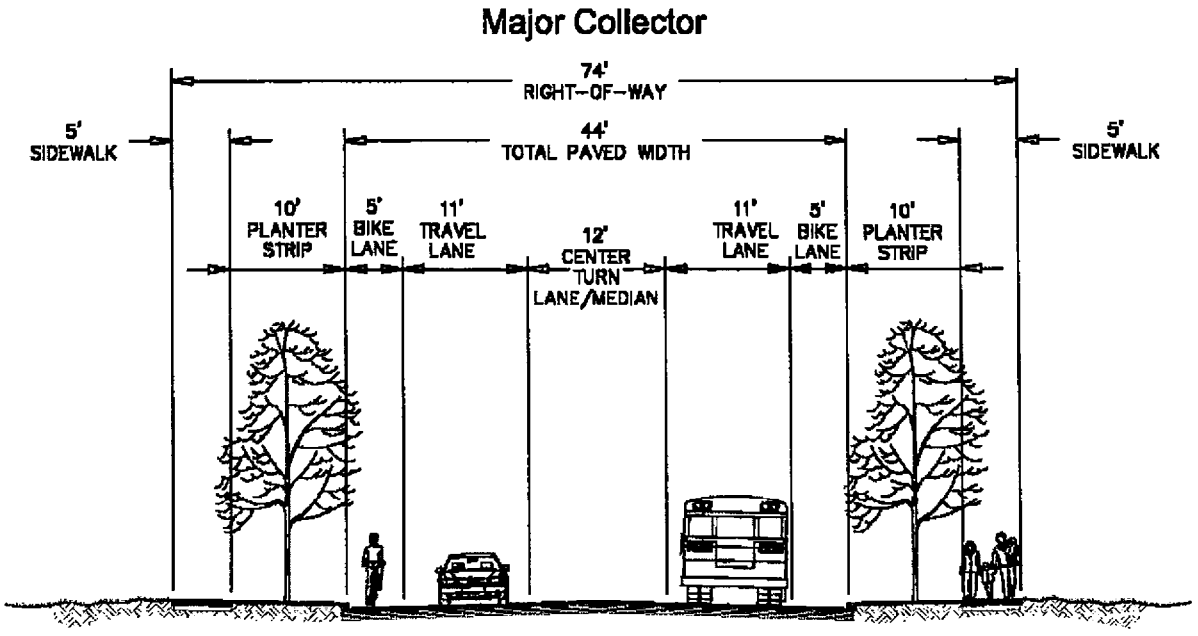


(1) **Major** Arterial. ~~Intended to provide for high volume travel between or within communities, or to and from collectors and other arterials. Standard design requirements for two-way arterials shall include four (4) travel lanes and a fifth center turn lane at all intersections where turns are allowed. Facilities for two-way bicycle travel and pedestrian are included. Typical cross-sections for both designs "A" and "B" follow with either design being acceptable. The design of arterials may also be subject to regulation and control of on-street parking, turning movements, and access. Individual residential driveway access for new development shall not be permitted on an arterial if other means of access are available.~~ **A higher-order street that carries heavy traffic volumes to and from collectors and other arterials, with most being traffic traveling through the urban area. Access is the most limited of any City street. The major arterial cross-section includes two (2) travel lanes and a six-foot (6') wide bicycle lane in each direction, with a fourteen-foot (14') raised median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths and numbers, may be adjusted through an adopted plan or code standards to create a "main-street" like atmosphere.**

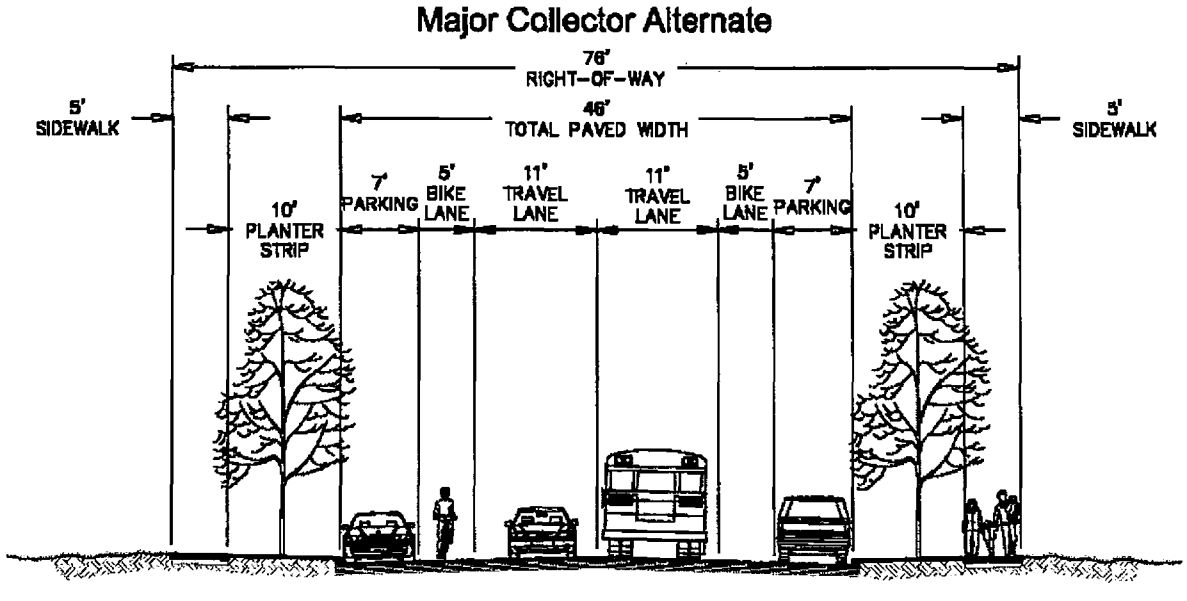
Minor Arterial



(2) Minor Arterial. A higher-order street that carries heavy traffic volumes, with most being traffic traveling within the urban area, and often connects two major arterials. The minor arterial street design is used where traffic volumes are high, but where there is limited room for street widening, or in the downtown or other transit-oriented districts, where a narrower roadway may be desirable. Access to minor arterial streets is very limited. Minor arterial cross-sections have a single travel lane and a five-foot (5') wide bicycle lane in each direction, with a raised median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

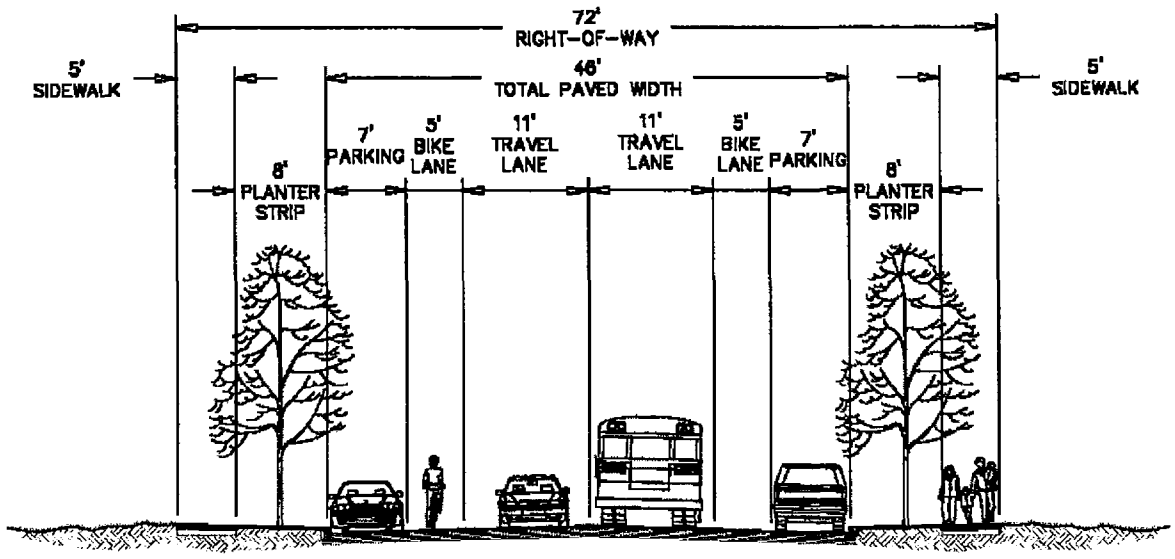


(~~32~~) ~~—~~**Major** Collector. ~~Services lower order streets and conducts traffic between arterials. Standard design requirements for a collector shall include two (2) travel lanes and a center turn lane when necessary. Facilities for two-way bicycle travel and pedestrians are included. Typical cross-sections for both designs "A" and "B" follow with either design being acceptable. The design of collectors may be subject to regulation and control of on-street parking, turning movements, and access. Individual residential driveway access for new development shall not be permitted on a collector street if other reasonable means of access are available.~~ **A higher-order street that links arterial and lower-order streets, and serves both access and traffic mobility functions. The major collector street cross-section includes one (1) travel lane and a five-foot (5') wide bicycle lane in each direction, with a median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere. Individual residential driveway access for new development is not permitted on a major collector street if other reasonable means of access is available.**



(4) Major Collector Alternative. On-street parking is normally prohibited on major collector streets, except where included in an adopted neighborhood plan, neighborhood circulation plan, or transit-oriented districts. The Major Collector Alternative design includes on-street parking, and does not have a median or center turn lane.

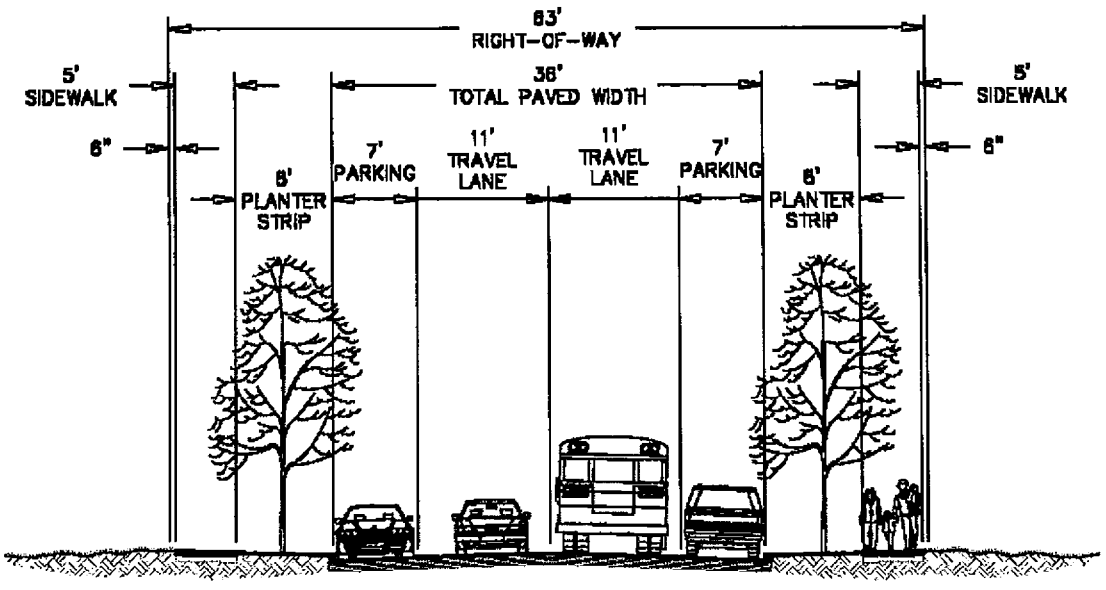
Minor Collector



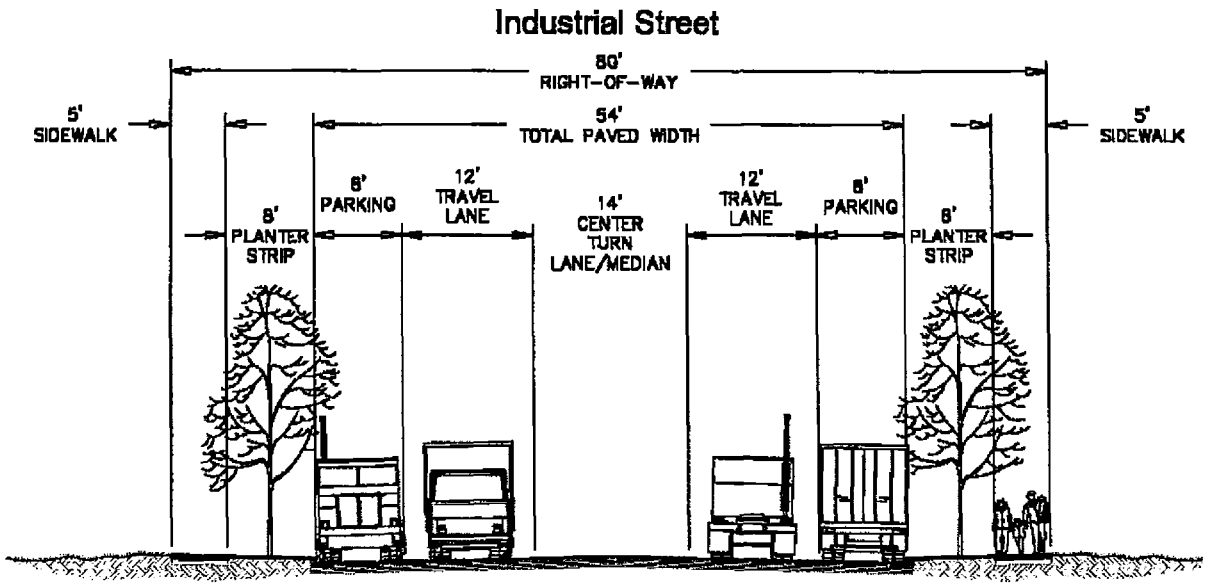
(5) Minor Collector. A higher-order street that extends through neighborhoods, linking residential traffic on local streets with other collectors and arterial streets, and upon which a greater emphasis is placed on direct access, as compared with major collector streets, which have greater emphasis on through-traffic movement. The minor collector cross-section includes one (1) travel lane and a five-foot (5') wide bicycle lane in each direction, with sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. An on-street parking lane is included on each side of the street. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.

~~(1)~~10.429 **Lower-Order** – Commercial/**Industrial** Street **Classification** System.

Commercial

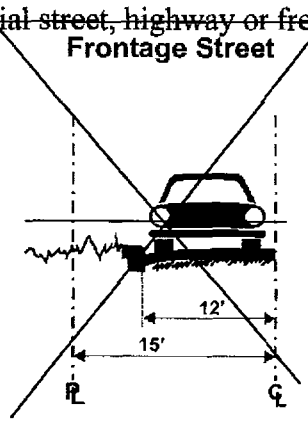


(1) Commercial Street. ~~A commercial street should be classified for its entire length between intersections. A commercial street is a street other than an arterial or collector street which lies within a commercial zoning district and is intended to provide frontage and direct access to commercial uses. Such streets typically serve shopping and service commercial areas. Standard design requirements for commercial streets shall include two (2) travel lanes and two (2) on-street parking lanes.~~ **A lower-order street that is within or abutting a commercial zoning district. Commercial streets are intended to provide frontage and direct access for commercial uses. The commercial street cross-section includes one (1) travel lane and an on-street parking lane in each direction, with sidewalks and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. Sidewalk width and planter strip use may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere.**

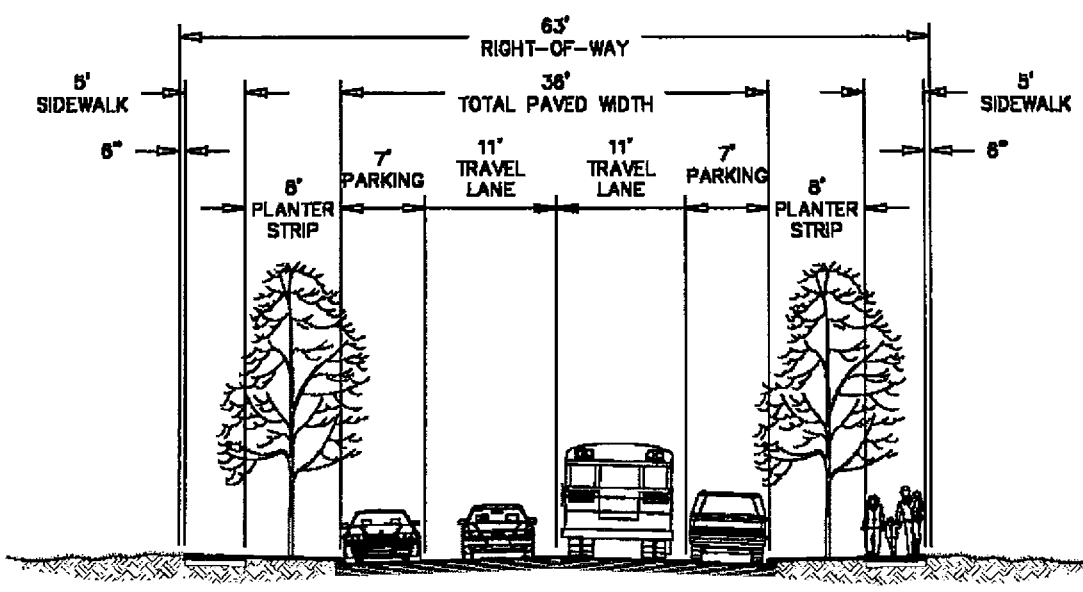


(2) Industrial Street. ~~An industrial street is a street other than an arterial or collector street which lies within an industrial zoning district and is intended to provide frontage and direct access to industrial uses. Standard design requirements for industrial streets shall include two (2) travel lanes.~~ **A lower-order street that is within or abutting an industrial zoning district. Industrial streets are intended to provide frontage and direct access for industrial uses. The industrial street cross-section includes one (1) travel lane and an on-street parking lane in each direction with a center turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.**

~~(3) Frontage Street. A frontage street is a commercial or industrial street which is adjacent and parallel to an arterial street, highway or freeway and is required for purposes of controlling access of a property to the arterial. Design requirements for a frontage street include two (2) travel lanes, no on street parking, and a minimum five (5) foot landscaped separation strip between the frontage street and arterial street, highway or freeway.~~

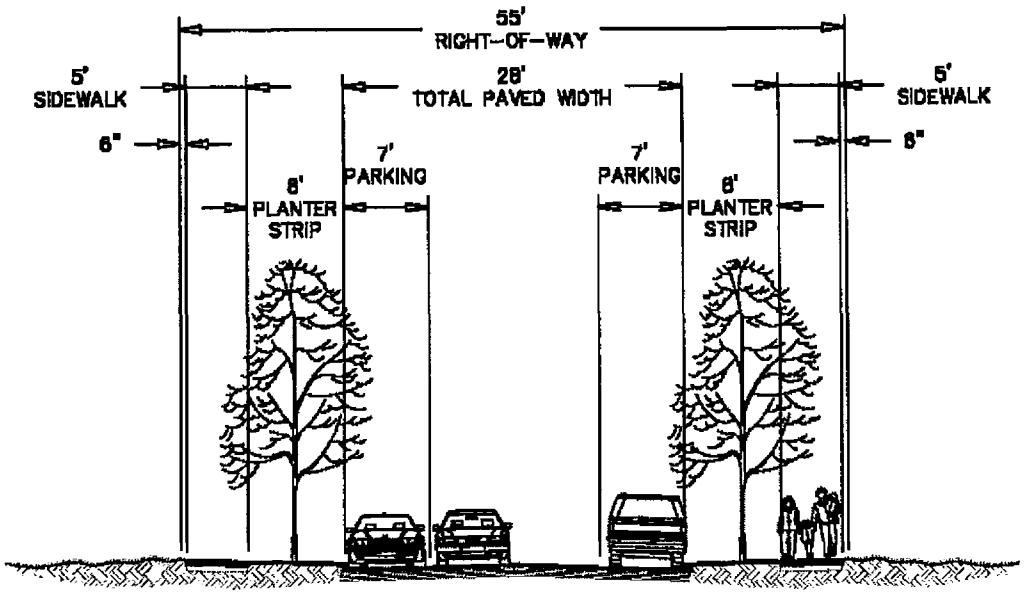


10.430 **Lower-Order** - Residential Street **Classification** System.
~~Residential streets are intended to accommodate relatively low traffic volumes at residential speeds in order to minimize adverse impacts to the livability of residential neighborhoods.~~ **Residential streets conduct local traffic to collector and arterial streets at relatively low traffic volumes and speeds and provide important direct land access to individual parcels.** There are ~~four~~ **three** (3~~4~~) categories of residential streets as follows:



(1) Standard Residential Streets. A ~~standard residential street is a facility~~ **street** which provides **direct** access to immediately adjacent ~~residential~~ **residentially zoned** land **and** ~~which also provides~~ connections between collector street and minor residential streets. Design requirements for a standard residential street include two (2) travel lanes ~~and~~ **with** on-street parking, **sidewalks, and planter strips** on both sides. **The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.**~~Standard residential streets should have an optimum volume of 3,000 average daily vehicular trips.~~

Minor Residential



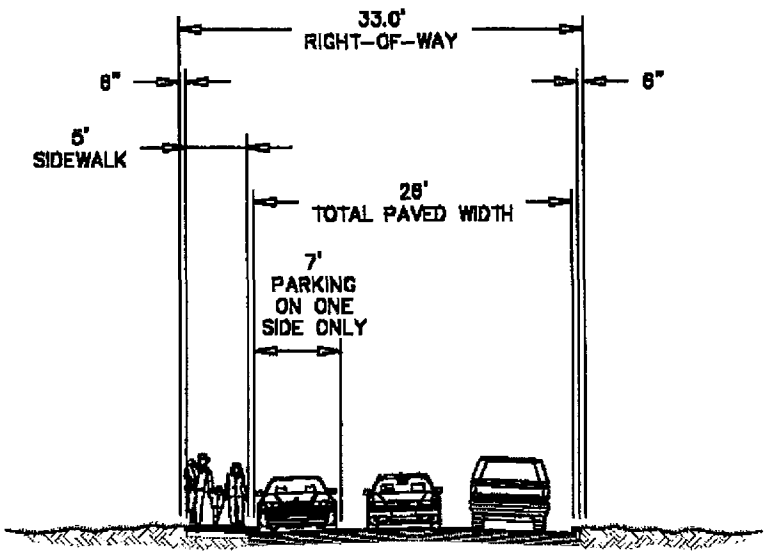
(2) Minor Residential Streets. A ~~minor residential~~ street ~~is a facility having the sole function of providing~~**which provides direct** access to immediately adjacent **residentially zoned** land **and neighborhood street connectivity, and** ~~upon~~ which **serves up to** ~~a maximum of~~ one-hundred (100) dwelling units ~~front and take access~~. On-street parking ~~may be permitted~~ **is provided** on both sides **of the street. Design requirements for a minor residential street include two (2) travel lanes with sidewalks and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In order to ensure that there is at least twenty (20) feet of unobstructed clearance for fire apparatus, the developer shall choose from one of the following design options:**

(a) Clustered, offset (staggered) driveways (see example) (design approved by Fire Department), and fire hydrants located at intersections with the maximum fire hydrant spacing along the street of 250-feet.

(b) All dwellings that front and take access from minor residential streets to be equipped with a residential (NFPA 13D) fire sprinkler system, and fire hydrants located at intersection with the maximum fire hydrant spacing along the street of 500-feet.

(c) Total paved width of 33-feet with five-and-a-half (5 ½) foot planter strips.

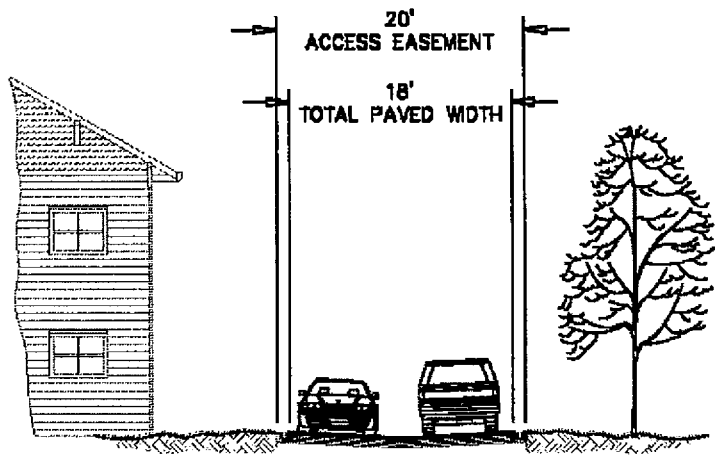
Residential Lane



(3) Residential Lane. A ~~residential lane is a facility~~ **street having the sole function of providing direct access to immediately adjacent residentially zoned land, and** upon which a maximum of eight (8) dwelling units ~~front and~~ take access. A residential lane is a short street **(no more than 450-feet in length)** with **a single travel lane, and parking on one side.** ~~parking on one side and a single travel lane and does not exceed 450 feet in length.~~ **Sidewalks shall be provided on the parking side of the street, and planter strips are not required. Those residential lanes, that are not through streets, shall terminate in a standard cul-de-sac that complies with Section 10.450.**

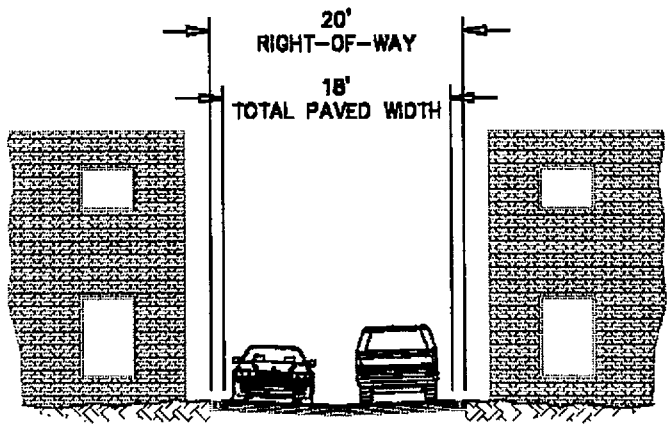
10.430A Non-Street Alternatives.

Minimum Access Easement
(Private)



~~(4)~~**(1)** Minimum Access **Easement**. ~~A private residential street upon which a maximum of three (3) dwelling units front and take access.~~ **An easement containing a shared driveway having the sole function of providing direct access to immediately adjacent residentially zoned land, and upon which a minimum of two (2) and maximum of three (3) dwelling units (not including Accessory Dwelling Units-ADU's) take access. A minimum access easement must meet the minimum driveway turnaround standards in Section 10.746(11). Minimum access easements are permitted subject to Section 10.450. A minimum access easement does not have sidewalks or planter strips. No parking is permitted on a minimum access easement.** ~~A minimum access street is a short cul-de-sac~~ **A minimum access easement is considered a street for purposes of meeting lot frontage requirements, and for setback purposes. Therefore, a minimum access easement creates street side yards and corner lots. A minimum access easement does not create a through lot.**

Alley



(2) Alley.

A. Private alley: A private right-of-way, that is not a street, designed for primary or secondary means of access to abutting property, and which may or may not provide passage through blocks from street to street. Parcels abutting a private alley must also front on a street as defined herein, but not necessarily take primary motor vehicle access from a street.

B. Public alley: A public right-of-way, that is not a street, designed for primary or secondary means of access to abutting property, and with passage from street to street. Parcels abutting an alley must also front on a street as defined herein, but not necessarily take primary motor vehicle access from a street.

C. Standards: Alleys shall have a minimum width of twenty feet (20'), with a curb radius of not less than fifteen feet (15') at an intersection with a street. Parking within an alley is only permitted subject to a permit issued for service vehicles pursuant to Section 6.340. If an existing alley is unpaved and a property owner wants to develop their property and use the alley for access, and this results in an increase in the average daily trips (ADTs) in the alley, then the property owner shall pave the alley from their property to the nearest paved intersecting street.

10.~~430A~~ 430B Standards Applicable to All Streets.

Tables IV-1~~, IV-2 and IV-3~~ sets forth general standards for all types of Ceity streets. The application of these standards is set forth ~~in other sections of this code~~**above**.

Table IV-1
Medford Street Cross-Sections Dimensions

Functional Classification	Features/Dimensions (Each Direction)					Left Turn Lane/ Median **	Total Paved Width	Total Right-of-Way Width
	Travel Lane	Bike Lane	On-Street Parking	Sidewalk	Planter Strip *			
Major Arterial	11' & 11'	6'	None	5'	10'	14'	70'	100'
Minor Arterial	12'	5'	None	5'	10'	14'	48'	78'
Major Collector	11'	5'	None	5'	10'	12'	44'	74'
Alternative	11'	5'	7'	5'	10'	None	46'	76'
Minor Collector	11'	5'	7'	5'	8'	None	46'	72'
Commercial Street	11'	None	7'	5'	8'	None	36'	63'
Industrial Street	12'	None	8'	5'	8'	14'	54'	80'
Standard Residential	11'	None	7'	5'	8'	None	36'	63'
Minor Residential (See 10.430[2] for design options.)	11'	None	7'	5'	8'	None	28' + ***	55'
Residential Lane	17'	None	7' One Side	5' One Side	None	None	26'***	33'
Minimum Access Easement	18'	None	None	None	None	None	18'	20'
Alley	18'	None	None	None	None	None	18'	20'

Note 1: These street standards apply to new or reconstructed streets under the jurisdiction of and maintained by the City of Medford. Jackson County and ODOT have their own street design standards that are applicable to facilities under the jurisdiction of and maintained by those agencies.

Note 2: See the Central Business (C-B) District Overlay and adopted specific or Neighborhood Circulation Plans for exceptions to these standards.

* A pedestrian pad may be required in the right-of-way at bus stops to ensure ADA compliance. A pedestrian pad is at minimum a four-foot (4') wide area between the bus stop and curb where a bus ramp would be deployed. Planter strips may be eliminated in areas with greater pedestrian activity (such as Downtown or in transit-oriented districts) to provide up to fifteen (15) feet of walking area, including a "furniture zone" for utilities, benches, trees and other streetscape components.

** Raised medians shall be installed with turn bays as necessary. Traffic analysis shall be conducted to determine the need for turn bays and required vehicle storage length.

+*** Street width numbers are not additive. When vehicles are parked on both sides of the street, travel lane width is effectively reduced to accommodate only a single vehicle at any one time.

~~TABLE IV-1~~

~~MINIMUM STREET PAVEMENT WIDTHS (c)~~

~~Order~~	~~Street Type~~	~~Curb and Gutter~~	~~Travel Lanes~~	~~Center Lane~~	~~Parking Lane~~	~~Bike Lane(b)~~	~~Total with Bike Lane~~	~~Total w/o Bike Lane~~
~~I~~	~~Higher Order~~							
~~I-1~~	~~Arterial~~	~~Yes~~	~~4~~	~~1(f)~~	~~No~~	~~2@5' (d)~~	~~66' (d)~~	~~56'~~
~~I-2~~	~~Collector~~	~~Yes~~	~~2~~	~~1(e)~~	~~No~~	~~2@5' (d)~~	~~44' (d)~~	~~40'~~
~~II~~	~~Commercial~~							
~~II-1~~	~~Commercial~~	~~Yes~~	~~2~~	~~No~~	~~2~~	~~No~~	~~NA~~	~~36'~~
~~II-2~~	~~Industrial~~	~~Yes~~	~~2~~	~~No~~	~~No~~	~~No~~	~~NA~~	~~36'~~
~~II-3~~	~~Frontage(a)~~	~~Yes~~	~~2~~	~~No~~	~~No~~	~~No~~	~~NA~~	~~24'~~
~~III~~	~~Residential~~							
~~III-1~~	~~Standard~~	~~Yes~~	~~2~~	~~No~~	~~2~~	~~No~~	~~NA~~	~~36'~~
~~III-2~~	~~Minor~~	~~Yes~~	~~2~~	~~No~~	~~2~~	~~No~~	~~NA~~	~~28'~~
~~III-3~~	~~Lane~~	~~Yes~~	~~1~~	~~No~~	~~1~~	~~No~~	~~NA~~	~~24'~~
~~III-4~~	~~Minimum Access~~	~~No~~	~~1~~	~~No~~	~~1~~	~~No~~	~~NA~~	~~18'~~

~~(a) Includes a five (5) foot separator between nearest street R/W line and frontage road face of curb.~~

~~(b) Bikelanes will be provided with all new collector and arterial street construction.~~

~~(c) Distance as measured from face of curb to face of curb.~~

~~(d) When Class III, signs/stripes are required.~~

~~(e) When required at or between intersections.~~

~~(f) At all intersections where turns are allowed.~~

~~TABLE IV-2~~

~~MINIMUM STREET RIGHT-OF-WAY~~

	~~R/W with~~	~~R/W w/o~~

Order	Street Type	bikelane	bikelane
I	Higher Order		
I-1	Arterial	96'	91'
I-2	Collector	74'	75'
II	Commercial		
II-1	Commercial	NA	63'
II-2	Industrial	NA	63'
II-3	Frontage	NA	30'
III	Residential		
III-1	Standard	NA	63'
III-2	Minor	NA	55'
III-3	Lane	NA	30'
III-4	Minimum Access	NA	20'

TABLE IV-3

SERVICE LEVELS FOR ARTERIAL AND COLLECTOR STREETS

	Typical Traffic Flow Conditions
Service Level A	Relatively free flow of traffic with some stops at signalized or stop sign controlled intersections. Average speeds would be at least 30 miles per hour. The volume to capacity ratio would be equal or less than 0.60.
Service Level B	Stable traffic flow with slight delays at signalized or stop sign controlled intersections. Average speed would vary between 25 and 30 miles per hour. The volume to capacity ratio would be equal or less than 0.70.
Service Level C	Stable traffic flow but with delays at signalized or stop sign controlled intersections to be greater than at Level B but yet acceptable to the motorist. The average speeds would vary between 20 and 25 miles per hour. The volume to capacity ratio would be equal to or less than 0.80.
Service Level D	Traffic flow would approach unstable operating conditions. Delays at signalized or stop sign controlled intersections would be tolerable and could include waiting through several signal cycles for some motorists. The average speeds would vary between 15 and 20 miles per hour. The volume to capacity ratio would equal or be less than 0.90.
Service Level E	Traffic flow would be unstable with congestion and intolerable delays to motorists. The average speed would be approximately 15 miles per hour. The volume to capacity ratio would be 1.00.
Service Level F	Traffic flow would be forced and jammed with stop and stop and go operating conditions and intolerable delays. The average speed would be less than 15 miles per hour.
NOTE:	The average speeds are approximations observed at the various levels of service but could differ depending on actual conditions.

10.437 General Street Design Standards.

The following design standards, together with Table IV-1~~ and IV-2~~, shall regulate the development and improvement of all new streets, except as otherwise provided in Section 10.251, Application for Exception.

10.445 Street Intersection Curb Radius Standards.

(1) Intersections of streets with fewer than four (4) 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 (4) 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.

(2~~1~~) The minimum curb radius for various street classes when intersecting an Arterial or Collector street shall be as follows:

Minimum Access ~~Streets~~**Easement**	None
Private Alleys	~~None~~**15 feet***
Public Alleys	~~None~~**15 feet***
Residential	25 feet
Commercial	30 feet
Industrial	30 feet
Collector	35 feet
Arterial	35 feet

***Only on arterials and collectors**

(3~~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.

(4~~3~~) The minimum curb radius for lower order street classes intersecting one another shall be 20 feet.

(5~~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.

10.450 Cul-de-sacs**, Minimum Access Easements** and Flag Lots.

(1) Cul-de-sacs**, minimum access easements** and flag lots shall only be permitted ~~when~~ **when the approving authority finds that** any of the following conditions exist:

(a) One or more of the following conditions prevent a street connection: excess slope (15%) or more), presence of a wetland or other body of water which cannot be bridged or crossed, existing development on adjacent property, presence of a freeway or railroad.

(b) It is not possible to create a street pattern which meets the design requirements for streets.

(c) An accessway is provided consistent with the standards for accessways in Section 10.464 through Section 10.466.

(2) If a cul-de-sac is necessary, then the following standards shall apply:

(a) Cul-de-sac streets shall be as short as possible and shall not exceed 450 feet in length.

(b) Cul-de-sac streets shall have a vehicle turnaround area with a minimum right-of-way radius of forty-five (45) feet and a minimum paved section radius of thirty-seven (37) feet.

(3) If a flag lot is necessary, then the following standards shall apply:

(a) The access drive, or flag pole, shall have a minimum width of twenty (20) feet.

(b) The minimum lot frontage for a flag lot shall be twenty (20) feet.

(c) The required front yard setback shall be measured from the lot frontage property line.

(d) The minimum driveway throat width shall be determined as per Section 10.550.

10.451 Additional Right-of-Way and Street Improvements.

Whenever an improved arterial or collector street are abutting or within a development and do not meet current City Standards, only additional right-of-way, as per Table IV-~~1~~2 shall be required as a condition to the issuance of a development permit, unless otherwise occupied by structures in which case only a partial dedication will be required.

10.462 Maintenance of level of Service D.

Whenever level of service is determined to be below level D for arterials or collectors, development is not permitted unless the developer makes the roadway or other improvements necessary to maintain level of service D respectively. See Table IV-~~3~~2 **below** for description of service levels.

TABLE IV-2

SERVICE LEVELS FOR ARTERIAL AND COLLECTOR STREETS

	Typical Traffic Flow Conditions
Service Level A	**Relatively free flow of traffic with some stops at signalized or stop sign controlled intersections. Average speeds would be at least 30 miles per hour. The volume to capacity ratio would be equal or less than 0.60.**
Service Level B	**Stable traffic flow with slight delays at signalized or stop sign controlled intersections. Average speed would vary between 25 and 30 miles per hour. The volume to capacity ratio would be equal or less than 0.70.**
Service Level C	**Stable traffic flow but with delays at signalized or stop sign controlled intersections to be greater than at Level B but yet acceptable to the motorist. The average speeds would vary between 20 and 25 miles per hour. The volume to capacity ratio would be equal to or less than 0.80.**
Service Level D	**Traffic flow would approach unstable operating conditions. Delays at signalized or stop sign controlled intersections would be tolerable and could include waiting through several signal cycles for some motorists. The average speeds would vary between 15 and 20 miles per hour. The volume to capacity ratio would equal or be less than 0.90.**

Service Level E	**Traffic flow would be unstable with congestion and intolerable delays to motorists. The average speed would be approximately 15 miles per hour. The volume to capacity ratio would be 1.00.**
Service Level F	**Traffic flow would be forced and jammed with stop and stop and go operating conditions and intolerable delays. The average speed would be less than 15 miles per hour.**
NOTE:	**The average speeds are approximations observed at the various levels of service but could differ depending on actual conditions.**

~~10.472 Pedestrian Easements.~~
~~The approving agency may require, in order to facilitate pedestrian access from streets or lots to schools, parks or other nearby streets, or from off site parking areas, perpetual unobstructed easements. With the easement a sidewalk of at least four feet in width shall be constructed. Adequate lighting may also be required if deemed necessary for public safety.~~

10.500 Sidewalks.
Sidewalks shall be required of all developments including single-family residences along both sides of all streets except **minimum access easements which do not require sidewalks and** residential lanes **where sidewalks are required on one side of the street**~~and minimum access streets which are not required to have sidewalks~~.

10.501 Sidewalk Specifications.
Sidewalks shall be constructed in accordance with the following specifications:
(1) Concrete. Sidewalks shall be constructed of concrete with a compressive strength of not less than 3,000 -pounds per square inch, using not less than 500 pounds of cement per cubic yard of concrete, and with a maximum slump of **four** (4) inches. In cold weather, calcium chloride may be added by dissolving in the mixing water an amount not exceeding ~~2~~ **two** percent **(2%)** of the weight of the cement in the concrete mix.
(2) Other material. Other materials such as bricks or flagstone may be used for aesthetic effects where approved by the Site Plan and Architectural Commission or as otherwise provided in Section 10.358, Central Business District. Such material will have flat surfaces suitably finished for sidewalk use. Materials submitted shall be comparable in strength to concrete and shall be placed with suitable mortar to provide a permanent, maintenance–free sidewalk.
(3) Construction. Sidewalks shall be constructed according to the structural specifications prescribed by the City Engineer. A sidewalk shall be ~~three and one half inches~~ **nominally four (4) inches** thick, except where a sidewalk crosses a driveway it shall be ~~five and one-half inches~~ **nominally six (6) inches** thick. A sidewalk shall slope one-quarter **(1/4)** inch per foot toward the curb. The edge of the sidewalk nearest the curb shall be at an elevation equal to the rate of one-quarter **(1/4)** inch per foot above the curb.
Where a residential building site fronts on an unimproved -residential street the requirement to improve sidewalks may be waived if the development qualifies for deferral of street frontage improvements as per Section 10.432, Street Improvement, Deferred.
(4) Width. Sidewalks shall be five (5) feet in width except in the C-B district -of the city where sidewalks shall be as per Section 10.358, Central Business District~~, and Section 10.502 Riverside Streetscape Sidewalk Standards,~~ of this code and shall extend from the property line to the curb. ~~Sidewalks along arterial and collector streets shall be seven (7) feet in width.~~ Required sidewalk

width does not include curb width. **All planning, design and construction documents shall clearly state that at least five (5) feet of the sidewalk is to be clear of obstructions such as sign posts, utility and signal poles, mailboxes, parking meters, fire hydrants, trees, and other street furniture.**

(5) Alignment. Sidewalks on arterials and major collector streets shall be set back a minimum of ten (10) feet from the back of the **face of** curb (See ~~"A" and "B"~~ **the street cross-sections for arterial and collector streets** above)~~,~~ unless curvelinear as provided below.

Sidewalks on all other streets shall be located a minimum of eight (8) feet from the back of curb unless curvelinear as provided below. If there are existing sidewalks on the same side of the street in the same block, then the sidewalk location shall be determined by the approving authority.

The Site Plan and Architectural Commission and ~~—~~Planning Commission may approve curvelinear or meandering sidewalks for aesthetic purposes or for other reasons such as topography or to avoid existing trees. Where approved, such sidewalks shall tie to adjacent property lines in such a manner as to allow standard sidewalk construction on that property.

(6) Repair. All projects subject to Site Plan and Architectural Review shall be required, as a condition of approval, to repair all frontage sidewalks as determined by the Engineering Department. When attached as a condition of approval of a Site Plan and Architectural Review application the sidewalk maintenance procedures set forth in Chapter 3, Section 3.025, Notice on Hearing of City Repair of Sidewalks, through 3.035, Notice of Sidewalk Repair, are hereby superseded.

(7) Permit for Sidewalk Work. Before beginning the construction, reconstruction, or repair of a sidewalk the developer shall apply to the **C**eity **E**engineer for a permit. If the sidewalk conforms to the provisions of this section the **C**eity **C**engineer shall establish the grade of the sidewalk, if not already established, and issue the permit upon payment of a permit fee established and periodically amended by ordinance of the City Council.

~~10.502 Riverside Streetscape Sidewalk Standards.~~

~~All new or reconstructed sidewalks in the Riverside Streetscape area (Riverside between Jackson and McAndrews) are to be constructed per Detail 1.1 or 1.1(A) with a planting strip between the curb and sidewalk. The design includes 5-foot by 7-foot concrete slabs that are offset a maximum of eighteen inches.~~

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~~ **Easements** and **A**alleys shall be considered driveways.

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STREET STANDARDS CODE REVISION – DCA-09-038
DRAFT

ARTICLE V

10.710 Detached Single-Family Dwellings.
The following standards apply to the development of detached single-family dwellings within the various residential districts. A manufactured home is considered a detached single-family dwelling only if the requirements of Article V, Section 10.900 are met. See Article III, Sections 10.308 through 10.312 for detailed descriptions of each residential zoning district and density factors, and Section 10.314 for conditional, special, and permitted uses.

DETACHED SINGLE-FAMILY DWELLINGS One detached dwelling unit per lot.					
DEVELOPMENT STANDARDS	SFR-00	SFR-2	SFR-4	SFR-6	SFR-10
MINIMUM AND MAXIMUM DENSITY FACTOR RANGE (See 10.708)	NA	.8 to 2.0 dwelling units per gross acre	2.5 to 4.0 dwelling units per gross acre	4.0 to 6.0 dwelling units per gross acre	6.0 to 10.0 dwelling units per gross acre
LOT AREA RANGE (SQUARE FEET)	Land divisions not permitted in this zone	14,000 to 55,000	6,500 to 18,750	4,500 to 12,500	3,600 to 8,125
MAXIMUM COVERAGE FACTOR (See 10.706)	40%	35% of lot area	40% of lot area can exceed 40% when the building footprint is not more than 2,000 sq. ft.		
MINIMUM INTERIOR LOT WIDTH	NA	80 feet	60 feet	50 feet	40 feet
MINIMUM CORNER LOT WIDTH	NA	90 feet	70 feet	60 feet	50 feet
MINIMUM LOT DEPTH	NA	90 feet can count only half of an adjoining alley toward the lot depth			
MINIMUM LOT FRONTAGE	NA	30 feet **EXCEPT Flag Lots which shall be 20 feet**			
MINIMUM FRONT YARD BUILDING SETBACK	20 feet EXCEPT 15 feet IF vehicular access to the garage is parallel to the street				
MINIMUM STREET SIDE YARD BUILDING SETBACK	10 feet EXCEPT 20 feet for vehicular entrances to garages or carports				
MINIMUM SIDE YARD BUILDING SETBACK	4 feet PLUS ½ foot for each foot in building height over 15 feet				
MINIMUM REAR YARD BUILDING SETBACK	4 feet PLUS ½ foot for each foot in building height over 15 feet EXCEPT 10 feet IF the rear property line abuts a collector or arterial street				

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DCA-09-038

DETACHED SINGLE-FAMILY DWELLINGS One detached dwelling unit per lot.					
DEVELOPMENT STANDARDS	SFR-00	SFR-2	SFR-4	SFR-6	SFR-10
MAXIMUM HEIGHT (See 10.705)	35 feet				
BUFFERYARD SETBACK	8 feet from bufferyard to any doors on a dwelling unit				
A detached single-family dwelling as a stand alone use is permitted in the Multiple-Family Residential (MFR) zoning districts ONLY if the lot is nonconforming as to minimum lot area, width, or depth.					
The terms used herein, such as lot width, lot depth, front yard, etc., are defined in Article I, Section 10.012.					

10.773 Pedestrian Walkway Connections and Routing.

A pedestrian walkway shall be provided:

(1) To each street abutting the property, and for every 300 feet of street frontage not including limited access freeways.

(2) To connect with walkways, sidewalks, bike paths, ~~alleyways~~ and other bicycle or pedestrian connections on adjacent properties.

(3) To connect building entrances to one another, to existing or planned transit stops and to connect the pedestrian circulation system to other areas of the site such as parking lots, children's play areas, required outdoor areas and any pedestrian amenities such as plazas, resting areas and viewpoints.

10.797 Street Frontage Landscaping Requirements.

This section establishes the minimum landscaping requirements along all street frontages outside of the public right-of-way~~, and is applicable unless otherwise superseded by the requirements set forth in Section 10.797(A) Riverside Streetscape Requirements~~. Plans submitted to comply with this section shall be approved by the approving authority.

1) For land divisions with houses that do not face an arterial street, an arterial street frontage landscape plan shall be submitted showing a minimum of eight (8) foot vertical separation feature. The separation feature shall include a wall or berm for a minimum of half the required height and either a fence, wall, berm, or landscaping to complete the total height required in order to buffer the lots from the adjoining street. The separation feature shall create a solid visual screen. A fence or wall shall be engineered to stand straight. The separation feature shall be reduced in height where otherwise required in a front or side yard or site visibility triangle. The Planning Commission may allow adjustments to the above requirement in response to topography.

2) For all other street frontages the number of plants required for distances above or below one hundred (100) feet shall be prorated with the resulting numbers of plants rounded so that one-half or more shall be deemed to require a full plant. All required planting shall be located in the required -yard area adjacent to the street unless otherwise approved by the approving authority.

Existing plant materials which meet the requirements of this code may be counted as contributing to the total landscaping required by this section. Interstate 5 and other highway frontages shall be treated the same as city street frontage.

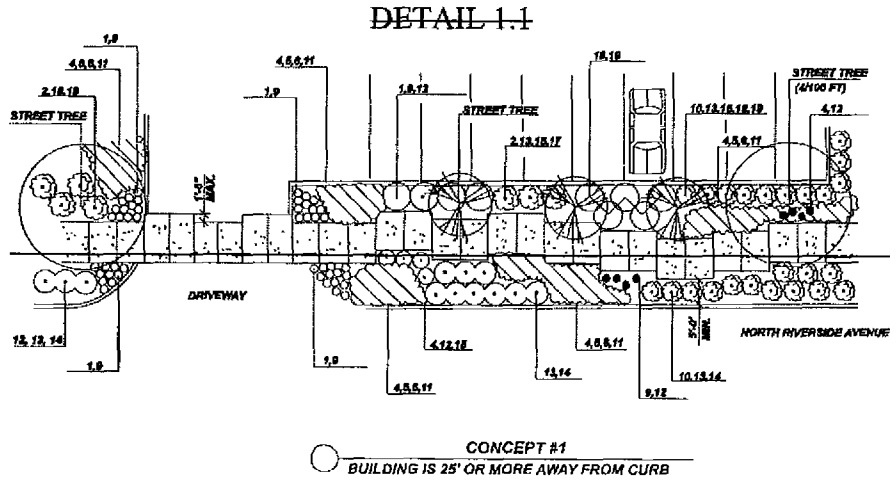
The following table specifies the type and number of plants required by this section.

Zoning District	Number of plants required per 100 feet of street frontage less driveways	
	Trees	Shrubs
SFR (Nonresidential uses), MFR, C-N, C-S/P, C-C, C-R, C-H	4	25
I-L, I-G, I-H	3	15

Mowed and irrigated lawn, within the required front yard area, may be substituted for a maximum of fifty percent (50%) of the required shrubs on a percentage basis (i.e. 25 percent lawn replaces 25 percent of required shrubs, 50 percent or more lawn replaces 50 percent of required shrubs). The calculated number of trees or shrubs shall be rounded up to the next whole number (i.e. 4.5 or higher is rounded up to 5).
[Amd. Ord. No. 6749, Oct. 18, 1990; Amd. Sec. 6, Ord. No. 7786, Dec. 15, 1994; Amd. Sec. 4, Ord. No. 7970, Oct. 5, 1995; Amd. Sec. 13, Ord. No. 8013, Jan. 4, 1996; Amd. Sec. 15, Ord. No. 8285, Feb. 6. 1997.]

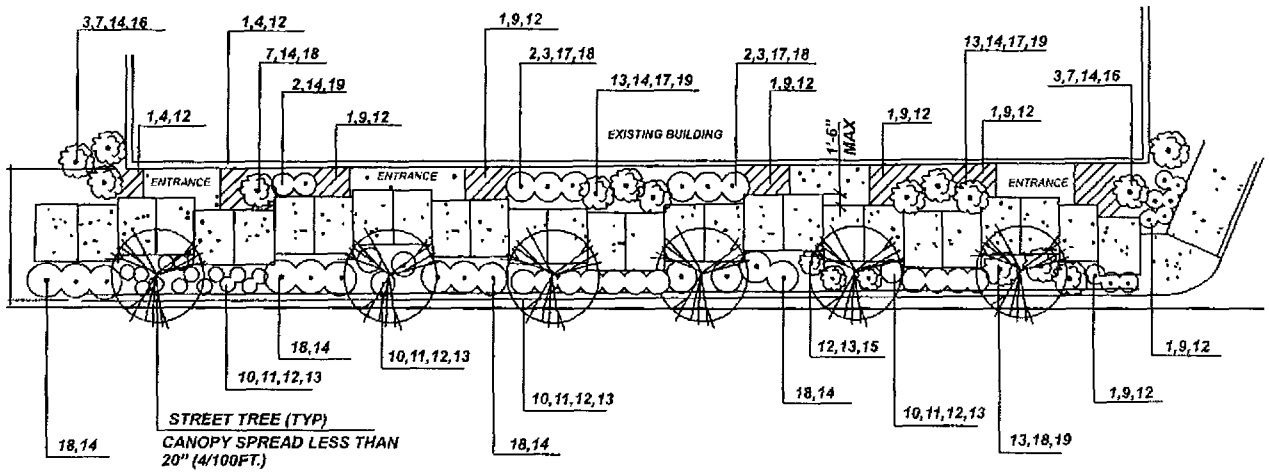
~~10.797(A) Riverside Streetscape Requirements.~~
~~(1) Basic Design: Riverside Avenue, Unit 1. Along that section of Riverside Avenue between Jackson Street and McAndrews Road there are two "concepts" for front yard landscaping requirements.~~
~~Concept 1 (Detail 1.1 below) addresses situations where new construction is proposed, and for proposed remodels of buildings setback 25 feet or more from the existing curb line.~~

~~DETAIL 1.1~~



~~Concept 2 (Detail 1.1(A)) addresses situations where a proposed building remodel is within 25 feet of the curb.~~

~~DETAIL 1.1(A)~~



CONCEPT #2
BUILDING IS WITHIN 25' OF CURB

~~(2) Landscape Design:~~

~~(a) Street Trees. The following species of street trees shall be used for the identified segments of Riverside.~~

~~Concept 1:~~

~~Jackson Street to Maple Street: *Acer rubrum* 'Red Sunset' or *Malus* "Spring Snow.'~~

~~Maple Street to Alice Street: *Prunus cerasifera* 'Krauter Vesuvius'or *Malus* 'Spring Snow.'~~

~~Alice Street to Manzanita Street: *Pyrus calleryana* 'Autumn Blaze' or *Prunus cerasifera* 'Krauter Vesuvius.'~~

~~Manzanita Street to McAndrews Road: *Pyrus calleryana*'Autumn Blaze' or *Malus* 'Spring Snow.'~~

~~Concept 2:~~

~~All street segments: *Pyrus calleryana* 'Chanticleer' or *Acer rubrum* 'Columnare.'~~

~~Selection and location of street trees shall meet the following standards: minimum distance from site features shall be three (3) feet from face of the curb, and ten (10) feet from existing buildings, utility poles, driveway edges, and from the front of traffic signs (unless the tree is planted on the opposite side of the walk so as not to obstruct a motorist's clear view of the sign). Additionally, tree branching height shall meet all the requirements of Section 10.735 Clear View of Intersecting Streets; Street trees in Concept 2 shall have a mature canopy spread of less than 20 feet, minimum tree size at time of planting shall be 2 2 inch caliper, and all street trees shall have approved root barriers installed.~~

~~(b) Plantings. Each concept illustrates design standards addressing plantings. Areas to be landscaped shall have 90 percent coverage by plantings, excluding tree canopies, within two years. Plantings shall meet the requirements of Section 10.735 Clear View of Intersecting Streets. All planter beds shall have a 2-3 inch layer of decorative bark nuggets 2-1 inch in size. All plant materials location, type, and size shall conform to Detail 1.1 or Detail 1.1(A) with the following numbered selection groups:~~

~~I. Annuals~~
~~II. *Abelia 'Edward Goucher'*, 3 gal.~~
~~III. *Areutus Unedo*, 3 gal.~~
~~IV. *Aretostaphylos Uva Ursi* (Hybrids), 1 gal.~~
~~V. *Ceanothus Gloriosus 'Pt. Reyes'*, 1 gal.~~
~~VI. *Cotoneaster Dammer*, 1 gal.~~
~~VII. *Escallonia Fradesii*, 5 gal.~~
~~VIII. Not Used~~
~~IX. *Hemerocallis* (Hybrids), 1 gal.~~
~~X. *Ilex Cornuta 'Rotunda'*, 3 gal.~~
~~XI. *Juniperus Horizontalis* (Hybrids), 1 gal.~~
~~XII. *Lavendula Angustifolia 'Munstead'*, 1 gal.~~
~~XIII. *Mahonia Aquifolium 'Compacta'*, 2 gal.~~
~~XIV. *Nandina Domestica*, 5 gal.~~
~~XV. *Nandina Domestica* (Dwarf Varieties), 2 gal.~~
~~XVI. *Phontinia Fraseri*, 3 gal.~~
~~XVII. *Pinus Muso Mughus 'True Dwarf'*, 2 gal.~~
~~XVIII. *Prunus Laurocerasus 'Otto Luyken'*, 3 gal.~~
~~XIX. *Rhaphiolepis Indica 'Ballerina'*, 2 gal.~~

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City of Medford

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Exhibit B

For Class 'A' Major Legislative Amendments, Medford *Land Development Code* Section 10.182, Application Form, requires findings that address the following:

(1) Identification of all applicable Statewide Planning Goals.
(2) Identification and explanation of the goals and policies of the Comprehensive Plan considered relevant to the decision.
(3) Statement of the facts relied upon in rendering the decision, if any.
(4) Explanation of the justification of the decision based on the criteria, standards, and facts.

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DCA-09-038 September 4, 2009

BEFORE THE PLANNING COMMISSION
AND CITY COUNCIL
FOR THE CITY OF MEDFORD
JACKSON COUNTY, OREGON

IN THE MATTER OF AMENDING SECTION 10.012, 10.227, 10.358, 10.381, 10.421 through 10.550, 10.710, 10.773, and 10.797 OF THE MEDFORD *LAND DEVELOPMENT CODE* to implement and revise the street standards to be consistent with the city's Transportation System Plan, as well as to codify current departmental policies and make criteria and standards clear and objective regarding flag lots and minimum access easements.	**FINDINGS OF FACT CONCLUSIONS OF LAW File No. DCA-09-038 Exhibit 'C' September 4, 2009**

City of Medford, Applicant

PROCEDURAL BACKGROUND

Amendment of the *Medford Land Development Code* is categorized as a procedural Class 'A' legislative action by the *Medford Land Development Code*. Sections 10.180 through 10.184 provide the process and standards for such amendments.

RELEVANT SUBSTANTIVE CRITERIA

For Class 'A' Major Amendments, *Medford Land Development Code* Section 10.182, "Application Form", requires the following information to be prepared by the City:

(1) Identification of all applicable Statewide Planning Goals.
(2) Identification and explanation of the goals and policies of the Comprehensive Plan considered relevant to the decision.
(3) Statement of the facts relied upon in rendering the decision, if any.
(4) Explanation of the justification of the decision based on the criteria, standards, and facts.

SUMMARY OF REVISIONS

Article I:

1. All of the street type definitions (alley, arterial, commercial, industrial, minor collector, minor residential, residential lane, standard residential) have been moved to each corresponding street type description in Article IV.
2. New definitions for cul-de-sac, highway, flag lot, planter strip, and private street have been added as these terms are found elsewhere in the Code, yet currently lack a definition.

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DCA-09-038

3. The definition for Through lot has been deleted as there is currently already a definition for Lot, through.
4. Several definitions have been revised in an effort to make them more clear (highway, lot-through, street).

Article II:

1. Section 10.227(2) currently contains a reference to the Code and Goal 3, Policy 1 of the Public Facilities Element in the Comprehensive Plan, which has since been revised and renumbered. The specific Code section has been added for clarity as well as the correct reference to the Public Facilities Element.

Article III:

1. Section 10.358, Figure 1, Street Type Map for the Central Business District has been revised to make it a black and white map instead of a color map, and the names of the streetscape types are now included in the legend. Also, several "streets" that were identified as Type IV Residential are actually alleys and have been removed from this figure.

Article IV:

1. The definition and standards for each street type were amended to correspond with the TSP.
2. All street cross-section diagrams were revised to reflect the dimensions in the TSP.
3. Section 10.427 – several street types were added to the Street Classification list including: highway, and two non-street alternatives, minimum access easements and alleys.
4. Section 10.429 – Frontage Street was deleted as the City no longer utilizes this street type.
5. Section 10.430(2) Minor Residential Streets – Language changed from a street that serves 100 dwelling units that front and take access to a street with 100 dwelling units that are served by street (said dwelling units may or may not front on the street). The minor residential street now also includes several design options that the property owner must choose from in order to meet the Fire Department's access requirements. These design options include:
    - Clustered, staggered driveways and fire hydrant spacing of 250-feet. The purpose of clustered, staggered driveways is to ensure that there is 20-feet of clearance for emergency vehicles. Two lots share a driveway, so driveways are clustered, and they are staggered so one shared driveway is not directly across from another shared driveway. With clustered, and staggered driveways cars parked on the street are never parked directly across from one another.
    - All dwellings that front and take access equipped with residential sprinkler systems and fire hydrant spacing of 500-feet;

- Increased paved width from 28-feet to 33-feet in order to provide 19-feet of roadway for emergency vehicles and decrease planter strips from 8-feet to 5 ½ feet so as to maintain a total of 55-feet of right-of-way.

6. Section 10.430(3) Residential Lane. First the total paved width was increased from 24-feet to 26-feet in order to provide 19-feet of roadway for emergency vehicles and the total right-of-way width was increased from 30-feet to 33-feet. This change was made in order to meet the Fire Department's access requirements. Also changed language from a street that serves eight (8) dwelling units that front and take access to a street that serves eight (8) dwelling units that take access. Added language that the sidewalk shall be provided on the parking side of the street so as to serve those getting in and out of their vehicles. Also added language that residential lanes that dead-end shall terminate in a standard cul-de-sac, and a reference to the section with these standards has been included.
7. Section 10.430(A). This is a new section called Non-Street Alternatives. Both minimum access easements and alleys are included in this section.
8. Section 10.430(A)(1) Minimum Access Easement. What we used to call minimum access streets are now called minimum access easements because they are private, shared driveways, not streets. Changed language from an easement that serves three (3) dwelling units that front and take access to an easement that serves a minimum of two (2) and a maximum of three (3) dwellings units that take access from the easement. Added references to turnaround standards in Section 10.746(11). Minimum access easement criteria have been added to Section 10.450, and a reference to this section is included. Planning Department policy has been that these easements act as a street in terms of meeting lot frontage requirements and for setback purposes. These easements act as street for setback purposes because we want to minimize impacts to residences. If it did not act as a street for setback purposes, then a minimum access easement could be built four (4) feet from a residence. If the easement acts as a street for setback purposes there is a ten (10) foot street side yard setback.
9. Section 10.430(A)(2) Alley. This is an entirely new section that defines and outlines the standards for private and public alleys. Public Works Department policy has been that if an alley is unpaved and a proposed development will take access from the alley, and results in an increase in average daily trips (ADTs) in the alley, then the developer must pave the alley from their property to the nearest paved intersecting street in order to comply with air quality standards.
10. Section 10.430(B) – Table IV-1 in this section has been completely revised to reflect the cross-section dimensions in the TSP and to add Residential Lane, Minimum Access Easement, and Alley. Tables IV-2 and IV-3 were deleted from this section. Table IV-3 was moved to Section 10.462.
11. Section 10.450 Cul-de-Sacs, Minimum Access Easements and Flag Lots – Minimum Access Easements were added to the first sub-section in order to give criteria by which such an easement is permitted. 10.450(3) - standards for flag lots is entirely new. The Fire Department requires a twenty (20) foot minimum width for the access drive. In the past, the Planning Department has seen some very unconventional lot configurations for flag lots in order for them to meet the thirty (30) foot minimum lot frontage requirement.

Therefore, the Planning Department has proposed that the minimum lot frontage requirement be reduced to twenty (20) feet.

12. Section 10.462 Maintenance of level of Service D – Table IV-2 which was formerly in Section 10.430(A) has been moved to this section.
13. Section 10.472 has been deleted as it conflicts with the accessway standards in Section 10.464.
14. Section 10.501(3) Sidewalk Construction - the thickness for sidewalks and driveways have been revised in order to make them consistent with Engineering's standard details for sidewalks. Section 10.501(4) Sidewalk Width - a statement was added that plans shall clearly state the sidewalk is to be clear of obstructions. This was included as a result of a comment from Rogue Valley Transit District (RVTD) in order to comply with the Oregon Bicycle and Pedestrian Plan.
15. Section 10.502 Riverside Streetscape Sidewalk Standards – have been deleted as these offset sidewalks are not compliant with ADA standards. In addition, these standards are not consistent with standard frontage landscape requirements found elsewhere in the Code. Third, it is unusual for the City to prescribe such specific landscape requirements. Lastly, commercial development along Riverside will still have to go through Site Plan and Architectural Commission where planter strip and frontage landscaping plans will be reviewed.

Article V:

1. Section 10.710 Detached Single-Family Dwellings – the change to the minimum lot frontage for flag lots is reflected in this section.
2. Section 10.797(A) Riverside Streetscape Requirements – have been deleted as they are not being used and these requirements did not match up with standard frontage landscape requirements.

COMMENTS RECEIVED

A Request for Comments went out on June 15, 2009 to 20 engineering firms, 20 referral agencies, and two land use consulting firms. Four comments have been received to date. As appropriate, the amendment was revised and improved per the comments received.

CSA Planning

Raul Woerner submitted comments regarding the proposed amendment relating to major and minor collector alternatives, right-of-way constraint, and level of service determination. The TSP describes alternate cross-sections for major and minor collectors which allow for no planter strips if sidewalks are 7-feet wide instead of 5-feet wide "where right-of-way is constrained." Mr. Woerner suggested that we include these alternates in the Code, because in the past they have had to request an exception to the Code street standards because these alternates are not in the Code. Staff disagrees with Mr. Woerner and believes that an exception request is the appropriate course of action wherein the approving authority shall decide if/when to implement these alternates and to determine whether or not right-of-way is constrained. Creating a standard like distance from the development site for Level of Service determination is not feasible

because it depends upon the size of the development, and other factors. The scoping letter gives clear and objective standards relating to the Level of Service determination.

Dew Engineering

Mark Dew at Dew Engineering pointed out that portions of Section 10.501 pertaining to sidewalk concrete specifications and thickness were in conflict with Public Work's standards. The sidewalk thickness specifications in this Section have been corrected so that they are consistent with Engineering's standard drawings for sidewalks. Concrete specifications were already consistent with Engineering's standard drawings.

KAS & Associates, Inc.

Scott Pingle at KAS & Associates asked to have at least six-inches (6") between the back of sidewalk and right-of-way line to facilitate proper pin placement on all street cross-section diagrams. Engineering staff indicated that this request has been accommodated on all lower order streets. However, it is not possible at this time to on higher order streets because there is not any space between the building wall and sidewalk. If there was space between the building wall and sidewalk it is typically not maintained and Staff wants to avoid this non-maintenance problem. Mr. Pingle also asked to make it clear and consistent that the width of the planter strip if from the face of curb to the front edge of the sidewalk and this has been done. He further requested a typical section for a half-street improvement that addresses drainage and differences in elevation on the half-street side. Engineering staff agreed that the City is not asking for enough right-of-way to deal with drainage issues and that an applicant may request more right-of-way in their development application to deal with drainage issues. Lastly, Mr. Pingle asked if planter strips and center median strips can be used for water quality treatment and/or detention facilities, if properly landscaped. Landscaping and water quality treatment and/or detention are not allowed in the center median strips. Planter strips are typically 10-feet wide. A larger area would be needed if treatment or detention were included in the planter strip. If an applicant were to propose treatment or detention in a planter strip Engineering will not object. The planter strip would need to be attractive and regularly maintained. The Land Development Code currently does not address planter strip standards, so this could be addressed with a future code amendment.

Rogue Valley Transit District (RVTD)

RVTD requested that the width of bike lanes and sidewalks on all arterials, collectors, commercial and standard residential streets be increased from five (5) feet to six (6) feet in order to match the standards in the *Oregon Bicycle and Pedestrian Plan*. Currently, major arterial streets do have 6-foot sidewalks. This request could be considered in a future of amendment to the Transportation System Plan. RVTD also requested that language be added to Section 10.501(4) regarding obstructions in sidewalks and this request was included in this code amendment.

COMPLIANCE WITH STATEWIDE PLANNING GOALS

Applicable Statewide Planning Goals:

GOAL NO. 1: Citizen Involvement
GOAL NO. 2: Land Use Planning
GOAL NO. 12: Transportation
GOAL NO. 14 Urbanization

Upon investigation, it has been determined that Statewide Planning Goals 3, 4, 5, 6, 7, 8, 9, 10, 11, and 13 are not applicable to this action. Goals 15, 16, 17, 18, and 19 are not applicable in Medford as these pertain to the Willamette River Greenway and ocean-related resources.

GOAL 1: CITIZEN INVOLVEMENT - To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

FINDINGS OF FACT

Goal 1 requires the City to have a citizen involvement program that sets the procedures by which a cross-section of citizens will be involved in the land use planning process, including participation in identifying public goals, developing policy guidelines, and evaluating alternatives in the revision of the *Comprehensive Plan*, and in the inventorying, mapping, and analysis necessary to develop the plan content and implementation strategies. They must also be given the opportunity to participate in the development, adoption, and application of legislation to carry out a comprehensive plan. Goal 1 requires providing an opportunity to review proposed amendments prior to the public hearing, and any recommendations must be retained and receive a response from policy-makers. The rationale used to reach land use policy decisions must be available in the written record.

The City of Medford has an established citizen involvement program consistent with Goal 1 that includes review of proposed legislative *Land Development Code* amendments by the Citizens Planning Advisory Committee, the Planning Commission, and the City Council in study sessions, regular meetings, and public hearings. Affected agencies and interested persons are also invited to review and comment on such proposals, and meeting and hearing notices are published in the local newspaper. This process has been adhered to in the development of the proposed amendments.

The draft document was made available for review by the public (via the internet), affected agencies, departments, and interested persons. The Citizen's Planning Advisory Committee (CPAC) reviewed the amendment at a regular meeting on June 23, 2009. The Planning Commission reviewed the amendment at two study sessions, one on April 27, 2009 and one on June 8, 2009. The Planning Commission also reviewed the amendment at a public hearing on August 27, 2009, making a recommendation to the City Council, and the City Council conducted an appropriately noticed legislative public hearing on the proposal on September 17, 2009. The

amendment does not place new limitations on permitted uses, and is therefore not subject to Measure 56 noticing requirements.

CONCLUSIONS OF LAW

The process used by the City of Medford to facilitate and integrate citizen involvement in this proposal is consistent with the City's acknowledged *Comprehensive Plan* and Statewide Planning Goal 1.

GOAL 2: LAND USE PLANNING - To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDINGS OF FACT

Goal 2 and its implementing *Oregon Administrative Rules* (OAR) and *Oregon Revised Statutes* (ORS) require City land use actions to be consistent with the adopted *Comprehensive Plan,* which must include identification of issues and problems, inventories, and other factual information for each applicable Statewide Planning Goal, and evaluation of alternative courses of action and ultimate policy choices, taking into consideration social, economic, energy and environmental needs. Comprehensive Plans must state how the Statewide Planning Goals are to be achieved. The plan must contain specific implementation strategies that are consistent with and adequate to carry out the plan, and which are coordinated with the plans of other affected governmental units. Implementation strategies can be management strategies such as ordinances, regulations and project plans, and/or site or area-specific strategies such as development permits, construction permits, public facility construction, or provision of services. Comprehensive plans and implementation ordinances must be reviewed and revised on a periodic cycle to take into account changing public policies and circumstances. "Major" (legislative) revisions occur when changes are proposed that affect a large area or many different property ownerships or the entire City.

Although this is a legislative decision, the street standards proposal affects the City's land use planning process in a minor way since it is merely making the standards contained in the *Medford Land Development Code* consistent with the standards that are in the adopted *Transportation System Plan*. The proposed amendments related to flag lots and minimum access easements also affect the City's land use planning process in a minor way since they are merely codifying current departmental policies.

CONCLUSIONS OF LAW

The City's efforts in this proposal are to assure that *Land Development Code* provisions remain to properly implement the adopted policies of the acknowledged Medford *Comprehensive Plan* and the Statewide Planning Goals. The changes proposed by the City of Medford are consistent with Statewide Planning Goal 2.

Goal 12: TRANSPORTATION - To provide and encourage a safe, convenient and economic transportation system.

FINDINGS OF FACT

Goal 12 requires local jurisdictions to adopt plans that consider all modes of transportation based upon an inventory of local, regional, and state needs which minimizes adverse social, economic and environmental impacts and facilitates the flow of goods and services to strengthen the local and regional economy. The proposed code amendment is consistent with the City's adopted *Transportation System Plan* and Oregon Administrative Rule (OAR) 660-012. The code amendment makes the *Medford Land Development Code* consistent with the adopted *Transportation System Plan*.

CONCLUSIONS OF LAW

The proposed code amendment is consistent with Goal 12 of the Statewide Planning Goals as well as OAR 660-012 (Transportation Planning Rule).

Goal 14: URBANIZATION - To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

FINDINGS OF FACT

The proposed amendments related to flag lots and minimum access easements will create a more efficient infill process by providing clear and objective criteria and standards.

CONCLUSIONS OF LAW

The proposed code amendment is consistent with Goal 14 of the Statewide Planning Goals in that the proposed amendment includes criteria and standards for flag lots and minimum access easements, which are infill methods that create more efficient land use patterns in an urban environment.

COMPLIANCE WITH THE CITY OF MEDFORD *COMPREHENSIVE PLAN*

Upon investigation, it has been determined that the following *Comprehensive Plan* goals and policies are applicable to this action:

Street System
Goal 2: To provide a comprehensive street system that services the mobility and multi-modal transportation needs of the Medford planning area.

Street System – Classification
Policy 2-A: The City of Medford shall classify streets so as to provide an optimal balance between mobility and accessibility for all transportation modes consistent with street function.

FINDINGS OF FACT

The proposed amendment will bring the street standards listed in the *Land Development Code* up to date with those adopted in the *Transportation System Plan*. With this amendment, the standards in the *Land Development Code* will be the same as those identified in the *Transportation System Plan*.

CONCLUSIONS OF LAW

The proposed code amendment will bring the street standards in the *Land Development Code* into compliance with the street standards in the *Transportation System Plan*.

STATEMENT OF THE FACTS

The facts relied upon in rendering the decision are contained in the Findings of Fact herein as well as in the Background, and Issues/Analysis sections of the Staff Report dated September 3, 2009.

JUSTIFICATION OF THE DECISION

The proposed *Land Development Code* amendment can be found to be consistent with the Goals and Policies of the *Comprehensive Plan* as well as requirements of the Statewide Planning Goals 1, 2, 12 and 14. This ordinance makes the street standards contained within the *Land Development Code* consistent with the adopted *Transportation System Plan*, and provides clear and objective criteria and standards for flag lots and minimum access easements, infill methods that provide for a more efficient use of land. The information contained herein in the Findings of Fact as well as in the Background, and Issues/Analysis sections of the Staff Report dated September 9, 2009 fulfill the requirements of Section 10.182 of the Medford *Land Development Code* by identifying all applicable Statewide goals, identifying and explaining goals and policies of the *Comprehensive Plan* considered relevant to the decision, and stating the facts relied upon in rendering the decision, if any.

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Praline M. McCormack

From: Raul [raul@csaplanning.net]
Sent: Thursday, June 18, 2009 9:31 AM
To: Praline M. McCormack
Cc: Craig; Jay
Subject: DCA 09-038

Praline:

I looked over the proposed MLDC revisions relating to street and access standards today. Good work. I would like to bring your attention to one matter. The Medford TSP, at page 5-23, describes alternative cross-sections for major and minor collectors which would allow for no planters if sidewalks are seven feet wide instead of five feet each. The alternative would be available, according to the TSP, for major collectors "where right-of-way is constrained". The minor collector description doesn't mention any requirement for ROW constraint.

Even though this flexibility is already established in the TSP, we had to request an exception to the LDC standards last year for a project because the city had not yet directly implemented the TSP descriptions in the LDC. One should not have to request an exception to obtain approval for a standard already established in the adopted TSP. The term "where right-of-way is constrained" could be better defined in the implementing regulations, however. For example, the alternative standard could be made available to development of pre-existing parcels of less than one-half acre (net) in area located adjacent to existing collector streets – or by some other clear and objective standard.

I very much like Note 1 on Table IV-1 regarding applicable standards for right-of-way owned and managed by other agencies. That has long been a point of confusion.

Section 10.462 also could be improved to include clear and objective standards relating to the Level of Service determination. For example, could a set distance from the development site be included as is common in many codes (one-half mile is frequently used)? Recognition that the underlying zoning was taken into account in the TSP and Capital Improvement Plans, or through subsequent zone change process, would also be a reasonable approach.

Thank you for your consideration.

Raul Woerner
CSA Planning, Ltd.

D-1/4
DCA-09-038

6/18/2009

From: Mark Dew [mailto:markdew@mind.net]
Posted At: Monday, June 22, 200 :30 PM
Posted To: Department Email
Conversation: DCA 09-038
Subject: DCA 09-038

Greetings,

I briefly reviewed the proposed changes to the Street Standards and had the following comments:

Portions of Section 10.501 are in conflict with Public Work's standards. In particular sub-sections (1) and (3): the concrete specifications in are different than required by the Standard Details (which references ODOT/APWA section 0440) and the Construction specification differs in thickness.

Feel free to let me know if you have any questions in this regard.

Mark R. Dew, P.E.
Dew Engineering, Inc.
815 Bennett Avenue
Medford, Oregon 97504

541.772.1399 (voice)
541.772.1436 (fax)
markdew@mind.net

8/7/2009

EXHIBIT # D-2/4
DCA-09-038

KAS & Associates, Inc.
ENGINEERING SERVICES

CIVIL
•
STRUCTURAL
•
PLANNING

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MEMO

RECEIVED
JUL 08 2009
PLANNING DEPT.

To: City of Medford Planning Department
From: Scott D. Pingle, P.E.
CC:
Date: July 2, 2009
Re: Land Development Code Amendment Memo Comments

1. All street sections should have at least 6" between the back of the sidewalk and right-of-way line to facilitate property pin placement. It would also be a good idea to show the proper placement of sound walls and street lights because this usually causes engineering issues during the design process.
2. It should be made very clear and consistent that the width of the planter strip is from the face of the concrete curb to the front edge of the sidewalk.
3. It would be a GREAT idea to include a typical section for a "Half-Street" improvement that addresses drainage and differences in elevation on the half-street side of the street. This is a very common situation and causes issues on every project that has one. More right-of-way usually needs to be dedicated at the outset to accommodate these issues and proper compensation or deferred reimbursement should be considered when the adjacent property finally develops.
4. It would also be nice to know if planter strips and center median strips can be used for water quality treatment and/or detention facilities, if properly landscaped.

D-3/4
DCA-09-038

Rogue Valley Transportation District
Transportation Options Department

From the Desk of Nathan Broom, Transp. Options Planner
3200 Crater Lake Avenue • Medford, Oregon 97504-9075
(541) 608-2411 • www.rvtd.org

TO: City of Medford Planning Department, Attn: Praline McCormack

FROM: Nathan Broom

DATE: 22 July 2009

RE: Land Development Code Amendment File No. DCA-09-038

After careful review of Land Development Code Amendment – File No. DCA-09-038, the Transportation Options Department of RVTD would like to submit the following comments:

RVTD supports the overall tone and concept of the amendments proposed. We request, however, that standards for bike lanes and sidewalks associated with certain street classifications be revised up from 5 ft to 6 ft to match standards in the *Oregon Bicycle and Pedestrian Plan.* The street classifications we would like to see revised are all arterial and collector classifications, along with Commercial Streets and Standard Residential Streets. The document does allow 5 ft as a minimum for both sidewalks and bike lanes, but we suggest that this code revision is an opportunity to alter city code to a standard that better promotes cycling and walking as alternatives to driving. Below, I excerpt language from the *Oregon Bicycle and Pedestrian Plan.*

II.2.F BIKE LANE WIDTHS (p. 86)
While it is important to maintain standards for bicycle facilities, there may be circumstances where restrictions don't allow full standards. The standard width for a bike lane is 1.8 m (6 ft).
Minimum widths are:
- 1.5m (5 ft) against a curb or adjacent to a parking lane, and
- 1.2 m (4 ft) on uncurbed shoulders. A 1.2 m (4-ft) curbed bike lane may be allowable where there are very severe physical constraints.

II.4. Walkways B.1 Sidewalk Standards (p. 91-2)
a. Width
The standard sidewalk width is 1.8 m (6 ft), exclusive of curb and obstructions. This width allows two pedestrians (including wheelchair users) to walk side by side, or to pass each other comfortably. It also allows two pedestrians to pass a third pedestrian without leaving the sidewalk. Where it can be justified and deemed appropriate, the minimum width may be 1.5 m (5 ft); on local streets, circumstances may include a combination of width constraints or low potential usage. The minimum width for sidewalks directly adjacent to a motor vehicle lane is 1.8 m (6 ft). A level area outside the sidewalk should be provided on fills. Greater sidewalk widths are needed in high pedestrian use areas, such as central business districts.

B.1.b. Obstructions

The standard sidewalk width is clear of obstructions such as sign posts, utility and signal poles, mailboxes, parking meters, fire hydrants, trees and other street furniture. Obstructions should be placed between the sidewalk and the roadway, to create a "buffer" for increased pedestrian comfort. Movable obstructions such as sign boards, tables and chairs must allow for a 1.8 m (6 ft) clear passage. Obstructions should not be placed in such a manner that they impair visibility by motorists.

Regardless of sidewalk width, RVTD recommends the addition of language to this effect, possibly in 10.501(4): "All planning, design and construction documents should clearly state the walking zone dimension is to be clear of obstructions." This sentence is taken directly from chapter 4 of the draft update of the *Oregon Bicycle and Pedestrian Plan* intended for adoption this year. We are familiar with various sections of sidewalk that are reduced to a few feet of passable space by utility poles, traffic signal cabinets, etc. Unless the code includes language to protect the usable space of new sidewalks, this type of obstruction is likely to proliferate.

Thank you for this opportunity to comment. Please do not hesitate to contact me with questions.

In Cooperation,

Nathan Broom

cc: Paige Townsend

MEETING MINUTES

CITY OF MEDFORD
CITIZENS' PLANNING ADVISORY COMMITTEE
TUESDAY, JUNE 23, 2009

The regular meeting of the Citizens' Planning Advisory Committee was called to order by Chairperson Curtis Folsom at 6:30 p.m. in the Lausmann Annex, Room 151.

ATTENDANCE
Members, officials, staff and guests in attendance were:

Curtis Folsom, Chairperson	Elwin Fordyce, member
Karen Blair, member	David McFadden, Planning Commissioner
Hugh Hohe, member	Allen Potter, Planning Commissioner
Jim Howe, member	Kathy Helmer, Planning Department
Christine Lachner, member	Carly Meske, Planning Department

1. APPROVAL OF MINUTES – Meeting of June 9, 2009
The minutes of the June 9, 2009 meeting were approved as written.

2. REPORTS

2.1 Staff
Staff had nothing to report.

2.2 City Council
There was no discussion of previous study sessions. In terms of upcoming study sessions, The Council will have a study session on a Regional Problem Solving (RPS) Update on June 25, 2009.

2.3 Commissions
David McFadden gave an update on the June 22, 2009 Planning Commission Study Session. The Commission discussed the PUD Notification amendment and was generally satisfied with the proposal. Also discussed was the idea of adopting final orders the day of the final order, instead of two weeks later, as is currently the case. The W. Main TOD is currently scheduled for the July 27, 2009 Planning Commission Study Session.

2.4 Committees and Subcommittees
There was no discussion.

3. OLD BUSINESS

3.1 Neighborhood Meetings: Continued Discussion
Curtis Folsom reported on his task assigned last meeting (contact City of Bend and request list of developers to ask about the neighborhood meeting process). Curtis handed out a written update in which he spoke with two people: a land use planner and a land use attorney. Both felt the neighborhood meeting requirement produced benefits. The land use attorney had suggestions for improvement to the process, such as requiring the meeting take place around the same time as the public hearing. Curtis

4. NEW BUSINESS

4.1 Applications and Referrals

DCA-09-038: Code Amendment related to streets, flag lots, and minimum access easements. Kathy Helmer explained that purpose of this amendment: to sync the Land Development Code with the Transportation System Plan (TSP). One main addition to the code: requiring landscaping in the planter strips. Curtis Folsom identifies a practical problem to homeowners maintaining planter strips when outside their fence – uses Hillcrest as an example. David McFadden points out that some streets are the city's responsibility to maintain (Arterials and Collectors). Hugh Hohe suggests elaborating on the requirement for "vegetative landscaping," perhaps by adding the language, "approved by the Parks Department." Kathy Helmer asks question, "Can this be retroactive?" Christine Lachner commented that "out-of-towners" are commenting on the disrepair of downtown – specifically the star thistle. David McFadden points out another change in the code language: the definition of minor residential streets is changing from "100 dwellings front and take access" to the street "serves" 100 dwellings. Christine Lachner explains an example of street improvements on Royal in which bike lanes were added to Royal, thereby eliminating on street parking. Curtis Folsom asked the question, "Why do 50-wide lots need to take access from an alley, in the SE Plan?" David McFadden suggested access. Hugh Hohe offered "street appearance." Carly Meske hypothesized the requirement attempts to get to design standards (aka: "street appearance"). David McFadden suggested inviting Curtis Folsom to the next SE Plan Committee Meeting.

5. GENERAL DISCUSSION

5.1 Other

Elwin Fordyce shares his "actual cost" sheet from a previous land division project, a 5 acre, 13 lot subdivision.

6. ADJOURNMENT

The meeting was adjourned at 8:07 PM.

Respectfully submitted,
Carly Meske, Planner II

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09/24/2009
Mailed From 97501
US POSTAGE
Hasler

ATTN: Plan Amendment Specialist
Dept. of Land Conser. & Develop.
635 Capitol St. NE, Ste. 150
Salem, Or 97301-2540

RETURN RECEIPT
REQUESTED