NOTICE OF ADOPTED AMENDMENT

May 8, 2008

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

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

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

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: May 20, 2008

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

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

*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE DATE SPECIFIED ABOVE.

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

<y> ya/
Notice of Adoption

Jurisdiction: City of Medford
Local file number: DCA-04-110
Date of Adoption: 4/17/2008
Date Mailed: 4/28/2008

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

Comprehensive Plan Text Amendment
Comprehensive Plan Map Amendment
Land Use Regulation Amendment
Zoning Map Amendment
New Land Use Regulation
Other:

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

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

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

Plan Map Changed from: na to: na
Zone Map Changed from: na to: na
Location: na
Acres Involved: 0
Specify Density: Previous: na New: na

Applicable statewide planning goals:

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

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing? YES NO
If no, do the statewide planning goals apply? YES NO
If no, did Emergency Circumstances require immediate adoption? YES NO
DLCD file No.
Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Local Contact:  Cheryl Adams
Address:  200 S. Ivy, Lausmann Annex
City:  Medford
Phone:  (541) 774-2398
Fax Number:  541-618-1708
E-mail Address:  cheryl.adams@cityofmedford.org

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

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:
   
   **ATTENTION: PLAN AMENDMENT SPECIALIST**
   **DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT**
   **635 CAPITOL STREET NE, SUITE 150**
   **SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least one hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: webserver.lcd.state.or.us. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing mara.ulloa@state.or.us.

3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.

4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.

6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. **Need More Copies?** You can now access these forms online at [http://www.lcd.state.or.us/](http://www.lcd.state.or.us/). Please print on 8-1/2x11 **green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to:  (503) 378-5518; or Email your request to mara.ulloa@state.or.us - **ATTENTION: PLAN AMENDMENT SPECIALIST**.
ORDINANCE NO. 2008-70

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

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

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

10.445 Intersection Radius.

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

10.445 Street Intersection Curb Radius Standards.
(1) The minimum curb radius for various street classes when intersecting an Arterial or Collector street shall be as follows:

<table>
<thead>
<tr>
<th>Street Class</th>
<th>Minimum Curb Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Access</td>
<td>None</td>
</tr>
<tr>
<td>Private Alleys</td>
<td>None</td>
</tr>
<tr>
<td>Public Alleys</td>
<td>None</td>
</tr>
<tr>
<td>Residential</td>
<td>25 feet</td>
</tr>
<tr>
<td>Commercial</td>
<td>30 feet</td>
</tr>
<tr>
<td>Industrial</td>
<td>30 feet</td>
</tr>
<tr>
<td>Collector</td>
<td>35 feet</td>
</tr>
<tr>
<td>Arterial</td>
<td>35 feet</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

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

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

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

10.550 Driveway Approaches.

Driveway approaches shall be designed as per the following schedule:

<table>
<thead>
<tr>
<th>MAXIMUM [MINIMUM] DRIVEWAY WIDTH AND RADII STANDARDS</th>
<th>ZONING DISTRICT</th>
</tr>
</thead>
<tbody>
<tr>
<td>SFR MFR C I</td>
<td>WIDTH 15 ft. 15 ft. 20 ft. 25 ft.</td>
</tr>
<tr>
<td>STREET CLASS</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>curb cut curb cut curb cut curb cut</td>
</tr>
<tr>
<td>Commercial/</td>
<td>curb cut curb cut curb cut curb cut</td>
</tr>
<tr>
<td>Industrial</td>
<td>15' radius 15' radius 15' radius</td>
</tr>
<tr>
<td></td>
<td>20' radius 20' radius 20' radius</td>
</tr>
<tr>
<td>Collector</td>
<td>curb cut curb cut curve cut</td>
</tr>
<tr>
<td></td>
<td>15' radius 15' radius 30' radius</td>
</tr>
</tbody>
</table>

-2-Ordinance No. 2008-70
Arterial w/ curb cut curb cut curb cut
full deceleration 15' radius 15' radius 50' radius
lane 20' radius 20' radius

Arterial w/ curb cut curb cut curb cut
3rd travel 15' radius 15' radius 50' radius
lane 20' radius 20' radius

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

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

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

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

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

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

10.550 Access Standards.

(1) Driveway Throat Width Standards.
Driveways that connect to a public right-of-way shall be constructed according to the standards in Tables 10.550-1 and 10.550-2. See Figure 10.550-1 for driveway throat, flare and radius definitions.
For the purposes of this section, Minimum Access Streets and alleys shall be considered driveways.
Table 10.550-1

Driveway Throat Widths

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Land Use on Parcel to be Served by the Driveway*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SFR</td>
</tr>
<tr>
<td>Local (All streets other than Collectors or Arterials.)</td>
<td></td>
</tr>
<tr>
<td>Less than 500 ADT***</td>
<td>12 to 18 ft.****</td>
</tr>
<tr>
<td>500 to 1,000 ADT***</td>
<td></td>
</tr>
<tr>
<td>Greater than 1,000 ADT***</td>
<td></td>
</tr>
<tr>
<td>Collector</td>
<td></td>
</tr>
<tr>
<td>Less than 500 ADT***</td>
<td>12 to 24 ft.</td>
</tr>
<tr>
<td>500 to 1,000 ADT***</td>
<td></td>
</tr>
<tr>
<td>Greater than 1,000 ADT***</td>
<td></td>
</tr>
<tr>
<td>Arterial</td>
<td></td>
</tr>
<tr>
<td>Less than 500 ADT***</td>
<td>No direct access unless no alternative exists, then 12 to 20 ft. (Shared Approach Only)</td>
</tr>
<tr>
<td>500 to 1,000 ADT***</td>
<td></td>
</tr>
<tr>
<td>Greater than 1,000 ADT***</td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

****May be up to 24’ with approval of Public Works Director or Designee.
(2) Driveway Radius Standards.

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Land Use on Parcel to be Served by the Driveway*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SFR</td>
</tr>
<tr>
<td>Local</td>
<td>Curb Cut</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Collector</td>
<td>Shared Access</td>
</tr>
<tr>
<td>Arterial</td>
<td>No direct access unless no alternative exists, then 15 ft. radius.</td>
</tr>
</tbody>
</table>

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

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

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

Figure 10.550 - 1
Driveway Throat, Flare and Radius Definitions
(3) Driveway Spacing and Locational Standards.
   a. Arterial and Collector Streets

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

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

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

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

   Minimum Driveway Spacing Standards (Center-to-Center)

   Arterial and Collector Streets

   Table 10.550-3

<table>
<thead>
<tr>
<th>SPEED LIMIT (MPH)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRIVEWAY SPACING</td>
<td>145 ft.</td>
<td>195 ft.</td>
<td>250 ft.</td>
<td>315 ft.</td>
<td>385 ft.</td>
</tr>
</tbody>
</table>

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

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

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

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

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

b. Local Streets

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

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

c. Alternative Access Spacing and Location

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

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

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

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

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

(3) Area Plans: Access spacing and location may be evaluated as part of a
special area plan. The approving authority may adopt specific standards through a special
area plan such as a neighborhood plan and/or master plan. Where such plans are adopted, any conflict between the special area plan access and location standards and the standards in Section 10.550 (3) (a) and/or (b) above shall be resolved in favor of the special area plan provisions.

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

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

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

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

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

-8-Ordinance No. 2008-70
Section 4. Section 10.735 of the Medford Code is amended to read as follows:

10.735 Clear View of Intersecting Streets.

(1) In order to provide a clear view of intersecting streets to the motorist, there shall be a triangular area of clear vision formed where two streets or a street and a driveway or alley intersect. The size of the triangular area is a function of traffic volume and speed.

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

[Amd. Sec. 3, Ord. No. 8010, Doc. 21, 1995]

(3) The triangular area shall be formed by the following three lines. (See Figure 5-2)

The first line shall be the curb on the adjacent street;

The second line shall be the curb on the other street, or the nearest edge of the driveway or alley;

The third line shall connect two points, located on the above two lines, that are the specified distance depending on street type or driveway and alley as stated in the table below, from the intersection of the above lines:

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

**Figure 5-2**

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

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

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

[Amended Ordinance No. 7021, Nov. 7, 1991.]

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

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

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

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

(4) The triangular area of clear vision shall be determined based upon the type of stop control used at the subject intersection.
(a) The clear vision triangular area for an intersection of a street without stop control is shown in Figure 10.735-1. See Table 10.735-2 below for determining all other curb line distances.

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

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

(c) Stop controlled intersections include driveways, alleys, and intersections with signals or stop signs.
Table 10.735-1
Intersection Site Distance

<table>
<thead>
<tr>
<th>POSTED SPEED LIMIT</th>
<th>INTERSECTION SIGHT DISTANCE (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>225</td>
</tr>
<tr>
<td>25</td>
<td>280</td>
</tr>
<tr>
<td>30</td>
<td>335</td>
</tr>
<tr>
<td>35</td>
<td>390</td>
</tr>
<tr>
<td>40</td>
<td>445</td>
</tr>
<tr>
<td>45</td>
<td>500</td>
</tr>
<tr>
<td>50</td>
<td>555</td>
</tr>
<tr>
<td>55</td>
<td>610</td>
</tr>
</tbody>
</table>

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

(e) For alleys and streets with no curb in place, the anticipated location of the curb at full street build-out as per the current City of Medford Transportation System Plan (TSP)
shall be used. Table 10.735-2 specifies the distance the curb would be expected from the right-of-way line.

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

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

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

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

ATTEST: ________________________ ________________________
City Recorder Mayor

APPROVED ________________, 2008. ________________________
Mayor

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