



# Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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## NOTICE OF ADOPTED AMENDMENT

October 15, 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 015-08



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. 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: October 28, 2008**

This amendment was submitted to DLCD for review 45 days 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 THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

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

<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

DEPT OF

OCT 09 2008

LAND CONSERVATION  
AND DEVELOPMENT

For DLCD Use Only

Jurisdiction: **Medford**

Local file number: **CP-08-050**

Date of Adoption: **10/1/2008**

Date Mailed: **10/3/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Select one** Date: **8/15/2008**

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".

Amendment of the Transportation System Plan section of the Medford Comprehensive Plan to move future transportation Project 537, which is the extension of South Stage Road east of Highway 99 within the Urban Growth Boundary, including an over-crossing of Interstate 5, from Tier 3 status (unfunded projects for beyond year 2023 that require further purpose and need clarification) to Tier 2 status (needed projects for which no funding is currently identified).

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

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location: **South Stage Road east of Hwy 99 to UGB**

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

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

Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes  No

If no, do the statewide planning goals apply?

Yes  No

DLCD # 015-08 (17082)



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:

ODOT, Jackson County

Local Contact: **Chris Olivier**

Phone: (541) 774-2388 Extension:

Address: 200 S. Ivy Street

Fax Number: 541-774-2564

City: Medford

Zip: 97501-

E-mail Address:

[chris.olivier@cityofmedford.org](mailto:chris.olivier@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](http://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](mailto:mara.ulloa@state.or.us).
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax

ORDINANCE NO. 2008-206

AN ORDINANCE approving a major amendment to the *Transportation System Plan* element of the *Medford Comprehensive Plan* by moving from Tier 3 status to Tier 2 status future Transportation Project 537, the extension of South Stage Road east of Highway 99 within the Urban Growth Boundary, which includes an over-crossing of Interstate 5.

THE CITY OF MEDFORD ORDAINS AS FOLLOWS:

Section 1. A major amendment to the *Transportation System Plan* element of the *Medford Comprehensive Plan*, moving from Tier 3 status to Tier 2 status future Transportation Project 537, the extension of South Stage Road east of Highway 99 within the Urban Growth Boundary, which includes an over-crossing of Interstate 5, is hereby approved and adopted.

Section 2. This major amendment to the *Medford Comprehensive Plan* is supported by the Findings of Fact and Conclusions of Law dated August 1, 2008, attached as Exhibit A and incorporated herein.

PASSED by the Council and signed by me in authentication of its passage this 1 day of October, 2008.

ATTEST:     /s/Glenda Owens  
                  City Recorder

/s/Gary H. Wheeler  
                  Mayor

APPROVED   Oct. 1, 2008.

/s/Gary H. Wheeler  
                  Mayor





City of Medford  
Agenda Item Commentary

Item No.:  
Meeting Date: October 1, 2008  
Page: 1 of 1

**SUBJECT:**

Consideration of an ordinance amending the *Transportation System Plan* section of the *Medford Comprehensive Plan* to move future transportation Project 537, which is the extension of South Stage Road east of Highway 99 within the Urban Growth Boundary, including an over-crossing of Interstate 5, from Tier 3 status (unfunded projects for beyond year 2023 that may require further purpose and need clarification) to Tier 2 status (needed projects for which no funding is currently identified). (Class 'A' legislative)

**INITIATOR:**

City of Medford, Applicant

**STAFF INFO. SOURCE:**

John W. Hoke, Interim Planning Director  
Chris Olivier, GIS Analyst/Planner II  
File No. CP-08-050

**FISCAL IMPACT:**

N/A

**RECOMMENDATION:**

Adopt the ordinance.

**BACKGROUND & KEY ISSUES:**

The City adopted the *Medford Transportation System Plan (TSP)* in November 2003 as part the *Medford Comprehensive Plan*. In the adopted TSP, Project 537, South Stage Road extension and over-crossing over I-5, was listed as a Tier 3 project. The proposed improvement consists of a three lane road with bike lanes and sidewalks with a crossing over Bear Creek and I-5. The project is listed as a Tier 2 project in the *Rogue Valley Regional Transportation System Plan (RTP)*, which was adopted in 2005. Moving the project to Tier 2 in the TSP would align the project with the RTP. The *Medford Comprehensive Plan* requires that the TSP be consistent with regional and statewide plans and laws. Some important reasons for the TSP amendment include, aiding economic development along the Highway 99 corridor and in the future with Proposed Urban Reserves located east of the project, relieving stress on adjacent interchanges, helping transportation connectivity with an additional I-5 crossing, and enabling the City to capture potential state and federal funding based on the project having a higher tier status. The Planning Commission at their meeting of June 26, 2008, forwarded a favorable recommendation to the City Council for CP-08-050, per the Staff Report dated September 12, 2008, including Exhibits A – E.

**EXHIBITS:**

Staff Report to City Council dated September 12, 2008, including Exhibits A – E  
Excerpt from Minutes of the May 20, 2008, meeting of the Citizens Planning Advisory Committee  
Excerpt from Minutes of the June 26, 2008, meeting of the Planning Commission



**CITY OF MEDFORD**  
**PLANNING DEPARTMENT**

**STAFF REPORT**

Date: September 12, 2008

To: City Council

Reviewed By: Suzanne Myers, Principal Planner

By: Chris Olivier, GIS Analyst/Planner II

Subject: South Stage Road TSP Amendment  
*Comprehensive Plan* Amendment (Major (Class 'A' Legislative))

File No: CP-08-050

Applicant: City of Medford

Request: Consideration of a proposed Class 'A' (major) legislative amendment of the *Transportation System Plan* section of the *Medford Comprehensive Plan* to move future transportation Project 537, which is the extension of South Stage Road east of Highway 99 within the Urban Growth Boundary, including an over-crossing of Interstate 5, from Tier 3 status (unfunded projects for beyond year 2023 that may require further purpose and need clarification) to Tier 2 status (needed projects for which no funding is currently identified) (City of Medford, Applicant).

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**BACKGROUND**

The City adopted the *Medford Transportation System Plan* in November 2003 as part the *Medford Comprehensive Plan*. In the adopted TSP, Project 537, South Stage Road extension and over-crossing over I-5, was listed as Tier 3 project. The proposed improvement consists of a three lane road with bike lanes and sidewalks including an over-crossing over Bear Creek and I-5.

Because this project is a plan amendment, compliance with the *Medford Comprehensive Plan* is required. Also, consistency with the state's Transportation Planning Rule (OAR 660-012) is necessary. There also must be identification of the Oregon Statewide Planning Goals which are applicable. These are identified in more detail in the Findings of Fact and Conclusions of Law, dated July 31<sup>st</sup>, 2008, (Exhibit 'A').



The project is listed as a Tier 2 project in the *Rogue Valley Regional Transportation System Plan (RTP)*, which was adopted in 2005. Moving the project to Tier 2 in the TSP would align the projects between the RTP and the TSP. The *Medford Comprehensive Plan* requires the TSP be consistent with regional and statewide plans and laws.

Some important reasons for this TSP amendment are:

- o Economic development would be aided currently along the Highway 99 corridor and in the future with the Proposed Urban Reserves location east of the project.
- o The over-crossing would relieve stress on adjacent interchanges. The new South Medford Interchange to the north and the Fern Valley Interchange to the south in the City of Phoenix would both be helped.
- o With the City having a deficiency of Interstate 5 crossings, an additional one will help with transportation connectivity.
- o The placement of the project in the Medford TSP from Tier 3 to Tier 2 would enable the City to capture potential funding with its new higher tier status.

Currently, a Tier 3 project is programmed for beyond the TSP planning period. The proposed Tier 2 status would place the project in the TSP planning period which is from 2004-2023. Once funding is identified, it would be placed in Tier 1.

#### **AGENCY COMMENT**

The City received comments from David Pyles, Development Review Planner with Oregon Department of Transportation (Exhibit 'C'), supporting the proposed amendment. The agency mentions that the project is listed as a Tier 2 on the *Regional Transportation Plan* and is consistent with the *Oregon Transportation Planning Rule (TPR)*.

Mike Kuntz, a County Engineer with Jackson County Roads (Exhibit 'D'), submitted comments that were in support of the amendment. The County department supports the project inside the UGB and states that if South Stage Road is extended to North Phoenix Road, the area should be brought into the UGB and annexed into the City.

The City of Phoenix's Planning Director, Tom Giordano (Exhibit 'E'), submitted comments that were in support of the amendment. A full interchange with Interstate 5 would be preferred over the proposed over-crossing. However, the City of Phoenix feels the over-crossing would be a help with the traffic impact at Phoenix's Fern Valley Interchange.

## **APPROVAL CRITERIA FOR COMPREHENSIVE PLAN AMENDMENTS**

For Major (Class 'A') Legislative Comprehensive Plan 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.

## **FINDINGS**

The Findings of Fact and Conclusions of Law, dated August 1, 2008 (Exhibit 'A'), are, by this reference, incorporated as a part of this report. A discussion of the proposal relative to the approval criteria listed above is included in the Findings.

## **CONCLUSION**

The City Council can find that this amendment to the *Transportation System Plan* of the *Medford Comprehensive Plan* meets the approval criteria for amending the *Comprehensive Plan*.

## **RECOMMENDED ACTION**

The Planning Commission at their meeting of June 26, 2008, forwarded a favorable recommendation to the City Council for approval of CP-08-050, amending the *Medford Transportation System Plan* to move future transportation Project 537, which is the extension of South Stage Road east of Highway 99 within the Urban Growth Boundary, including an over-crossing of Interstate 5, from Tier 3 status to Tier 2 status, per the Staff Report dated August 1, 2008, including:

- Exhibit 'A' – Findings of Fact and Conclusions of Law, dated August 1, 2008
- Exhibit 'B' – Vicinity Map, dated June 14, 2008
- Exhibit 'C' – Letter from David Pyles, Oregon ODOT, dated July 9, 2008
- Exhibit 'D' – Letter from Mike Kuntz, Jackson County Roads, dated June 3, 2008
- Exhibit 'E' – Letter from Tom Giordano, City of Phoenix, dated May 28, 2008
- Exhibit 'F' – Minutes of the Planning Commission meeting of August 14, 2008
- Exhibit 'G' – Minutes of the CPAC meeting of June 10, 2008



South Stage TSP Amendment  
Major Comprehensive Plan Amendment (CP-08-050)  
Planning Commission Staff Report

September 12, 2008

**PLANNING COMMISSION AGENDA: August 14, 2008**

**CITY COUNCIL AGENDA: October 1, 2008**

**PROPOSED FINDINGS**

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

**IN THE MATTER OF AMENDING THE )  
TRANSPORTATION SYSTEM PLAN )  
SECTION OF THE MEDFORD )  
COMPREHENSIVE PLAN TO MOVE )  
FUTURE TRANSPORTATION PROJECT )  
537, WHICH IS AN EXTENSION OF )  
SOUTH STAGE ROAD EAST OF )  
HIGHWAY 99 WITHIN THE UGB, FROM )  
TIER 3 STATUS TO TIER 2 STATUS**

**FINDINGS OF FACT  
CONCLUSIONS OF LAW  
File No. CP-08-050  
Exhibit 'A'  
August 1st, 2008**

City of Medford, Applicant

**PROCEDURAL BACKGROUND**

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

**RELEVANT SUBSTANTIVE CRITERIA**

For Class 'A' Major Amendments, MLDC 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.

**COMPLIANCE WITH THE MEDFORD COMPREHENSIVE PLAN**

***Transportation System Plan Element Implementation 1-B (2): Update the Medford Transportation System Plan as necessary to remain consistent with regional and statewide plans and laws.***

**FINDINGS OF FACT**

The Transportation System Plan Element Implementation 1-B (2) requires the Medford Transportation System Plan be consistent with regional and statewide plans and laws. The Rogue Valley Metropolitan Planning Organization's *Regional Transportation Plan* is the

CITY OF MEDFORD  
EXHIBIT A



regional plan for the City of Medford. Currently, the South Stage Road extension project is listed as a Tier 2 on the RTP.

The TSP amendment will align the project in the Medford TSP with the *Regional Transportation Plan*. As described in further detail below, the TSP amendment complies with Oregon's *Statewide Planning Goals* and the *Transportation Planning Rule*.

#### **CONCLUSIONS OF LAW**

The City Council concludes that the amendment complies with the goals and the policies of the *Medford Comprehensive Plan*.

#### **COMPLIANCE WITH STATEWIDE PLANNING GOALS**

##### **Applicable Statewide Planning Goals:**

- GOAL NO. 1: Citizen Involvement**
- GOAL NO. 2: Land Use Planning**
- GOAL NO. 3: Agricultural Lands**
- GOAL NO. 5: Open Spaces, Scenic and Historic Areas and Natural Resources**
- GOAL NO. 7: Areas Subject to Natural Disasters and Hazards**
- GOAL NO. 9: Economic Development**
- GOAL NO. 12: Transportation**
- GOAL NO. 14: Urbanization**

Pursuant to MLDC 10.182, the City Council of the City of Medford herewith determines that Statewide Planning Goals 4, 6, 8, 10, 11 and 13 are not applicable to this action. Goals 15, 16, 17, 18, and 19 are not applicable in this portion of the State as these pertain to the Willamette River Greenway and ocean-related resources.

##### **Applicable Oregon Administrative Rule:**

##### **OAR-660-12 Transportation Planning Rule (TPR)**

***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 Comprehensive Plan 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. The City Council finds that this process has been adhered to in the development of the proposed amendment. Notice of the proposed amendment was mailed to those affected agencies identified in MLDC 10.146 and notice was provided as required by MLDC 10.157.

The Citizen's Planning Advisory Committee discussed and made recommendations regarding the proposal.

#### CONCLUSIONS OF LAW

The City Council concludes that the process used 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 requires the City to adopt a 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 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 the entire City, a large area or an array of ownerships, such as this amendment which changes the status of Project 537 in the Medford Transportation System Plan (the extension of South Stage Road east of Highway 99 within Medford's Urban Growth Boundary, including an over-crossing of Interstate 5) from Tier 3 to Tier 2.

#### **CONCLUSIONS OF LAW**

The City Council concludes that the process used to facilitate and integrate citizen involvement in this proposal is consistent with the City's acknowledged *Comprehensive Plan* and Statewide Planning Goal 2.

#### **GOAL 3: AGRICULTURAL LANDS – To preserve and maintain agricultural lands.**

#### **FINDINGS OF FACT**

Goal 3 requires that agricultural lands outside of a city's Urban Growth Boundary be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space and with the state's agricultural land use policy. The location of the South Stage Road project, even though entirely within the City of Medford UGB would terminate at the eastern boundary of the UGB adjacent to County EFU land. The likely extension of South Stage to North Phoenix would go through EFU land. Some of the EFU land in the area has been recently developed into a golf course. Lands in and around the proposed South Stage extension area contain Class III and Class IV soils which are identified in the Soil Capability Classification System of the United States Soil Conservation Service as suitable for agricultural use. According to Goal 3, agricultural lands inside a UGB are not included in preservation. The section of South Stage from east of Highway 99 to the UGB east of I-5 is not an applicable impact to agriculture, due to its location inside the UGB. Goal 3 does require urban and agricultural lands separated by buffer or transitional areas of open space. A potential future extension east to North Phoenix Road would need to be mitigated if adjacent high-value farmland exists unless the area has been included within a UGB or urban reserve area.

#### **CONCLUSIONS OF LAW**

Based upon the above findings of fact and conclusions of law pursuant to Statewide Planning Goal 3, the City Council concludes that this Comprehensive Plan Amendment is consistent with the City's acknowledged *Comprehensive Plan* and Statewide Planning Goal 3 because the process for extending this regionally significant street through this area will be complied with, either through a goal exception process or because the area has been included in a UGB or urban reserve.



**GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES – To protect natural resources and conserve scenic and historic areas and open spaces.**

Goal 5 requires the City to adopt programs that conserve and protect natural resources for present and future generations to promote a healthy environment and natural landscape that contribute to livability. Plans have to consider the carrying capacity of the air, land, and water resources of the planning area, and land development actions provided for by the Comprehensive Plan must not exceed the carrying capacity of the resources. The physical limitations of the land and conservation of natural resources must be used in determining the quantity, quality, location, rate, and type of growth in the planning area. Significant natural areas that are ecologically or scientifically unique, outstanding, or important must be inventoried and evaluated, and comprehensive plans must provide for their preservation. As part of the Comprehensive Plan, local governments must determine significant resource sites and develop programs to achieve Goal 5.

Wetlands, a Riparian Corridor, Open Space and a Greenway must be traversed for the proposed extension of South Stage Road. They are identified as areas that need to be protected and conserved in Statewide Planning Goal 5.

The Local Wetlands Inventory designated two wetlands that are near the proposed route for the South Stage extension. The wetlands are identified as BS-W13 and BS-W14. They are located just east of I-5 adjacent to the Centennial Golf Course. These wetlands are classified as locally significant wetlands (LSW). The criteria for identifying LSW are in the Oregon Department of State Lands (DSL) administrative rules (OAR 141-86-300 to 141-86-350) and rely on the results of the Oregon Freshwater Wetland Assessment Methodology (OFWAM) assessment, the Wetlands of Special Interest for Protection results and other information as explained in Section 2.3, *Locally Significant Wetlands Determinations*, of the Medford Local Wetlands Inventory. The criteria for the wetlands BS-W13 and BS-W14 being designed as locally significant wetlands (LSW) is the location of the wetlands are within one-fourth mile from Bear Creek, a water quality limited water body (DEQ 303 (d) list). Should the location of the South Stage extension impact locally significant wetlands in the area, mitigation will be required.

The Bear Creek Riparian Corridor would need to be crossed for the extension of South Stage Road. The Corridor, which includes the Bear Creek Greenway, is protected in the City of Medford (10.922 Medford Code). The Corridor protects fish and wildlife, enhances water quality, controls erosion and sedimentation, and protects the natural beauty and distinctive character of Medford's waterways as a community asset. The Bear Creek Greenway, a linear park that connects Ashland to Central Point, is another feature that the proposed road extension would cross. In this particular area, county open space and parkland from the Medford Community Park to the north to the southern Medford UGB extent exists and would need to be intersected. The road extension placement should be mitigated so the riparian corridor and the

Bear Creek Greenway are protected. Impacts to a Riparian Corridor will be mitigated through a conditional use permit process as well as state and federal permitting.

#### CONCLUSIONS OF LAW

Based upon the above findings of fact and conclusions of law pursuant to Statewide Planning Goal 5, the City Council concludes that this Comprehensive Plan Amendment is consistent with the City's acknowledged *Comprehensive Plan* and Statewide Planning Goal 5 because impacts to natural resources will be required to be mitigated.

#### **GOAL 7: AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS – To protect people and property from natural hazards**

#### FINDINGS OF FACT

Goal 7 requires local governments to adopt comprehensive plan inventories, policies, and implementing strategies that reduce the risk to people and property from natural hazards, including floods. Development in hazard areas where the risk to people and property cannot be mitigated must be avoided. In adopting plan policies and implementing strategies to protect people and property from natural hazards, local governments must consider the benefits of maintaining natural hazard areas for open space, recreation, or similar uses, and identify mitigation strategies related to the management of natural resources. Local governments must manage stormwater runoff to address flood and landslide hazards. Waterways, especially those in a natural condition, provide hydrological control benefits, and are a necessary component of an adequate stormwater management program.

The South Stage Road extension area west of I-5 is in Bear Creek's 100-year floodplain and is also in the Emigrant lake Dam Inundation Zone. Road construction in this area is required to be constructed to withstand the hazards in the area and to avoid worsening the potential for flooding.

#### CONCLUSIONS OF LAW

The City's efforts in this proposal to assure that roadways are provided in conformance with the adopted policies of the acknowledged *Comprehensive Plan* and the Statewide Planning Goals, and to develop strategies to carry out the Plan, are consistent with and necessary for compliance with Statewide Planning Goal 7.

#### **GOAL 9: ECONOMIC DEVELOPMENT - To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.**



**FINDINGS OF FACT**

Goal 9 requires comprehensive plan policies to contribute to a stable and healthy economy. Such policies must be based on an inventory of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses and must not exceed the carrying capacity of the air, land, and water resources of the planning area. Businesses along Highway 99 might benefit from the extension over I-5. Future development in the proposed Urban Reserves on the east side of I-5 could also benefit from the extension.

**CONCLUSIONS OF LAW**

Based upon the above findings of fact and conclusions of law pursuant to Statewide Planning Goal 9, the City Council concludes that this Comprehensive Plan Amendment is consistent with and necessary for compliance with the City's acknowledged *Comprehensive Plan* and Statewide Planning Goal 9.

**GOAL 12: TRANSPORTATION - To provide and encourage a safe, convenient and economic transportation system.****FINDINGS OF FACT**

Goal 12 requires that the City's transportation plan be based upon an inventory of local, regional and state transportation needs, and minimize adverse social, economic and environmental impacts and costs. Plans providing for the transportation system must not exceed the carrying capacity of the air, land, and water resources of the planning area, and must identify the positive and negative impacts on environmental quality.

According to the Medford Transportation System Plan (TSP), South Stage Road is a minor arterial. The western terminus of the existing South Stage Road begins at Griffin Creek Road, approximately 380 west of the UGB. The South Stage Road extension and overcrossing would help with the city's transportation connectivity. This would give the city a southern east-west thoroughfare, thus adding better connectivity to the city's and region's street network. The project is currently designed as a Tier 2 (unfunded and not considered a planned project) on the Rogue Valley Metropolitan Planning Organization's Regional Transportation Plan (RTP). A change to Tier 2 on the Medford TSP project list would make the project consistent with the RTP. The overcrossing over I-5 would also relieve stress on the new South Medford Interchange to the north and the Fern Valley Interchange to the south in Phoenix. Given the cities' deficiency of I-5 crossings, an additional crossing over the interstate would give the transportation system another option.

**CONCLUSIONS OF LAW**

Based upon the above findings of fact and conclusions of law pursuant to Statewide Planning Goal 12, the City Council concludes that this Comprehensive Plan Amendment is consistent with and necessary for compliance with the City's acknowledged *Comprehensive Plan* and Statewide Planning Goal 12.



**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**

Goal 14 requires that urban growth boundaries (UGB) be established and maintained by cities, counties and regional governments to provide land for urban development needs and to identify and separate urban and urbanizable land from rural land. Establishment and change of UGBs shall be a cooperative process among cities, counties and, where applicable, regional governments. Currently, the Regional Problem Solving process, a regional urbanization process made up of local government agencies in the Medford metropolitan area, is undergoing a regional collaborative process involving UGB expansion. A proposed urban reserve, which is defined as land outside an UGB designated to provide for future expansion of the UGB over a long-term period, is located east of the eastern terminus of the South Stage Road extension project and the Medford UGB. The RPS process has designated this as a proposed urban reserve, MD-5. This proposed urban reserve could potentially become a candidate area where the UGB could expand. Under this scenario, the future connection of the South Stage overcrossing to North Phoenix Road would be in an urbanized area.

#### **CONCLUSIONS OF LAW**

Based upon the above findings of fact and conclusions of law pursuant to Statewide Planning Goal 14, the City Council concludes that this Comprehensive Plan Amendment is consistent with and necessary for compliance with the City's acknowledged *Comprehensive Plan* and Statewide Planning Goal 14.

#### **CONSISTENCY WITH THE TRANSPORTATION PLANNING RULE**

**Consistency with OAR-660-12-0015 – Preparation and Coordination of Transportation System Plans**

#### **FINDINGS OF FACT**

Under the Transportation Planning Rule (TPR), OAR 660-12, transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. The TRP directs cities and counties to develop balanced transportation systems addressing all modes of travel including motor vehicles, transit, bicycles and pedestrians. The TPR envisions development of local plans that will promote changes in land use patterns and transportation systems that make it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs. The TPR is the primary legislative basis for the Medford Transportation System Plan (TSP). The essence of a TSP is to show how the transportation system can support planned land use.

Under OAR-660-12-015, a city shall amend local TSPs for lands within their planning jurisdiction. Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP. Cities shall adopt local TSPs as part of their comprehensive plans.

The project would help the City with better connectivity with an additional east-west arterial which it currently lacks. An additional over-crossing over I-5, Bear Creek and Bear Creek Greenway would help with the current deficiency of such connections over these barriers. This would be accompanied by bike and pedestrian facilities. The amended project will align with the tier status in the *Regional Transportation Plan (RTP)*. The Medford TSP amendment will be consistent with the *RTP*. This action of amending the TSP as part of the *City Comprehensive Plan*, will provide compliance with this section.

#### **CONCLUSIONS OF LAW**

Based upon the above findings of fact and conclusions of law pursuant to *Transportation Planning Rule*, the City Council concludes that this Comprehensive Plan Amendment is consistent with and necessary for compliance with the City's acknowledged *Comprehensive Plan* and *Transportation Planning Rule*.

#### **Consistency with OAR-660-12-0020 – Elements of Transportation System Plans**

##### **FINDINGS OF FACT**

The TSP establishes a coordinated network of transportation facilities to serve state, regional and local transportation needs. This section addresses extensions of existing streets. The proposed amendment would be applicable to this section because it is a street extension.

##### **CONCLUSIONS OF LAW**

Based upon the above findings of fact and conclusions of law pursuant to *Transportation Planning Rule*, the City Council concludes that this Comprehensive Plan Amendment is consistent with and necessary for compliance with the City's acknowledged *Comprehensive Plan* and *Transportation Planning Rule*.

#### **Consistency with OAR-660-12-0025 – Complying with the Goals in Preparing TSPs**

##### **FINDINGS OF FACT**

Adoption of this TSP constitutes the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode and general location. Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.



The TSP amendment provides additional information to move the project from Tier 3 to Tier 2 status. These findings of compliance are complying with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations as stated in earlier sections of this document.

#### **CONCLUSIONS OF LAW**

Based upon the above findings of fact and conclusions of law pursuant to *Transportation Planning Rule*, the City Council concludes that this Comprehensive Plan Amendment is consistent with and necessary for compliance with the City's acknowledged *Comprehensive Plan* and *Transportation Planning Rule*.

#### **Consistency with OAR-660-12-0030 – Determination of Transportation Needs**

#### **FINDINGS OF FACT**

The TSP amendment identifies transportation needs relevant to the planning area and the scale of the transportation network being planned to the year 2023. This includes state, regional and local transportation needs, needs of the transportation disadvantaged and needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR 660-009 and Statewide Planning Goal 9.

The transportation needs in the TSP were developed consistent with the Rogue Valley Metropolitan Planning Area's *Regional Transportation Plan*. Moving the tier status from Tier 3 to Tier 2 will align the project with the tier status in the TSP. As a minor arterial, the road extension and over-crossing will create additional modes of transportation including bike lanes and sidewalks, thus supporting the needs of the transportation disadvantaged. The road extension will also help with economic development along Highway 99 and potential UGB expansion to the east of the project.

#### **CONCLUSIONS OF LAW**









Based upon the above findings of fact and conclusions of law pursuant to *Transportation Planning Rule*, the City Council concludes that this Comprehensive Plan Amendment is consistent with and necessary for compliance with the City's acknowledged *Comprehensive Plan* and *Transportation Planning Rule*.

#### **SUMMARY**

The City Council herewith incorporates and adopts its above conclusions of law demonstrating compliance with the *Medford Comprehensive Plan*, the *Transportation Planning Rule* and all applicable Statewide Planning Goals.



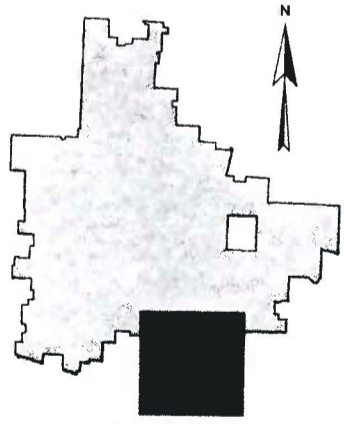
**Vicinity Map**

-  Project Area
-  City Limits
-  UGB
-  Medford Zoning
-  Taxlots
-  Highways
-  Streets
-  Railroad

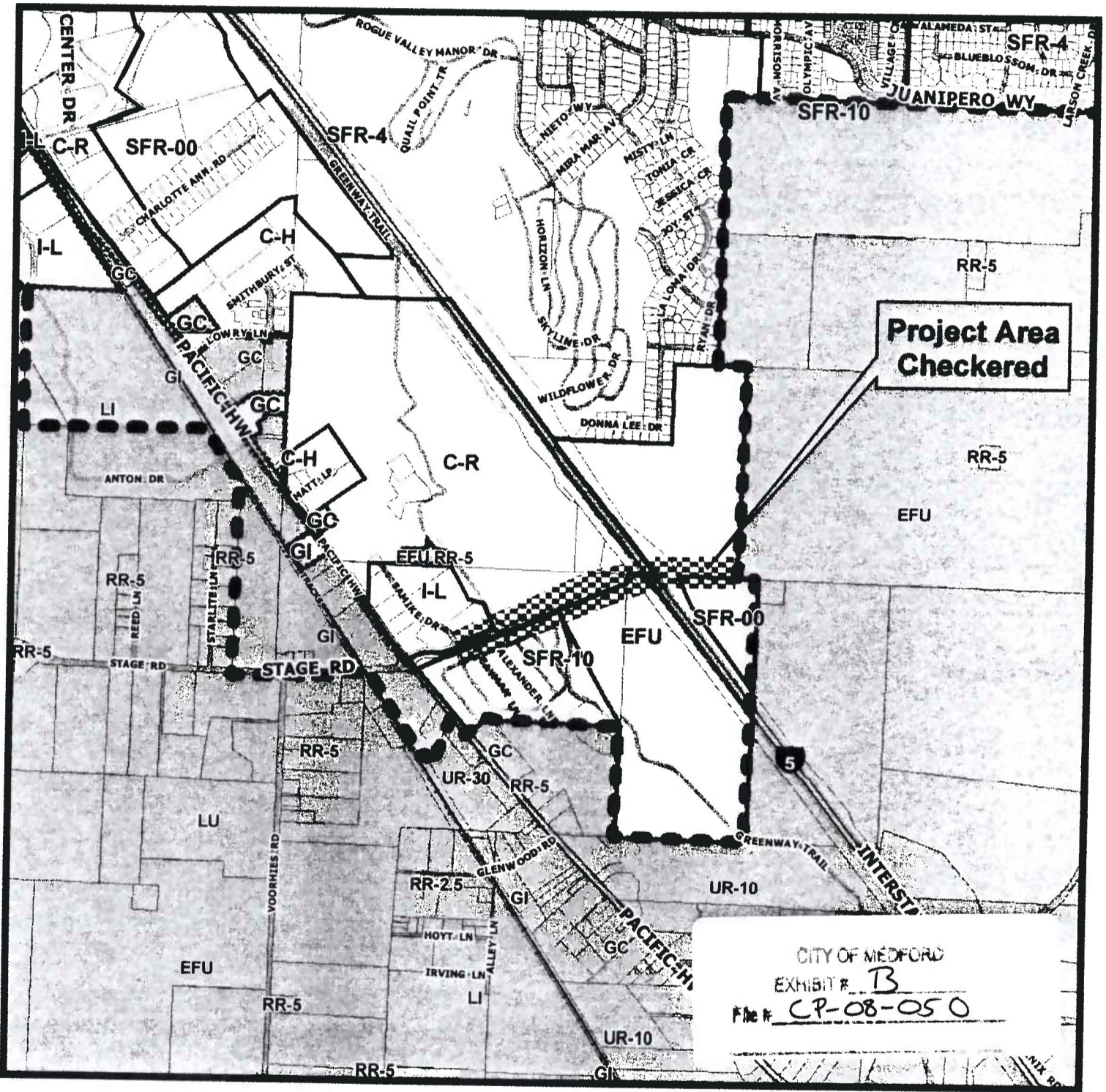
**FILE NUMBER:  
CP-08-50**

**APPLICANT:  
City of Medford**

**South Stage  
TSP Amendment**



DATE: 06/14/2008



CITY OF MEDFORD  
EXHIBIT # B  
File # CP-08-050





**Oregon**

Theodore R. Kulongoski, Governor

**Department of Transportation**

**Region 3 Planning**

100 Antelope Road  
White City, OR 97503  
Phone 541-774-6399  
Fax 541-774-6349

July 9, 2008

**Commissioner David McFadden, Chairperson**  
**City of Medford Planning Commission**  
Lausmann Annex  
200 South Ivy Street  
Medford, OR 97501

**RECEIVED**

**JUL 09 2008**

**Re: ODOT support of proposed South Stage Road TSP Amendment: city file no. CP-08-050**

Dear Chairman McFadden & Fellow Planning Commissioners:

The Oregon Department of Transportation (ODOT) appreciates the opportunity to review and comment on the city proposed amendment (file no. CP-08-050) to the *Medford Transportation System Plan* (TSP), the transportation element of the city's Comprehensive Plan. The proposed amendment effectively moves the identified future transportation improvement Project 537 (i.e., the extension of South Stage Road east of Highway 99 within Medford's Urban Growth Boundary, including an over-crossing of Interstate 5) from TSP Tier 3 status (i.e., unfunded projects beyond year 2023 that require further purpose and need clarification), to Tier 2 status (i.e., needed projects for which no funding is currently identified). As this project involves a plan amendment, consistency with Oregon's Transportation Planning Rule (OAR 660-012) is required. We offer the following comments in support of the plan amendment.

The Oregon Department of Transportation supports the city of Medford's proposed CP-08-050 TSP amendment. This project is currently listed as Tier 2 in the RVMPO (Rogue Valley Metropolitan Planning Organization's) 2005-2030 RTP (Regional Transportation Plan), and will continue to be listed as Tier 2 in the updated 2009-2034 RTP. We understand the proposed CP-08-050 Tier 2 amendment effectively aligns Project 537 in the city's TSP with the existing and future RTP. We find the plan amendment is consistent with the TPR, as no significant affect per OAR 660-012-0060 (1), can be anticipated by approval of the amendment. We encourage the city of Medford to work toward identifying a future funding source or mechanism to support the planned Project 537 improvements, at such time a future Tier 2-to-Tier 1 TSP amendment of this project advances in priority within the city's TSP.

Please include this letter in the CP-08-050 land use decision record, and copy me on the city's final decision. Please contact me at (541) 774-6399, if you have questions regarding this correspondence. Thank you.

Respectfully,

  
**David J. Pyles**  
*Development Review Planner III*

Cc: Chris Olivier, Medford Planning  
Alex Georgevitch, Medford Traffic Manager  
Mike Montero, RFACT Chairman (Rogue Valley Area Commission on Transportation)  
Michael Cavallaro, RVCOG / MPO Director  
ODOT Region 3

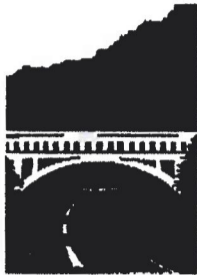
CP-08-050: TSP Project 537 Plan Amendment

**RECEIVED**

**JUL 09 2008**

**PLANNING DEPT.**

CITY OF MEDFORD  
PLANNING DEPT.  
CP-08-050



# JACKSON COUNTY

## Roads

### Roads

Mike Kuntz, PE  
County Engineer

200 Antelope Road  
White City, OR 97503  
Phone: 541-774-6228  
Fax: 541-774-6295  
kuntzm@jacksoncounty.org  
www.jacksoncounty.org

June 3, 2008

Chris Olivier  
Planning Department  
City of Medford  
200 S. Ivy Street, Lausmann Annex, Room 240  
Medford, OR 97501

RE: Amendment of the TSP off South Stage Road - a city-maintained road.  
Planning File CP-08-050.

Dear Chris:

Thank you for the opportunity to comment on the proposed amendment of the Transportation System Plan section of the Medford Comprehensive Plan to move future transportation Project 537, which is the extension of South Stage Road east of Highway 99 within the Urban Growth Boundary, including an over-crossing of Interstate 5, from Tier 3 status (unfunded projects for beyond year 2023 that require further purpose and need clarification) to Tier 2 status (needed projects for which no funding is currently identified). Roads has the following comments:

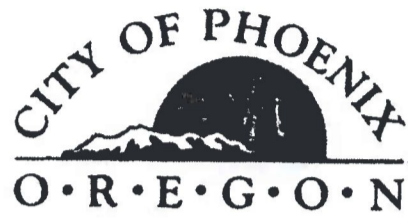
1. Jackson County Roads is in favor and support this amendment.
2. Roads recommend the area to the east of the over-crossing be included in the City of Medford Urban Growth Boundary. The area should be annexed at the time the city extends South Stage Road to North Phoenix Road

If you have any questions or need further information feel free to call me at 774-6228.

Sincerely,

  
Mike Kuntz, PE  
County Engineer





RECEIVED  
JUN 05 2008  
Planning Dept.

**PLANNING DEPARTMENT**

PO Box 330 • Phoenix, OR 97535  
(541) 535-2050 • FAX (541) 535-5769

May 28, 2008

Chris Oliver  
Planning Department  
City of Medford  
Lausmann Annex, Rm 240  
200 South Ivy Street  
Medford, Oregon 97501

Re: South Stage Road TSP Amendment (CP-08-050)

Dear Chris,

The City of Phoenix appreciates the opportunity to comment on the above referenced project. The South Stage Road project directly impacts the City of Phoenix in regard to improving current and future traffic congestion at the Fern Valley Interchange, especially if the South Stage Road project became a full interchange. The City, in conjunction with ODOT, is currently participating in the Interchange Area Management Plan (IAMP) for the Fern Valley Interchange. Although the South Stage project is not part of the IAMP for the Fern Valley project, it is considered a mitigation measure by the City of Phoenix to reduce vehicle trips.

The over crossing even without a full interchange, however, would help to reduce the amount of vehicles using the Phoenix Fern Valley Interchange. Therefore, the City of Phoenix is very supportive to move future transportation project 537 from tier 3 to tier 2 status.

Sincerely,

Tom R. Giordano, Interim Planning Director

cc: Jane Turner, Interim City Manager  
City of Phoenix Mayor & Council

CITY OF PHOENIX  
EXHIBIT # E  
CP-08-050



**MINUTES**  
**Planning Commission Meeting**  
**August 14, 2008**

The regular meeting of the Medford Planning Commission was called to order at 5:35 p.m. in the Council Chambers of Medford City Hall on the above date with the following members and staff in attendance:

<u>Commissioners</u>		<u>Staff</u>
David McFadden, Chair	Norm Nelson	Bianca Petrou, Assistant Planning Director
Brita Entenmann 5:39 pm	Jerry Shean	Lori Cooper, Sr. Assistant City Attorney
Jared Hokanson	Tony Cabler, Excused Absence	Kelly Akin, Senior Planner
Allen Potter	Robert Tull, Excused Absence	Larry Beskow, City Engineer
	Tim Jackle, Excused Absence	Cheryl Adams, Recording Secretary
		Greg Kleinberg, Fire Marshal

**10. Roll Call**

**20. Consent Calendar/Written Communications:**

- 20.1 CUP-08-076 Final Order of approval of a request for a Conditional Use Permit for the construction and operation of a storm drain and irrigation facilities within the Bear Creek riparian corridor, located between Interstate 5 and Ellendale Drive, north of the Hobert Street alignment and south of the Dyer Road alignment within SFR-4 (Single-Family Residential – 4 units per acre) and SFR-10 (Single-Family Residential – 10 units per acre) zoning districts. Rogue Valley Manor, Applicant
  
- 20.2 DCA-08-067 Consideration of amendments to Medford Land Development Code Sections 10.442, and 10.493 as relates to Reimbursement Districts, as well as modification to Section 10.488 as it relates to SDC credits. City of Medford, Applicant
  
- 20.3 SV-07-158 Request for approval to rescind Ordinance 2007-246 vacating the northerly 2.5 foot portion of Sweet Road from the northeast intersection of Sweet Road and North Ross Lane to a point easterly 270 feet. The subject right-of-way is located within an SFR-10 (Single Family Residential-10 units per acre) zoning district, and is designated Urban Residential (UR) on the General Land Use Plan map. CoWest, LLC, Applicant (Polaris Land Surveying, LLC, Agent)
  
- 20.4 CP-08-074 Consideration of a request for a minor amendment to the General Land Use Plan Map of the Medford Comprehensive Plan changing the designation from Urban High Density Residential (UH) to Service Commercial (SC) on a single parcel totaling 1.53 acres in the MFR-30 zoning district, located at the northeast intersection of Barnett Road and Highland Drive. MEC Real Properties, LLC, Applicant (CSA Planning, Agent)
  
- 20.5 CP-08-050 Consideration of a proposed Class 'A' (major) legislative amendment of the Transportation System Plan section of the Medford Comprehensive Plan to move future transportation Project 537, which is the extension of South Stage Road east of Highway 99 within the Urban Growth Boundary, including an over-crossing of Interstate 5, from Tier 3 status (unfunded projects for beyond year 2023 that may require further purpose and need clarification) to Tier 2 status (needed projects for which no funding is currently identified) City of Medford, Applicant

Discussion: Kelly Akin, Senior Planner, advised that there were two handouts in Commissioners' packets, one for 20.2 (Public Works, Special Projects Engineer Memo dated 8/12/08) and one for 20.4 (Public Works, Traffic Engineering Memo dated 8/13/08).

Motion: Approve Consent Calendar Items 20.1 through 20.5 including the handouts for 20.2 and 20.4.

Moved by: Commissioner Nelson

Seconded by: Commissioner Potter

Voice Vote: Motion passed, 5 – 0

CITY OF MEDFORD  
EXHIBIT # F  
# CP-08-050



**MEETING MINUTES**  
**CITY OF MEDFORD**  
**CITIZENS' PLANNING ADVISORY COMMITTEE**  
**TUESDAY, June 10, 2008**

The regular meeting of the Citizens' Planning Advisory Committee was called to order by Chairperson Curtis Folsom at 6:35 p.m. in Room 340, Medford City Hall.

**ROLL CALL**

Members, officials, staff and guests in attendance were:

Curtis Folsom, Chairperson	Linda Hildebrand, member
Gerald Anderson, member	Jim Howe, member
Bruce Bauer, member	Christine Lachner, member
Royal Blake, member	Brita Entenmann, Commissioner
Elwin Fordyce, member	Kathy Helmer, Planner

**1.0 APPROVAL OF MINUTES – Meeting of May 20, 2008.**

The minutes were approved as written.

**2.0 REPORTS**

**2.1 Staff:**

Kathy Helmer reported that CPAC members would be receiving the draft Economic Element soon. She shared some of the results with members.

**2.2 City Council:** No report.

**2.3 Commissions:**

Brita Entenmann reported that the Planning Commission study session had been dedicated to discussing the comments received on the Housing Needs Analysis.

**2.4 Committees and Subcommittees**

Regarding the Comprehensive Plan Subcommittee, Gerry Anderson and Curtis Folsom agreed to make time to discuss next steps with each other.

**2.5 Special Reports:** There were none.

**3.0 OLD BUSINESS**

**3.1 Comments on the Housing Needs Analysis.**

Jim Howe shared information from a study entitled "The Real Cost of Development in Oregon" by Fodor, as well as information he had gotten from Bob Jansen about how well SDCs cover costs of infrastructure. The City of Springfield was bankrupted by the costs of growth. In Medford, he estimated that one new home cost the City some \$9,400 dollars, not including the cost of Fire and Police. If the City agrees to take on more than 24,000 more people than it needs to, via some RPS agreement, the math makes that cost (24,000 x \$9,400) \$225,600,000. City Council assumed lots of extra costs for citizens. Gerry Anderson said that it was complicated to figure out the actual costs to citizens; there are lots of factors to consider. Jim showed a graph with the relationship between density and costs per unit of infrastructure. He said the City

CITY OF MEDFORD  
EXHIBIT #   G    
File #   CP-08-050

needed to figure out the cost, share that information with citizens and then make their decision. Elwin Fordice suggested that City Hall was responsible for problems with SDCs. He explained how he has been required to put in enough infrastructure for 30 years and then has been reimbursed when those lots sold. Gerry also said that growth was positive for the City; if new people are older they have no children in the schools and don't cost other residents so much. One member said SDCs should be "zero" near the center of town and go up as you move out from the center towards the periphery. That's where the growth occurs and the systems need to be expanded. Another member said that the City needs to figure out the costs of growing so much and discuss it with citizens before accepting that growth. One member said that Jacksonville did not want to grow because it has to buy water from Medford.

Jim Howe moved and Gerald Anderson seconded the following motion:

CPAC requests that City Council address the following questions:

- 1) What is the net financial cost to the City of Medford to provide for the projected growth? 2) How will that cost be funded? 3) What will be the environmental impacts of the projected growth? 4) What will be the impact on the quality of life in Medford?

The motion passed with seven (7) votes in favor and one (1) vote opposed. This will be written up by Kathy and forwarded to the City Recorder.

**3.2 Review of Notification Amendment Proposal...Rooney**

This was tabled, due to Barbara Rooney's absence.

**3.4 CPAC Process...Bruce Bauer**

Bruce proposed that the by-laws be revised to include something to the effect that if a person threatens another member, that person should be asked to leave. Curtis noted that that had been discussed in the past and it was decided that the Chair can ask a person to leave. After some discussion, it was decided that a by-laws revision was not necessary.

**4.0 NEW BUSINESS**

**4.1 Announcements**

There were no announcements.

**4.2 CP-08-050 South Stage Road TSP Amendment**

Kathy Helmer explained that this amendment was to move a project from Tier 3 which is a tier with no current funding possibilities to Tier 2 where it is possible to capture funding. Gerry said he thought this was a great idea; an overpass would relieve that whole southeastern area of the City. Everything is currently channeled through Barnett. Members would like to see the staff report when it is available.

**4.3 DCA- 08- 067 Amendments related to Reimbursement Districts**

This had to do with making Chapter 10 of the Municipal Code reflect amendments that had been made to Chapter 3. It was actually a housekeeping amendment.

**4.4 LDS-07-274 PUD-07-271 Skyland Village**

Members would like to see the Staff Report on this when it's available.



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\$07.090

10/07/2008

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PLAN AMENDMENT SPECIALIST  
DEPT. OF LAND CONSERVATION  
AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540