



Technical memorandum SPR-01

DATE 14 May 2014 *for 5/19 TAC/CAC meeting*

TO Project Technical and Citizen Advisory Committees

FROM John Adam, City of Medford Planning

PROJECT City of Medford UGB amendment study and TSP update

SUBJECT Project Purpose and Approach

Purpose

The Transportation System Plan (TSP) is a chapter in the City's Comprehensive Plan, the document that maps out the 20-year vision for Medford's growth. The objective of the current project is to revise the TSP to encompass the planning period through 2034. It is impelled by the concurrent effort to amend the urban growth boundary, which is being amended because our supply of developable land will not hold our projected population growth. With the amendment of the urban area—both in changes to existing land-use designations and in expansion of the urban area—will come a new set of transportation facility needs; the TSP revision will address those needs.

Progress to date

The Planning Commission has come up with a recommendation on areas within the current urban area to change or intensify. Those will next go to the Council for approval.

The changes to existing land-use designations is an internal change meant to reduce the amount of boundary expansion. This is achieved by changing land from a category for which we have a surplus to a category for which we have a deficit. In Medford's case the surfeit is in Industrial-category land and the deficit is in Commercial-category land.

Other changes are being proposed in order to maximize the utility of the land already in the City's urban area. There are opportunities to increase residential densities in areas that can take advantage of transit, proximity to goods and services, and proximity to schools. These changes would be the basis for nodal development areas. The effect of the changes, however, displaces an existing land need (in this case, low-density residential). The result is a nearly zero net change in the need for Residential-category land.

Under a previous grant program, Kittelson and Associates performed analyses for the City pursuant to the internal changes. The analysis looked at the whole set of internal

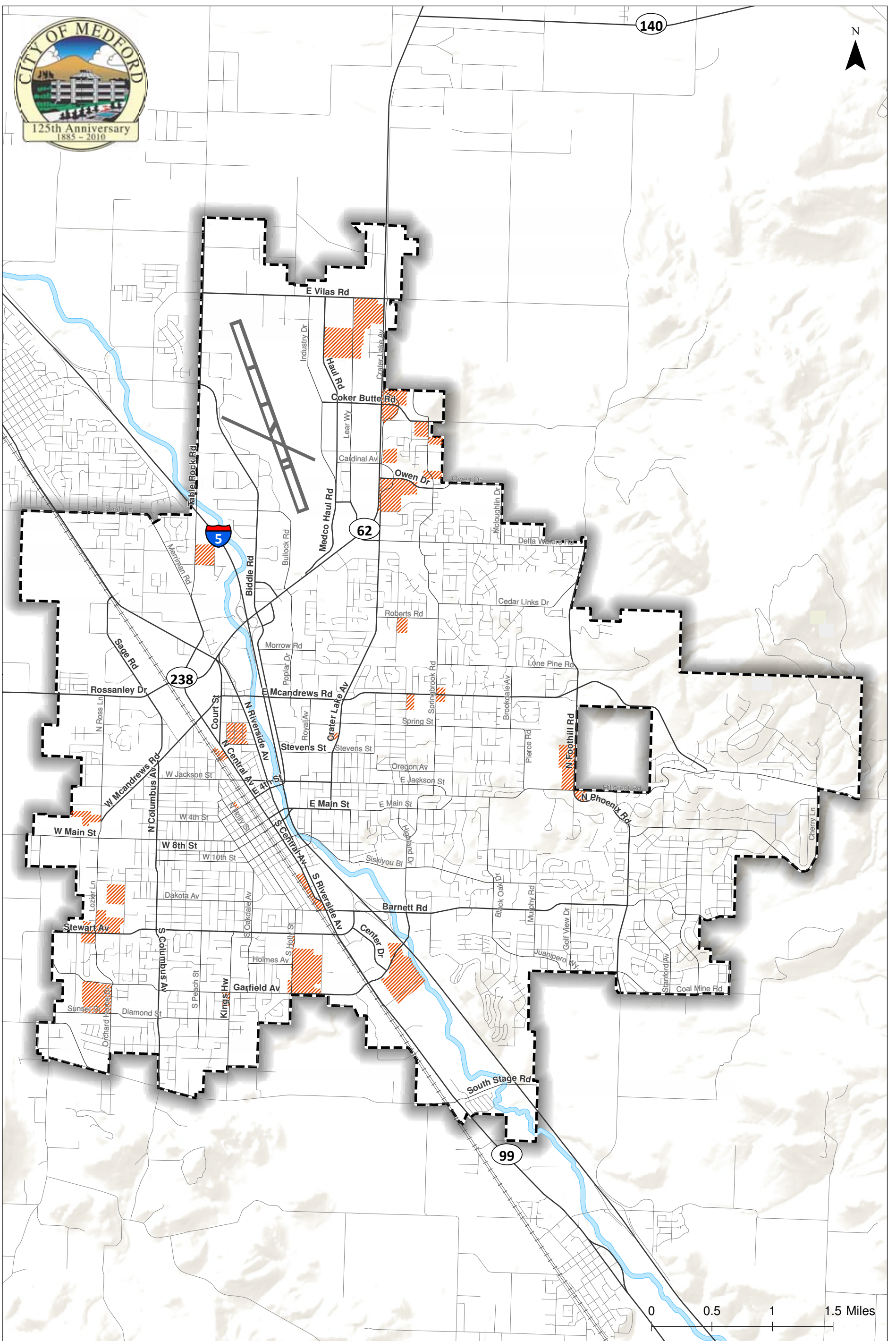
study areas (ISAs), which were more than 800 acres and could theoretically supply the land need through 2028. Figure 1 depicts the ISA in the UGB of Medford. Combined with the fact the current TSP covers only future conditions up to 2023, the analysis showed significant needs across the city that were generally related to the over-reliance on the City's major roadways without a strong network of supporting local and collector streets. These results could not differentiate among the various ISAs, so both the transportation findings and list of needed projects have been deferred until there is a solid expansion-intensification proposal before the Council. At that point the TSP and other facility plans will need to be updated to address the future growth.


Next steps

Staff is nearly ready to present an expansion proposal for public hearings. We plan to begin with an open house for all land owners in the City's urban reserve in the second week of June. The point of the open house is to explain the constraints of the Regional Plan and the City's twenty-year land need, and to present the expansion proposal.

Following that, we will prepare a staff report and schedule a set of Planning Commission hearings to consider the proposal and take testimony. The job of the Commission is to utilize the findings and testimony to prepare a proposal for the City Council on a boundary expansion.

The package of internal changes and boundary expansion will then go to the Council for consideration in public hearings. At this stage the Council may either make a decision or remand it to the Planning Commission for reconsideration. Once the Council has made its decision, however, the proposal will be forwarded to Jackson County for its consideration.



 ISA Study Areas

**Internal Study Areas
Medford, Oregon**

**Figure
1**

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