

SECTION 2. IAMP MEASURES

This IAMP includes ten measures. These measures are intended to achieve the purposes of this IAMP, as stated on page 1, and the goal and objectives of the IAMP, as stated on page 3. In particular, the measures attempt to protect the performance of the interchange and critical intersections while allowing development that enables the City of Phoenix to pay its share of the interchange construction cost and meet its other fiscal responsibilities. The measures also seek to equitably share between the City of Phoenix and traffic generators elsewhere in the Bear Creek Valley the burden of protecting the capacity of the interchange against excess traffic volumes.

CAPACITY EXPANSION AND RETENTION

The purpose of this measure is to reduce the extent to which limitations on land development are necessary to prevent traffic volumes from exceeding applicable performance standards. The measure does this in two ways. First, ODOT will build as part of the Fern Valley Interchange project the second westbound right-turn lane and second exclusive westbound left-turn lane described in the traffic analysis above at the OR 99/Fern Valley Road intersection. In addition, when ODOT builds the project, it will retain the southbound right-turn lane at the S. Phoenix Road/Fern Valley Road intersection. Second, the City will require as a condition of planning approval that land developers pay to implement the traffic capacity expansions below when traffic impact studies indicate that they are needed to meet applicable performance standards during the planning period. As Table 2 on page 9 shows, without these capacity expansions, traffic volumes are forecasted to violate applicable mobility performance standards within the planning period.¹³

- A second westbound left-turn lane at the intersection of N. Phoenix Road and S. Phoenix Road Extension
- A four-way stop at the intersection of Fern Valley Road and S. Phoenix Road

The City of Phoenix or ODOT may require land developers to pay for or both pay for and implement capacity expansions in addition to the ones listed above.

TRIP BUDGET

The Trip Budget measure seeks to protect the performance of the roadway network near the Fern Valley Interchange while at the same time minimizing constraints on the City of Phoenix when it applies its Land Development Code to development proposals in the interchange area. Depending on what is built there, the land uses the City's Commercial Highway zoning allows could cause traffic volumes to exceed the applicable standard

¹³ Tables 2A and 2B show that forecasted traffic volumes will exceed the .85 v/c HDM standard and approach the .90 v/c OHP standard at the OR 99/Fern Valley Road intersection even with a second westbound right-turn lane and second exclusive westbound left-turn lane. A third southbound through lane on OR 99 would be needed to increase capacity enough to meet the HDM standard under Scenario 1. However, a third southbound through lane is not included in this IAMP.

during the 20-year design life of the interchange. At the same time, the degree of threat to intersection performance does not warrant severe restrictions on allowed land uses, such as by “down-zoning” the area. ODOT could protect against violation of applicable standards by reviewing developments case by case. However, that would interfere with the City’s local planning authority. It could also mean that development approved early in the 20-year period would use up roadway network capacity, severely constraining later development. The Trip Budget avoids this by protecting network performance, but leaving in place both the Commercial Highway zoning and City control over land use approvals.

In combination with the Capacity Expansion and Retention measure, the purpose of the Trip Budget measure is to help achieve the goal and objectives of this IAMP while maximizing the City of Phoenix’s discretion in approving development. It and the second westbound right-turn lane and second exclusive westbound left-turn lane at the OR 99/Fern Valley Road intersection described above are necessary to protect against violation of the applicable mobility performance standard at the intersection.

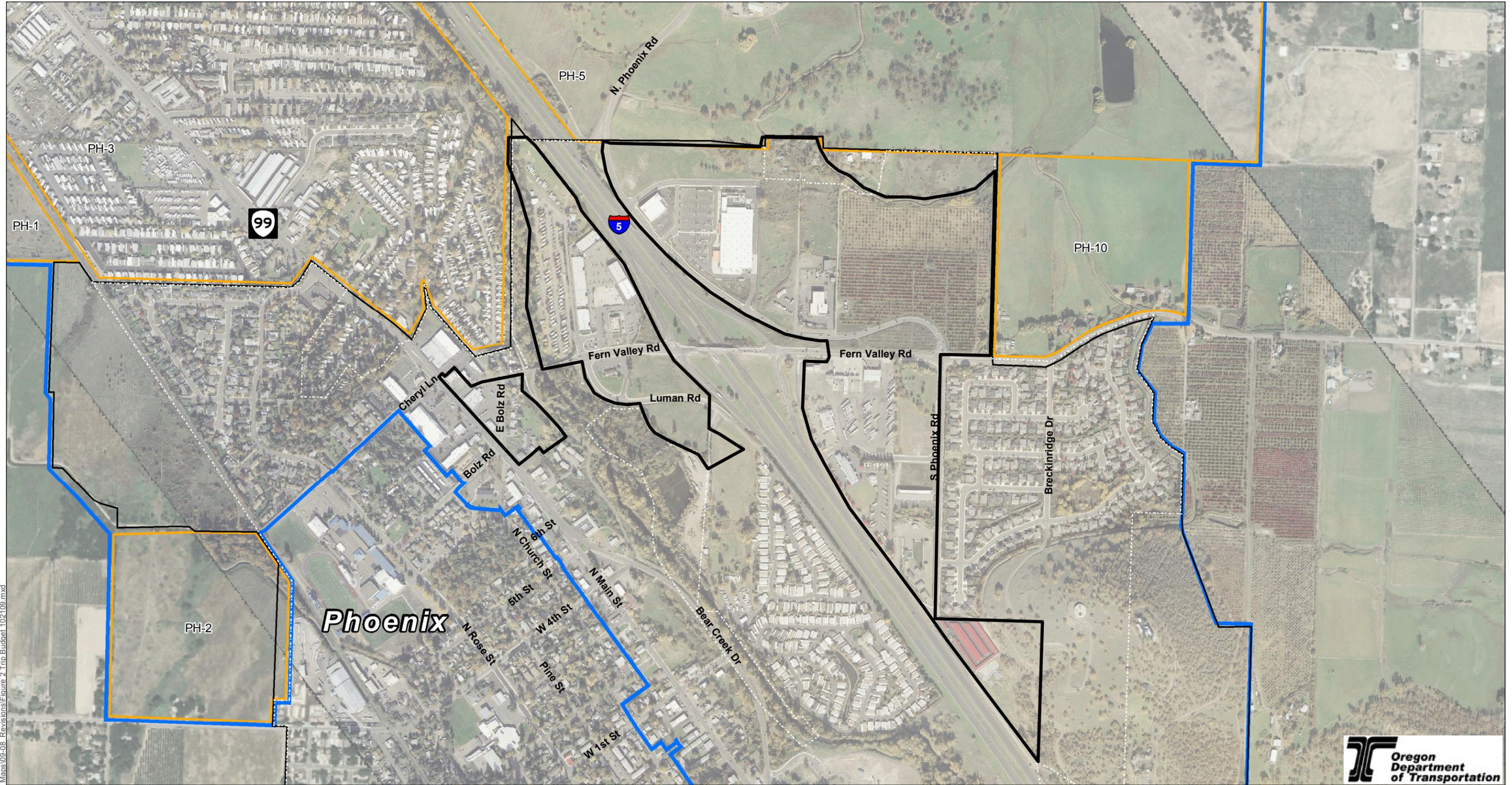
Trip Budget Overlay Zone Chapter of Land Development Code

The City of Phoenix will adopt an amendment to its Land Development Code establishing a trip budget overlay zone chapter. The Trip Budget Overlay Zone chapter will have the following features:

1. **Trip Budget Overlay Zone District.** The Trip Budget Overlay Zone district will include all land the Phoenix Comprehensive Plan designates Interchange Business, plus the “triangle property” at the intersection of OR 99 and Fern Valley Road, and the properties the Plan designates Commercial across Bolz Road from the triangle property.¹⁴ Figure 2 shows the district boundaries.
2. **Allowable Growth in Overlay Zone District.** Trip Budget Overlay Zone regulations will limit the generation of new, primary PM peak-hour¹⁶ motor vehicle trips in the overlay zone district to 2,219 so as not to allow the OR 99/Fern Valley Road intersection to exceed the applicable mobility performance standard.
3. **Parcel Budgets.** The Trip Budget Overlay Zone chapter will assign a “parcel budget” to each tax lot in existence on the date of chapter adoption within the Trip Budget Overlay Zone district. This parcel budget will be the total number of PM peak-hour trips that development on the parcel may generate without obtaining a transfer of parcel budget trips from another parcel within the Trip Budget Overlay Zone district.

¹⁴ The triangle property consists of tax lots 381W09DA1200 and 381W09DA1100. The properties the Plan designates Commercial across Bolz Road from the triangle property are tax lots 381W09DA401, 381W09DA400, 381W09DA200, 381W09DA500, 381W09DA600, 381W09DA700, 381W09DA800, 381W09DA1000, and 381W09DA900.

¹⁶ “PM peak-hour” is 4 PM to 5 PM on weekdays in Phoenix. “Primary PM peak-hour motor vehicle trips” means PM peak-hour motor vehicle trips minus pass-by, diverted link trips, internalization, and mode split.



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-  Proposed Urban Reserve Area
-  City Limits
-  Urban Growth Boundary (UGB)
-  Interchange Management Area Boundary
-  Trip Budget Overlay Zone

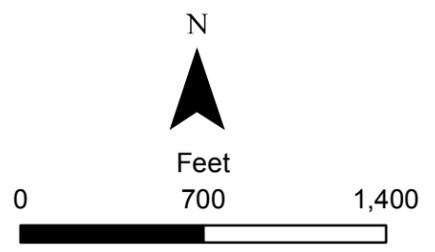


Figure 2
Trip Budget Overlay Zone



October 21, 2009

Appendix H lists each parcel's parcel budget. The parcel budgets in Appendix H equal the sum of trips from existing development and an allocation of the allowable growth in primary PM peak-hour trips stated in item 2, above. The allocations of allowable growth are proportionate to each parcel's net area available for development, as stated in Appendix H. Appendix I maps the areas Appendix H adds and subtracts in determining the net area of each parcel available for development.¹⁷

4. **Increasing Allowable Growth.** The City may increase new, primary PM peak-hour motor vehicle trips development in the overlay zone district may generate above 2,219 only if the capacity of the OR 99/Fern Valley Road intersection is increased or if other improvements in the roadway system divert traffic away from the intersection. An example would be widening OR 99 north of Fern Valley Road. The City will decide on the disposition of the increase in allowable growth at the time it is added. ODOT must concur with the number of trips added to allowable growth and their disposition.
5. **Traffic Impact Study.** The Trip Budget Overlay Zone chapter will require that all applications for land use approvals within the Trip Budget Overlay Zone district must include a traffic impact analysis that ODOT has reviewed and approved.
6. **Additional Uses Requiring Conditional Use Permits.** The Trip Budget Overlay Zone chapter will add the following uses to the uses for which the Commercial Highway zone regulations require a conditional use permit: retail sales and service less than 30,000 square feet of gross leasable area, high turnover sit-down restaurants, fast-food restaurants without drive-throughs, gyms, and daycare centers. Traffic generation by these uses warrants conditional use review of them.
7. **Transfers of Parcel Budget Trips.** The Trip Budget Overlay Zone chapter will allow the owner of a parcel of land in the Trip Budget Overlay Zone to transfer trips in its parcel budget to another parcel of land in the Trip Budget Overlay Zone district if:
 - a. development on the "sending" parcel is not generating the transferred trips and will not do so in the future;
 - b. no fewer than ten trips per net developable acre remain in the parcel's parcel budget after the transfer;

¹⁷ The numbers in Appendix H reflect estimates of the land area from individual tax lots used for the interchange project right-of-way and assume that the right-of-way along portions of existing N. Phoenix Road not used for project right-of-way will be vacated and added to abutting properties. The numbers in Appendix H also reflect other assumptions and are based on measurements using a geographic information system, rather than by parcel by parcel land surveys. However, because traffic forecasting provides approximations of actual traffic generation and future traffic volumes, Appendix H provides a sufficient basis for the allocation of parcel budgets.

²¹ OAR 660-012-0045 (1)(c) states in part "To facilitate implementation of the TSP [transportation system plan], each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project."

- c. the City of Phoenix approves the transfer using approval procedures in the Land Development Code; and
 - d. a covenant prohibiting development on the sending parcel that would generate the transferred trips is recorded in Jackson County land title records.
8. **Recordkeeping, Monitoring, and Evaluation.** The City of Phoenix will maintain a ledger in which it records the following.
- a. The amount of allowable growth in PM peak-hour motor vehicle trips in the overlay zone district at the time of Trip Budget Overlay Zone chapter adoption, i.e., 2,219.
 - b. The total number of PM peak-hour trips in parcel budgets at the time of Trip Budget Overlay Zone chapter adoption, i.e., 2,935.
 - c. For each tax lot in the Trip Budget Overlay Zone at the time of Trip Budget Overlay Zone chapter adoption or added to the Trip Budget Overlay Zone by partition, subdivision, or zone district expansion:
 - i. the tax lot number in the records of the Jackson County Department of Assessment and Taxation;
 - ii. the number of trips in the tax lot's parcel budget, as defined in item 3, above;
 - iii. the number of trips transferred to or from another tax lot pursuant to item 7, above, the tax lot to or from which the trips were transferred, and the Jackson County land title file location of the covenant referred to in item 7;
 - iv. the number of PM peak-hour trips authorized to be generated by development by a conditional use permit, site design review approval, overlay zone and concept plan approval, or detailed development plan approval;
 - v. the balance of unused PM peak-hour trips within the tax lot's parcel budget.
 - d. The number of trips added to the amount of allowable growth in PM peak-hour trips through the OR 99/Fern Valley Road intersection because of the addition of capacity to the intersection or from the addition of other improvements in the roadway system that divert traffic away from the intersection, as described in item 2, above.

The City will make the ledger available to ODOT for inspection upon request. ODOT will monitor traffic volumes on the interchange, OR 99, Fern Valley Road, and N. Phoenix Road in the interchange area. ODOT may also monitor traffic generation at individual parcels within the Trip Budget Overlay Zone. ODOT will evaluate the performance of the Trip Budget Overlay Zone every three years and, if necessary, make recommendations to the City of Phoenix based on the evaluations. ODOT will also reevaluate the Trip Budget Overlay Zone measure when major improvements to the transportation system are constructed, such as the South Stage Road Over-crossing.

Application of the Trip Budget Overlay Zone When Land is Rezoned to Allow Commercial Development

The City of Phoenix will apply the trip budget overlay zone to any land adjacent to the district boundaries in Figure 2 that it rezones to allow commercial development and to land in proposed urban reserves PH-5 and PH-10 it adds to its UGB and zones to allow commercial development. ODOT and the City will agree on changes to the trip budget overlay zone at the time of the rezoning or UGB expansion. Needed adjustments cannot be determined now because impacts on the OR 99/Fern Valley Road intersection will depend on the type of development and where it is located. Unlike land within the existing UGB, neither development type nor location is known and they will not be known until specific UGB expansion proposals are made. Development in the proposed urban reserves has the potential to cause violation of the performance standard at the intersection of N. Phoenix Road and S. Phoenix Road Extension (see Table 2 on page 9), as well as at the OR 99/Fern Valley Road intersection. ODOT will exercise its authority under Section 660-012-0060 of the State of Oregon's Transportation Planning Rule (TPR), contained in Appendix G, and use the Jackson County Plan and Ordinance Provisions measure on page 22 to ensure that development in urban reserves PH-5, PH-10, and MD-5 does not cause violation of mobility performance standards in the IMA, including at the intersection of N. Phoenix Road and S. Phoenix Road Extension and the OR 99/Fern Valley Road intersection.

Sunset of Trip Budget Measure

The City of Phoenix may phase out the Trip Budget measure if and when:

1. Either
 - a. the capacity of the OR 99/Fern Valley Road intersection is increased or other improvements in the roadway system divert traffic away from the intersection so that forecasted traffic volumes within the 20-year planning period of this IAMP comply with the OHP mobility performance standards applicable within the IMA;
or
 - b. the Trip Budget Overlay Zone district, as defined in item 1, above, is fully built out;
- and,
2. The City replaces the Trip Budget measure with alternative means of avoiding violation of the mobility performance standards applicable to the intersections in Table 2 which ODOT has approved.

MOTOR VEHICLE TRIP REDUCTION DESIGNS AND PROGRAMS

The purpose of this measure is to provide a mechanism to ensure implementation of designs and programs that reduce motor vehicle trips when applications for land use approvals rely on them to justify reductions in projected motor vehicle trip generation. It takes advantage of the incentive to reduce motor vehicle trip generation developers have when they apply for land use approvals. The incentive comes from the financial benefit of maximizing development. The measure avoids dictating required designs and programs because, to be effective, they need to be tailored to the uses proposed at a site and the site's location.

The City of Phoenix will amend its Land Development Code to require that commitments to include design features and programs to reduce motor vehicle trips be specific and made conditions of approval. The requirement will apply to land use approvals, including partitions, subdivisions, site design review approvals, and conditional use permits.

Examples of possible designs and programs include:

- Making site improvements to encourage access by foot and bicycle over and above the existing requirements of the Land Development Code, such as by providing showers and locker rooms for employees to facilitate walking or biking to work.
- Providing or subsidizing public transit passes or fares for employees.
- Reimbursing customers for the cost of taking public transit with a minimum purchase.
- Providing preferred parking locations to employee carpools and vanpools.
- Supporting telecommuting by employees (telecommuting means working at home one or more days a week instead of commuting to a workplace).
- Scheduling shift changes at times other than peak traffic hours.
- At appropriate locations, providing a bus transfer site, as described in the Bus Stop and Transfer Site Coordination
- measure on page 21, below.

This measure is intended to apply within the entire city limits of Phoenix, not just within the IMA.

ZONING CODE PROVISION ON TRANSPORTATION FACILITIES

The purpose of this measure is to enable the City of Phoenix to exercise its zoning authority as applied to transportation facilities, including the Fern Valley Interchange Project. The TPR calls on local governments to establish a process for the review and approval of transportation facilities like the interchange.²¹ The Phoenix Development Code does not contain such a process. Under this measure, ODOT will work with the City of Phoenix to add one to its Development Code. Appendix G contains the TPR provision.

OR 99 SETBACK

The purpose of this measure is to reduce the cost of and disruption from widening OR 99, if such widening becomes necessary in the future. The land use measures described above will delay the need to widen OR 99. However, forecasted growth in motor vehicle trips indicates that widening OR 99 is likely to be needed after the IAMP's 20-year planning period.

The City of Phoenix will add to the Land Development Code an overlay zone covering the properties on both sides of OR 99 from the north end of the couplet to the northern city limits. Within the overlay zone, there will be a 15-foot building setback requirement. All properties fronting OR 99 on this segment are zoned Commercial Highway. There is no front setback requirement in the Commercial Highway zone regulations.²² The setback requirement will apply to new development or redevelopment of affected land parcels. Fifteen feet is enough to allow the addition of a 12-foot lane, plus additional buffering of bicycle and pedestrian traffic from motor vehicle traffic. There is no need for amendment of the Jackson County Land Development Ordinance because the regulations for the three zones along OR 99 in the IMA already have a 20-foot setback requirement.²³

OTHER AMENDMENTS TO THE CITY OF PHOENIX COMPREHENSIVE PLAN

The purpose of this measure is to amend the City of Phoenix Comprehensive Plan to reflect the altered configuration of the roadway network once the Fern Valley Interchange project is completed and fix an inconsistency between the Plan and the TPR. The City of Phoenix will classify N. Phoenix Road as realigned by the Fern Valley Interchange project as an Arterial and classify the S. Phoenix Road Extension as a Collector.²⁴ In addition, the City will amend Policy 4.2 of the Economic Element of the Comprehensive Plan as follows:

Within the Fern Valley Road Interchange area (including all lands east of Bear Creek Bridge within the UGB) any annexation, zone change, or change of existing uses which is expected to significantly increase travel demand in the interchange area must be predicated upon facts (supported by special traffic studies) and findings that sufficient capacity exists or will be available upon completion of funded improvement(s) to satisfy the proposed development's travel demand (including background traffic) ~~concurrent with its opening at the end of the planning period of the Transportation Element of the Comprehensive Plan or 15 years from the date of the annexation, zone change, or change of existing uses, whichever is later.~~

²² City of Phoenix, Land Development Code, Section 2.4.3, page 57.

²³ Jackson County, Land Development Ordinance, Table 8.2-1, Chapter 8, page 2. The three zones are General Commercial, Urban Residential-10, and Urban Residential-30.

²⁴ The Transportation Element of the Comprehensive Plan, dated October 4, 1999, classifies N. Phoenix Road as a Collector. See p. 87.

The end of the planning period of the current Transportation Element of the Phoenix Comprehensive Plan is 2018. The amendment will make Policy 4.2 of the Economic Element consistent with the TPR. The TPR requires adequate capacity “*As measured at the end of the planning period identified in the adopted transportation system plan . . .*”²⁵ By making the measurement period a minimum of 15 years from the date of the annexation, zone change, or change of existing uses, the amendment will also help the City of Phoenix retain adequate transportation system capacity to accommodate opportunities for desirable growth and development.

OR 99 GATEWAY PLAN

ODOT will support the City of Phoenix in developing a plan for a gateway to the City on OR 99 from north of the couplet to the northern city limits. The purpose of the plan will be to accommodate local and regional transportation needs while maintaining livability for city residents. The City and ODOT recognize the need for all modes of transportation to be accommodated and to effectively use this corridor and for motorists from the north and east to be aware they are entering the City of Phoenix. A gateway plan, including streetscape concepts, is anticipated to identify improvements that will signal the presence of bicyclists and pedestrians, make crossing the street at intersections by bicycle or on foot as safe as possible, accommodate future traffic demands, and identify appropriate and attractive access to local businesses.

ALTERNATIVE MOBILITY STANDARD AT I-5 RAMP TERMINAL INTERSECTIONS

The purpose of this measure is to preserve interchange capacity for future industrial and export service development in the IMA. This includes the urban reserves in the northern portion of the IMA, specifically PH-5 and MD-5. Export service development means facilities for the provision of services to customers or clients primarily located outside the region. Industrial and export service development will contribute more to the economic prosperity of the region than commercial development and local services. This is because they bring new dollars into the regional economy, thereby increasing incomes and expanding local commercial activity.

This IAMP adopts a v/c ratio of 0.75 as the mobility performance standard for the Fern Valley Interchange ramp terminals. As an exception to this standard, for the development of facilities for research, manufacturing, production, or the provision of services to customers or clients primarily located outside the region,²⁶ the standard for the ramp terminal intersections is a v/c ratio of 0.85. For proposals for development of all other land uses, the standard is a v/c ratio of 0.75. In no case may development be allowed if it would result in vehicle queues that would extend into the portion of a ramp needed to accommodate deceleration from freeway speed on I-5.

²⁵ OAR 660-012-0060(1)(c). Appendix G contains the full text of OAR 660-012-0060.

²⁶ Defined as the area within the boundaries of the Rogue Valley Metropolitan Transportation Organization.

BUS STOP AND TRANSFER SITE COORDINATION

The purpose of this measure is to facilitate improved transit service in the future. It has three components:

1. When ODOT designs the Fern Valley Interchange project, it will identify possible sites for future bus transfer points near the OR 99/Fern Valley Road and N. Phoenix Road/S. Phoenix Road Extension intersections. These will be for transfers between the Rogue Valley Transportation District's (RVTD's) existing bus line on OR 99 and two planned future lines. One of the planned lines is a circulator bus routed through the Phoenix neighborhoods west of I-5 and extending across I-5.²⁷ The RVTD would also like to add a bus line on N. Phoenix Road.²⁸ The transfer points will be where the circulator bus connects to the existing line on OR 99 and the future line on N. Phoenix Road. Each transfer point is envisioned to include a staging area large enough to accommodate two busses, either off-street or as a bus pull-out. If a site were on right-of-way acquired for the Fern Valley Interchange project, ODOT will consider allowing the RVTD to use the site for a transfer point, if doing so would not violate ODOT access management standards.
2. The City of Phoenix will seek to provide locations for bus transfer points where the circulator bus would connect to the existing bus line on OR 99 and to a future line on N. Phoenix Road. The policy will apply when the City makes roadway improvements itself or when an applicant for development approval proposes providing a transfer site under the Motor Vehicle Trip Reduction Designs and Programs measure on page 18, above.
3. The City of Phoenix and ODOT will coordinate with the RVTD to decide between bus stops and bus pull-outs on OR 99, Fern Valley Road, and N. Phoenix Road and identify the best locations for them. The RVTD generally prefers bus stops (where the bus stops in the right travel lane) to avoid schedule delays from busses having to wait to pull back into traffic. ODOT prefers bus pull-outs to avoid traffic delays.

SHARED PARK-AND-RIDE LOT HELP

The purpose of this measure is to facilitate improved transit service by increasing ridership on the existing bus line on OR 99 and planned future bus lines. The measure will also help reduce traffic volumes on the South Medford Interchange. ODOT and the City of Phoenix will work with the RVTD to help it identify and secure shared park-and-ride lots near the intersection of OR 99 with Fern Valley Road and the intersection of N. Phoenix Road with Fern Valley Road. At shared park-and-ride lots, a property owner

²⁷ RVTD's 10-year plan includes this bus line in its second highest category of priority. See Rogue Valley Transportation District, Ten-Year Long Range Plan, 2007-2017, December 2007, p. 49 (http://www.rvtd.org/images/subpages/File/LRP_Full%20Text_Chapters%20I-XII.pdf). The transfer site would be at the N. Phoenix Road/Fern Valley Road intersection under the Fern Valley Thru Alternative and the N. Phoenix Road/S. Phoenix Road Extension intersection under the N. Phoenix Thru Alternative.

²⁸ This is not in RVTD's 10-year plan, but is desired in the future, according to a telephone conversation with Paige Townsend, Senior Planner, RVTD, March 27, 2008.

allows bus riders to use the privately-owned lot as a park-and-ride.²⁹ ODOT will consider allowing the RVTD to use residual land acquired for right-of-way but not needed for highway improvements and which ODOT is unable to resell. ODOT will also consider attaching to excess right-of-way that ODOT resells a covenant requiring shared use of parking by transit riders.

SOUTH VALLEY TRANSPORTATION STRATEGY

The purpose of this measure is to address four considerations bearing on this IAMP:

1. Traffic volumes on the interchange, Fern Valley Road, N. Phoenix Road, and OR 99 will result from trips generated by land uses within the City of Phoenix and the immediate area of the interchange and by land uses in Medford and other parts of the region.
2. Neither the City of Phoenix nor ODOT has the authority to control land use outside the City of Phoenix as a means of limiting traffic volumes.
3. If the City of Phoenix controls land use to limit traffic volumes on the interchange, N. Phoenix Road, and OR 99, for reasons of equity, other jurisdictions and the region as a whole should do the same.
4. The measures in this IAMP are based on traffic forecasts under which the amount of development in urban reserve areas PH-5, PH-10, and MD-5 is far less than the amount contemplated by the draft Bear Creek Valley Regional Plan.

ODOT and the City of Phoenix will work with Jackson County, Medford, Talent, and Ashland to formulate a strategy that avoids through traffic³⁰ causing the interchange, N. Phoenix Road, and Fern Valley Road to violate the standards in Table 2A and Table 2B and to achieve other objectives for the south Bear Creek Valley area.

JACKSON COUNTY PLAN AND ORDINANCE PROVISIONS

This measure identifies the provisions of the Jackson County Comprehensive this IAMP relies on to protect the performance of the Fern Valley Interchange. The purpose is to give ODOT a “seat at the table” when Jackson County considers amendments to the provisions, so that ODOT can avoid development that would jeopardize achievement of the goal and objectives of the IAMP. In particular, ODOT will rely on requirements that local comprehensive plans and implementing ordinances be consistent with the Oregon Highway Plan, which includes this IAMP once the Oregon Transportation Commission adopts it, to ensure that UGB expansion north of the Fern Valley Interchange does not cause violation of the mobility performance standards in Tables 2A or 2B on page 6. This could be by expansion of the UGB of either the City of Phoenix or the City of Medford. Expansion of either UGB would require amendment of the Jackson County

²⁹ Such properties are often churches or shopping centers that have excess parking capacity between commute hours.

³⁰ Trips having an origin and destination outside the Phoenix limits.

Comprehensive Plan and Land Development Ordinance.³¹

The following provisions of the Jackson County Comprehensive Plan and Land Development Ordinance are adopted by reference into this IAMP:

1. The Jackson County Comprehensive Plan designations of lands in the IMA outside city limits, as shown on the Jackson County Comprehensive Plan Map³² and represented on Figure 3.
2. The UGBs of Phoenix and Medford, as shown on the Jackson County Comprehensive Plan Map and represented on Figure 3.³³
3. Jackson County zoning of lands in the IMA outside city limits, as shown on the Jackson County Zoning Map (South)³⁴ and represented on Figure 4.
4. The contents of the Jackson County Comprehensive Plan regarding each of the Comprehensive Plan designations included within the IMA, as reproduced in Appendix J of this IAMP. The designations are Agricultural Land, Commercial Land, Industrial Land, Rural Residential Land, and Urban Residential Land.³⁵
5. The contents of the Jackson County Current Land Development Ordinance regarding each of the zoning districts included within the IMA, as reproduced in Appendix K of this IAMP. The zoning districts are Exclusive Farm Use, General Commercial, General Industrial, Light Industrial, Rural Residential – 00, Rural Residential – 2.5, Rural Residential – 5, Urban Residential – 1, Urban Residential – 8, Urban

³¹ The requirements ODOT would rely on include the following provisions of the Oregon Administrative Rules and Oregon Revised Statutes: 1) OAR 660-12-0015(3)(a), part of the TPR, which states that “Local TSPs [transportation system plans] . . . shall be consistent with regional TSPs and adopted elements of the state TSP”; 2) OAR 660-012-0060(1), also part of the TPR, contained in Appendix G; and, 3) ORS 197.015(5), which states that “‘Comprehensive plan’ means a generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs. . . A plan is “coordinated” *when the needs of all levels of governments, semipublic and private agencies and the citizens of Oregon have been considered and accommodated as much as possible. . .*” (emphasis added).

³² Map dated October 13, 2003, available at

http://www.smartmap.org/files/PDFs/Maps/comp_plan_map.pdf.

³³ ODOT may defer the application of this measure to a UGB expansion if the city the UGB of which is expanded zones the land added to the UGB as urbanizable land, either by retaining the zoning that was assigned prior to inclusion in the boundary or by assigning interim zoning that does not allow development that would generate more vehicle trips than development allowed by the zoning assigned prior to inclusion in the boundary. In such instances, ODOT will apply the measure at the time the land is rezoned for urbanization.

³⁴ Map dated April 1, 2005, available at

http://www.smartmap.org/files/PDFs/Maps/zoning_south_layout_as_of_4-1-05.pdf.

³⁵ From the Jackson County Comprehensive Plan, Map Designations Element, undated, available at <http://www.co.jackson.or.us/Files/04%20-%20MAP-DESIGNATION.pdf>.

Residential – 10, and Urban Residential - 30.³⁶

Additional provisions of this measure are:

1. If ODOT concludes that a proposed amendment to one of the provisions adopted into the IAMP would not be consistent with the IAMP, before seeking review of the amendment by the Oregon Land Use Board of Appeals, ODOT will work with Jackson County to attempt to reach agreement on how to resolve the issues involved.
2. ODOT will only determine that a proposed amendment to a plan or code provision adopted by reference into this IAMP is not consistent with the IAMP when the amendment would change the function or diminish the performance of the interchange. If neither is the case, ODOT will consider the amendment consistent with the IAMP.
3. ODOT will not amend the IAMP every time Jackson County amends the provisions adopted into the IAMP. ODOT acknowledges that Jackson County will enact amendments which will not affect the Fern Valley Interchange or which are consistent with this IAMP.
4. If ODOT does not notify Jackson County that a proposed plan or code amendment is inconsistent with the IAMP within 60 days after receipt of notice of the amendment from the County, ODOT will not assert that the amendment is inconsistent with the IAMP.
5. Should ODOT wish to amend the IAMP, ODOT will ensure that the IAMP remains compatible with the Jackson County Comprehensive Plan.

³⁶ From the Jackson County Current Land Development Ordinance, undated, available at <http://www.co.jackson.or.us/page.asp?navid=2191>.

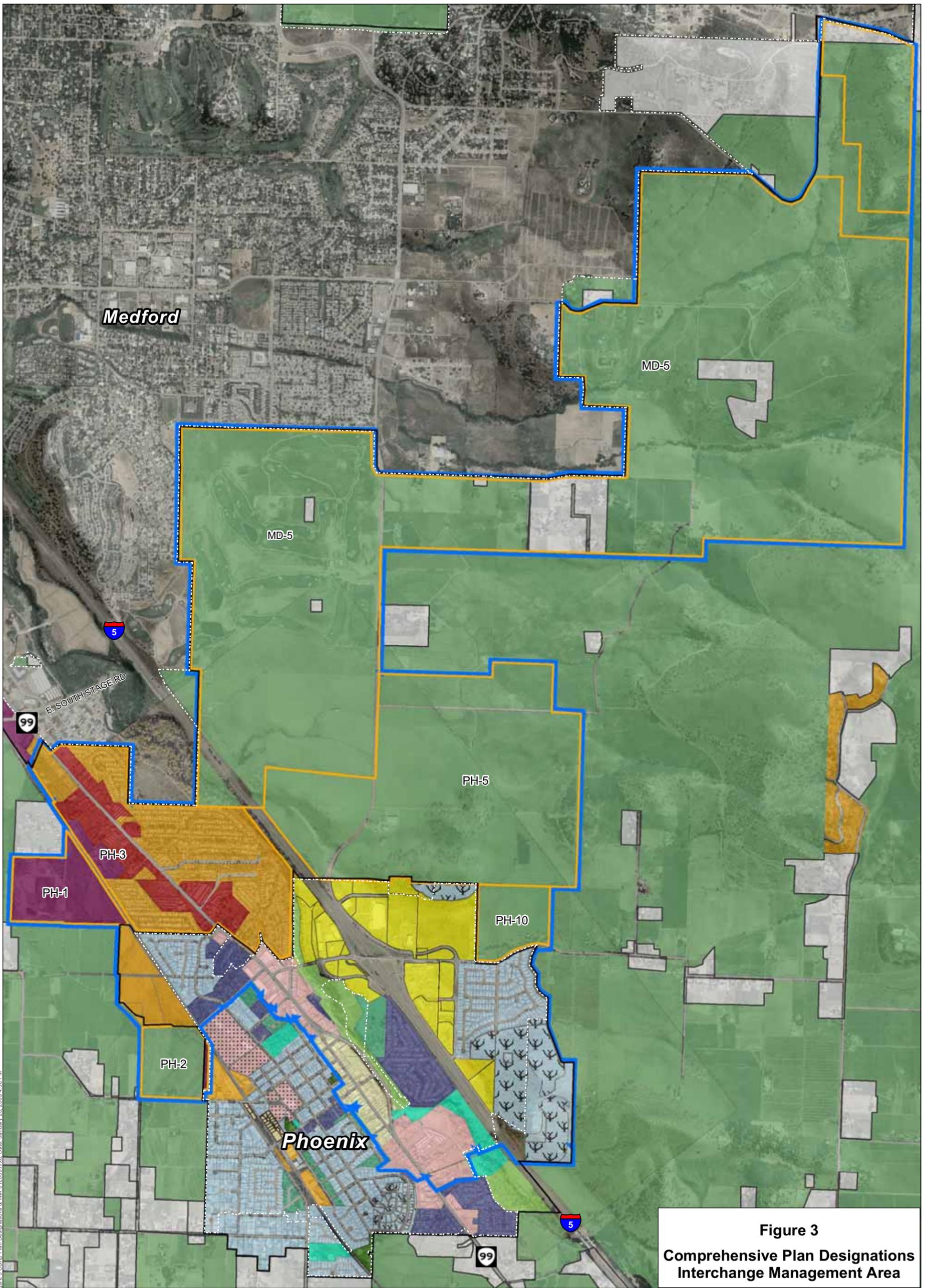


Figure 3
Comprehensive Plan Designations
Interchange Management Area

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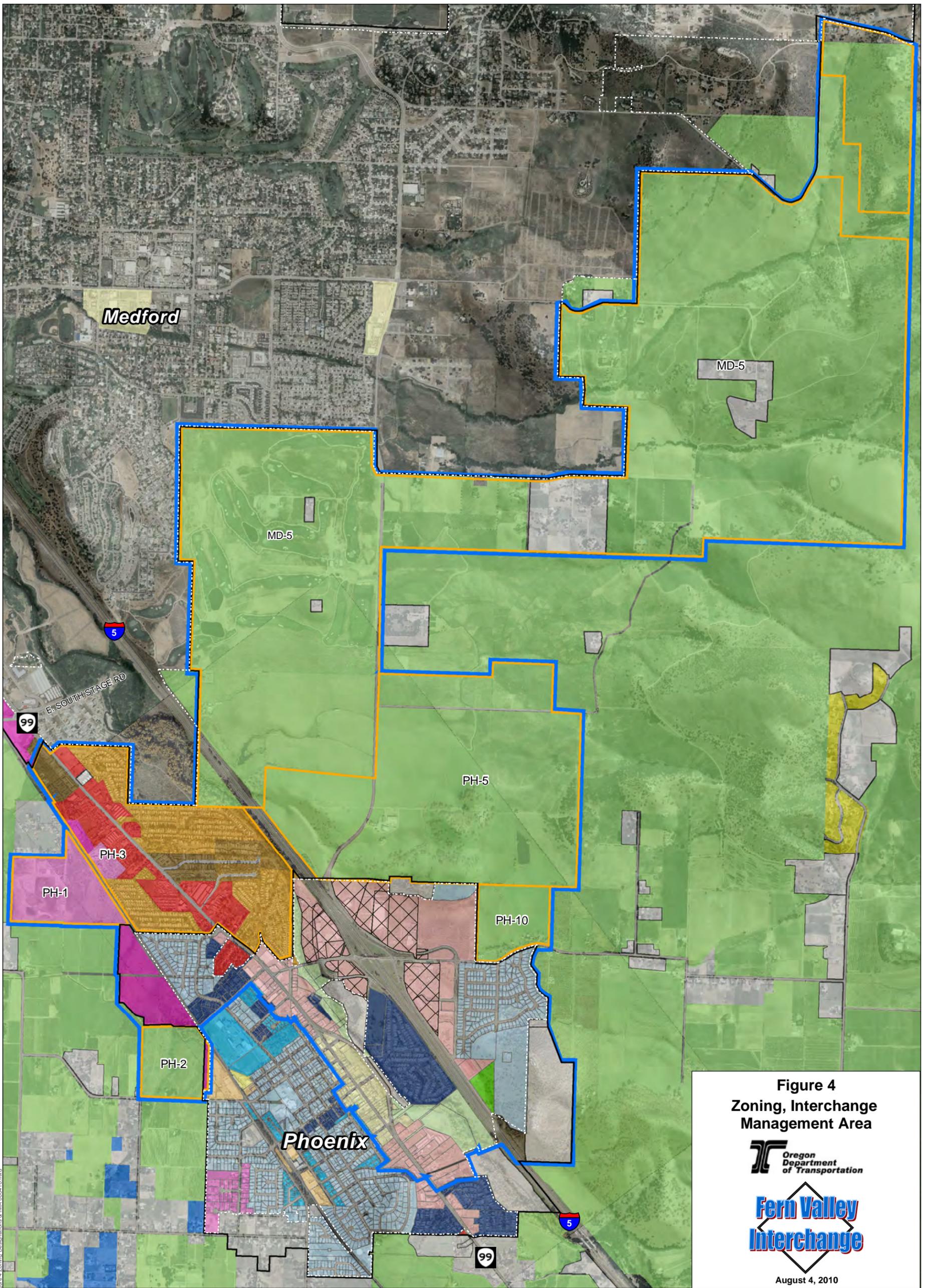


Figure 4
Zoning, Interchange
Management Area



August 4, 2010

