Attachment P

CITY OF JUNCTION CITY
Planning/Building Department
1171 Elm Street/PO Box 250
Junction City OR 97448
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http://www.junctioncityoregon.gov

MEMO

To: City of Junction City Planning Commission

From: Tere Andrews, Planning Technician

cc: Gary Kaping, Public Works Director

Date: October 16, 2020

Re: SUB-20-26, Phase I Preliminary Subdivision (92-lots)

The following two documents are addendums to the staff report for SUB-20-26, Phase I Preliminary Subdivision (92-lots). The documents are:

1. Applicant's response to citizen comment dated October 14, 2020 (received by City staff 10/16/2020)

2. Lane County Transportation supplemental comments dated October 16, 2020 (received by City staff 10-16-2020).

Attachment P

R-C
RHINE-CROSS
GROUP

112 N 5th St – Suite 200
PO Box 909
Klamath Falls OR 97601

MEMO

Date: October 14, 2020

From: Rhine-Cross Group (RCG)
Marc Cross, P.E., P.L.S. marc@rc-grp.com MDC
Phone: (541) 851-9405

To: City of Junction City, OR
Attn: Tere Andrews – Planning Technician

RE: Rolling Meadows Subdivision, Phase 1 – 1st response to community comments.

This memorandum is to respond to comments and questions received on September 8, 2020 and October 8, 2020 in letters sent to the City of Junction City regarding the Rolling Meadows Subdivision – Phase 1 application.

It should be noted that the Rolling Meadows PUD has already been approved by the Junction City Planning Commission through Stage 2 of the development process, including Stage 1 application meeting and Stage 2 public hearing. Stage 3 of the development process is simply to finalize the Stage 2 approval, with minor adjustments and details such as landscaping plans, HOA agreements, etc. The Stage 3 approval process does not specifically require a public hearing, although since we have moved the location of Phase 1 of the subdivision, a hearing is required for the Phase 1 re-approval. To save time and effort, the applicant has agreed to running the PUD Stage 3 approval concurrently with the Phase 1 re-approval. Public comments on the application should be limited to discussions of the Phase 1 development only, and or specific requirements of the Stage 3 PUD approval. However, the applicant has been asked to respond to all of the submitted questions and has agreed to provide a response to each comment/question received by the City in a good faith effort for community outreach.

The comments are listed below followed by the response from RCG and the owner:

1. *Will there be a center turn lane on Oaklea Drive due to the 10th Ave connection?*

   Response: Yes, the applicant will be required to construct a center turn lane on Oaklea Drive at 10th and at 6th at the entry points to the new subdivision. Left turn lane warrants are discussed in depth in our submitted traffic impact analysis. The revisions in the locations of phasing are discussed in a letter from the traffic engineer dated October 7th, 2020 which require a left turn lane to be constructed at

6th during the development of phase 4 and at 10th during the development of phase 5.

2. *Will the sight obscuring and sound fence be similar to the fencing an landscaping along Oaklea Drive at the Reserve or that adjacent to the small development at 6th and Chick Lane/Oaklea?*

   Response: Yes, the applicant would like to continue the same fencing that is existing along the Reserve for continuity.

3. *Will the sight obscuring and sound fence be installed at least along Oaklea from 6th to 10th as part of phase 1.*

   Response: No, the sight obscuring and sound fence will be installed at the time of development of the phases that front Oaklea Drive. Utilities need to be installed and final grades established prior to the fence being installed.

4. *With over 300 homes being built, we can anticipate many children in this subdivision crossing Oaklea daily to go to school. Due to the close proximity of all JC schools to this subdivision, JCHS, Oaklea, and Laurel, does the application speak to sidewalks along Oaklea Drive?*

   Response: Yes, the applicant will be required to install sidewalks along Oaklea Drive as part of the development of each phase fronting Oaklea Drive. The applicant cannot lower the speed limit on Oaklea Drive, this decision needs to be made by Lane County Public Works.

5. *Why a 15% reduction in lot size in Low Density Zone and Medium Density Zones?*

   Response: A PUD specifically allows for a 15% reduction in density under Junction City Code.

6. *Will the proposed park on Echo Mountain Drive between 7th and 8th street be included in phase 1?*

   Response: Yes, the portion of the park that is within the phase 1 boundary will be developed with phase 1, as with any other park shown within the PUD will be developed at the phase in which the park is included. It is important to have the streets, sidewalks, and utilities fronting the parks fully developed prior to developing the park land.

7. *Will the City of Junction City have this plan reviewed by a contracted Planner to ensure that the final plan application does address areas of concern that might need to be addressed?*

   Response: Yes, it is the understanding of Rhine Cross Group that the Rolling Meadows subdivision application is being reviewed by Lane Council of Governments as well as staff from the City.

8. *Why approve a significant number of small lots in the Rolling Meadows development when compared to other recent residential developments?*

   Response: The Rolling Meadows Subdivision is being developed as a PUD which has different standards than what is allowed in a standard subdivision development. Due to the large amount of open space and parks that will be dedicated to the City, the overall density of the Rolling Meadows Subdivision is still much less than what would be allowed in a 45-acre development using standard minimum lot sizes.

9. *As stated in the Application Plan on page 24 – The dedication of land for park and recreational purpose of an amount equal to the ratio of not less than 1 acre of recreational area to every 100 people of the ultimate population of the subdivision. How will 19 acres of wetlands/open space qualify for parks and recreational areas when the 19 acres of mostly wetland are most likely unusable for recreational usage.*

   Response: City Code does not define recreational area other than open space within the PUD development standards. As part of the Stage 2 PUD planning commission review process, specific discussion and language went in to the required acreage that will be specifically developed as park areas. The wetland area will include development of a wood chip pathway that allows hiking, running, walking, bird watching, etc.

PUBLIC WORKS DEPARTMENT | TRANSPORTATION PLANNING
3040 N DELTA HIGHWAY | EUGENE, OR 97408

October 16, 2020

CITY File:	SUB-20-26; PUD-20-27
Applicant:	PACIFIC NATIONAL DEVELOPMENT
Owner:	OAKLEA ENTERPRISES, INC.
Location:	WEST SIDE OF OAKLEA DRIVE BETWEEN W6TH AND W10 AVE
Map & Tax Lot:	15-04-31-00 LOTS 2400 AND 2500
Base Zone:	RESIDENTIAL MIXED DENSITIES (RX) ZONE
Property Area:	85 ACRES
Proposal:	MASTER PLAN OF THE ENTIRE 85 ACRES AND A SUBDIVISION APPLICATION FOR THE FIRST PHASE OF THE SUBDIVISION INCLUDING 92 SINGLE FAMILY RESIDENTIAL LOTS RANGING IN SIZE FROM 5000 SQ. FT. TO 7867 SQ. FT.

SUPPLEMENTAL COMMENTS FROM LANE COUNTY TRANSPORTATION PLANNING (LCTP)

The following comments and updated recommended conditions of approval are being provided in response to new information received on October 13, 2020.

Revised Proposal:
The proposal PUD-20-27 is for final approval of the Rolling Meadows PUD and SUB-20-26 is for preliminary approval of Phase 1 development under a revised Master Plan. The revised PUD Plan is proposed as a six-phased development plan.

The Rolling Meadows PUD

LOTS BY PHASE:

PHASE	HIGH DENSITY	MED. DENSITY	LOW DENSITY	TOTAL LOTS	TOTAL PARK SPACE	TOTAL ACREAGE
1	0	0	75	75	0.32 ac.	14.52 ac.
2	0	0	37	37	0.07 ac.	7.51 ac.
3	0	0	41	41	0.00 ac.	7.31 ac
4	0	18	41	59	0.39 ac.	11.95 ac
5	0	2	48	50	0.22 ac.	9.63 ac.
6	1	28	0	29	0.00 ac.	7.84 ac.
7	0	6	36	42	0.00 ac.	8.06 ac.
TOTALS:	1	54	278	333	1.00 ac.	66.82 ac.

STORMWATER FACILITY: 2.28 ACRES
OPEN SPACE/WETLAND: 16.26 ACRES

TOTAL DEVELOPMENT AREA: 85.36 ACRES

Proposed Revision PUD-20-27

LOTS BY PHASE:

PHASE	HIGH DENSITY	MED. DENSITY	LOW DENSITY	TOTAL LOTS	TOTAL PARK SPACE	TOTAL ACREAGE
1	0	8	84	92	0.22 ac.	17.68 ac.
2	0	0	75	75	0.33 ac.	14.52 ac.
3	0	0	41	41	0.00 ac.	7.51 ac
4	0	0	37	37	0.07 ac.	7.32 ac
5	0	18	41	59	0.38 ac.	11.95 ac.
6	1	28	0	29	0.00 ac.	7.84 ac.
TOTALS:	1	54	278	333	1.00 ac.	66.82 ac.

STORMWATER FACILITY: 2.28 ACRES
OPEN SPACE/WETLAND: 16.26 ACRES

TOTAL DEVELOPMENT AREA: 85.36 ACRES

The revised Master Plan retains the full build-out plan horizon year of 2026 as in the approved Master Plan.

The Rolling Meadows Build-out Schedule	Proposed PUD-20-27 Build-out Schedule
TENTATIVE CONSTRUCTION TIMETABLE:	TENTATIVE CONSTRUCTION TIMETABLE:

PHASE	ROAD/UTILITY CONSTRUCTION	HOME BUILD-OUT
1	APRIL 2019	OCTOBER 2020
2	APRIL 2020	OCTOBER 2021
3	APRIL 2021	OCTOBER 2022
4	APRIL 2022	OCTOBER 2023
5	APRIL 2023	OCTOBER 2024
6	APRIL 2024	OCTOBER 2025
7	APRIL 2025	OCTOBER 2026

PHASE	ROAD/UTILITY CONSTRUCTION	HOME BUILD-OUT
1	SEPTEMBER 2020	OCTOBER 2022
2	JULY 2021	OCTOBER 2022
3	JULY 2022	OCTOBER 2023
4	JULY 2023	OCTOBER 2024
5	JULY 2024	OCTOBER 2025
6	JULY 2025	OCTOBER 2026

Lane County notes the development will need access from Oaklea Dr at the 10th Avenue intersection as well as at the 6th Avenue intersection by year 2022 because of the PUD Master Plan phasing revision.

The Rolling Meadows Access Plan		PUD -20-27 Access Plan	
Phase 1	6th Avenue	**Phase 2**	**6th Avenue**
Phase 2	6th Avenue	Phase 4	6th Avenue
Phase 3	6th Avenue	Phase 3	6th Avenue
Phase 4	6th Avenue	Phase 5	6th Avenue
Phase 5	6th & 10th Avenue	Part of Phase 1	10th Avenue
Phase 6	10th avenue	Phase 6	10th Avenue
Phase 7	10th Avenue	**Phase 1**	**10th Avenue**

The following trip generation information is available from the latest submittal. The latest Traffic Impact Assessment report reasserts no need for left turning lanes at the 10th Avenue approaches. However, no analysis is prepared for Phase 2, which is also expected to be open by 2022.

Phase	High Density	Medium Density	Low Density	Cumulative Trips AM/(PM)	Access Needs	Build-out Year
1	0	8	84	67 (88)	10th Avenue	October 2022
2	0	0	75	NA	6th Avenue	October 2022
3	0	0	41	NA	6th Avenue	October 2023
4	0	0	37	NA	6th Avenue	October 2024
5	0	18	41	NA	6th & 10th	October 2025
6	1	28	0	NA	10th Ave	October 2026

LC TP is not opposed to the reordering and elimination of a phase from the original PUD proposal; however, the plan horizon of 2026 is unrealistic given that the time required for planning, reviewing, permitting, and construction activities typically take longer than the scheduled time intervals. A phase-by-phase frontage improvement approach is impractical and likely to cost more to the developer and the County both from the time and resource considerations.

The proposed phase plan revision will affect the prior LC review comments and the conditions of approval developed for phase groups. We feel that a comprehensive review on the PUD-20-27 Final Proposal, particularly generation of revised conditions of approval cannot be completed with the limited information available today.

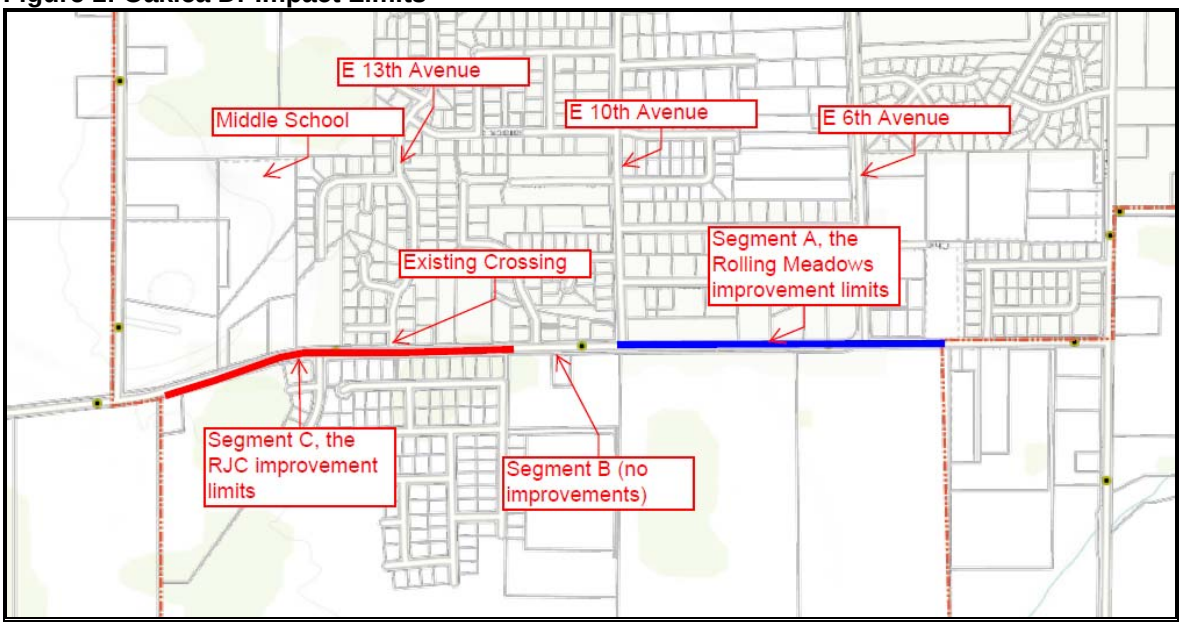
Regarding the SUB-20-26 proposal, Phase 1 proposes to create a 92-lot subdivision that will be served by a westerly extension of 10th Avenue. None of the lots in Phase 1 abut Oaklea Dr and frontage improvement may be deferred. However, the applicant should be aware that other associated improvements discussed below tie with the property frontage improvements, and it would be prudent to plan and implement frontage improvements once Phase 1 begins.

The February 2020 TP review comments discussed that traffic impacts by the proposed development are mitigated through required minimum right of way dedication and frontage improvement requirements. The findings also include access improvement requirements when the development begins taking access off Oaklea Dr. Access improvements at the intersections address safety and efficiency concerns for all modes of transportation and all users. The findings also discussed the need for connecting pedestrian traffic with public facilities within the PUD and neighboring PUD development.

Essentially, LCTP believes that the proposed PUD's overall development impacts are adequately mitigated when Oaklea Dr is upgraded to full urban collector roadway standards as depicted in LC 15.710 Diagram 2. The County is also aware that the full cross section elements cannot be realized within the proposed horizon as developments are happening only on the west side. The applicant is required to contribute toward a half-street frontage development along its property frontage with Oaklea Dr with the following elements.

(a) Dedicate additional right of way to meet minimum planned right of way standards
(b) Install curb, gutter, and sidewalk
(c) Add new asphalt pavement width to contribute toward creation of a Two Way Left Turn Lane (TWLTL) or dedicated left turn lanes.
(d) Improve access connections with Oaklea Dr with ADA compliant pedestrian access
(e) Connect PUD development with neighboring existing and future PUD via internal or external roadway network and pedestrian facilities.

Figure 1: Oaklea Dr Impact Limits



<u>Phase 1 Tentative Approval of Subdivision SUB-20-26</u>

LCTP has no objection on proposed reordering of the subdivision phases provided proportionate improvements are implemented in an orderly manner. SUB-20-26 Phase 1 builds out in October 2022 and traffic from this phase will access Oaklea Dr at via a westerly extension of 10th Avenue . Improvements associated with creating a new approach at the intersection must be fulfilled prior to completion of this Phase.

We also recognize that Phase 1 subdivision is not adjacent to Oaklea Dr and the full traffic generation is not anticipated during the initial development stage. Frontage improvements, which are mostly for infrastructure for bike lane and a center turn lane on the development side, are not expected during Phase 1. However, pedestrian access, stormwater management, access management elements specified in the PUD Master Plan must be fulfilled. As noted before, frontage improvements should be initiated concurrently to meet the PUD development schedule.

Lane County has been engaging with a similar sized PUD development north of the subject property that is adjacent to Oaklea Dr. The Reserve at Junction City (RJC) started its phased development beginning from the north end of Oaklea Dr. Its later phases are expected to take access or impact the 10th Avenue intersection with Oaklea Dr. As part of the RJC Preliminary Subdivision Approval (S-07-03) conditions of approval, the developer is required to provide a left turn lane for the northbound and southbound approaches at the 10th Avenue and Oaklea Dr intersection no later than Phase VII of the PUD. The applicant should coordinate with the RJC developer regarding improvements at this intersection.

Specific to this phase, under the access management requirements, the proposed extension of 10th Avenue and its intersections with Oaklea Dr must provide safe ingress and egress for all modes and

users of the transportation system. Applicable access management requirements include creating a new roadway approach with the County road in alignment with existing E 10th Avenue approach. Access management improvements include sidewalk, ADA ramps, curb and gutters consistent with other improvement requirements and consistent with development requirements of neighboring developers.

Under stormwater management requirements, new roadway and frontage development shall not divert stormwater onto County right of way. To ensure this requirement, the development is required to provide stormwater and disposal collection system on Oaklea Dr for managing stormwater in an acceptable manner.

In summary, during Phase 1 development at a minimum, the intersection of 10th Avenue with Oaklea Dr must be improved and include the following elements:

1) Dedicate additional minimum required right of way width for necessary frontage development in fulfilling 15.710 Diagram 2 roadway elements.
2) Provide safe vehicular and pedestrian access to the development site including sidewalks, ADA ramps, and associated improvements in coordination with RJC development.
3) Provide efficient geometric improvements needed for fully functional intersection which includes adding additional pavement widths at the approaches.
4) Provide pedestrian connectivity from the development to Oaklea Dr and beyond to Parks or other public facilities required by the planning action.
5) Provide adequate transitions needed for deferred improvements in subsequent phases.
6) Provide stormwater collection system including curb and gutters for managing stormwater generated from added impervious surfaces and for proper disposal outside the public right of way.

In consideration of the new phasing plan and build-out schedule, LCTP recommends the following conditions of approval for the proposed revision of the Rolling Meadows PUD Master Plan.

A. No Later Than October 2022 : Provide Safe Access for Phase 1 and Phase 2

As shown on the applicant submitted Rolling Meadows Master Plan and Tentative Plan, dedicate sufficient width of right of way to accommodate the following urban roadway elements:

i. Dedicate additional right of way to provide a total of 35 feet of right of way from the roadway centerline on the development side.
ii. Provide ADA compliant, fully functional intersection improvements at the intersection of **10th Avenue** and **Oaklea Dr**. Improvements required include sidewalk ramps, landings, and necessary curb transitions at all four corners of the intersection. For fulfilling this condition, the intersection limits is set the largest length of 68 feet from the center of the intersection and the construction limits required for ADA ramps in all direction.
iii. Demonstrate that improvements provided above are consistent and compatible with future development requirements required under future phases. Construction of a 6-foot wide sidewalk , a 6-foot wide bike lane, an 11-foot wide southbound lane are required along impacted frontage length along with proportionate contribution toward a 12-foot wide center turn lane up to the centerline of Oaklea Dr.

iv. Coordinate with RJC developer in accommodating southbound and northbound left turn lanes at the 10th Avenue intersection.
v. Construct a 6-foot wide curbside sidewalk, curb and gutter along the development frontage side of Oaklea Dr.
vi. Provide ADA compliant, fully functional intersection improvements at the intersection of **6th Avenue** and **Oaklea Dr**. Improvements include sidewalk ramps, landings, and necessary curb transitions at all four corners of the intersection. For fulfilling this condition, the intersection limits are set the largest distance of 68 feet from the center of the intersection and construction influence area of ADA ramps in all direction.
vii. Demonstrate that improvements provided above are consistent and compatible with future development requirements required under future phases. Construction of a 6-foot wide sidewalk , a 6-foot wide bike lane, an 11-foot wide southbound lane are required along impacted frontage length along with proportionate contribution toward a 12-foot wide center turn lane up to the centerline of Oaklea Dr.
viii. Maintain a minimum roadside clearance zone on the east side of Oaklea Dr as per most current edition of the AASHTO Roadside Design Guide.
ix. Construct bike-friendly curb and gutter on the development frontage side. Lane County will not require striping the bike lane until east side improvements are in place.
x. Provide adequate tapers /transitions between existing 2-lanes and full width intersection improvements if full width frontage improvements are deferred to future phases.
xi. Provide necessary drainage facilities supported by an area-wide drainage study.
xii. Provide traffic control devices and pavement markings as per the MUCTCD.
xiii. Obtain a Lane County facility permit for the above improvements.

B. No Later Than October 2023 : Provide Frontage Improvements Phase 1-3

As shown on the applicant submitted Master Plan for the Rolling Meadows Master Plan and Tentative Plan, dedicate sufficient width of right of way to accommodate the following urban roadway elements:

i. Demonstrate all physical improvements required under Phase 1-2 are constructed and approved by the County.
ii. Dedicate additional right of way to provide a total of 35 feet of right of way from the Oaklea Dr roadway centerline on the development side.
iii. Contribute proportionate roadside improvements toward a half street frontage development on Oaklea Drive along the impacted frontage of Oaklea Dr as per LC15.710 Diagram 2 which comprises of two 11-foot-wide travel lanes, and one 12-foot wide Two-Way-Left-Turn-Lane (TWLTL), two 6-foot wide bike lane, two 6-foot wide curbside sidewalks .
iv. Provide a pedestrian connectivity along the development frontage side either by constructing a standard curbside sidewalk as part of the frontage development components in (iii) above or a temporary asphalt sidewalk between 6th Avenue and 10th Avenue if frontage improvements are deferred to the next phase.

v. Provide a minimum 75 feet long left turning lanes for the northbound and southbound approaches on Oaklea Dr.
vi. Provide adequate tapers /transitions between intersection improvement limits (or frontage development limits) to existing 2-lane roadway pavement widths.
vii. Maintain a minimum roadside clearance zone on the east side as per most current edition of the AASHTO Roadside Design Guide.
viii. Provide necessary drainage facilities for added impervious surface consistent with the drainage study recommendations.
ix. Provide traffic control devices and pavement markings as per the MUCTCD.
x. Obtain a Lane County facility permit for the above improvements.

C. No Later Than October 2024: Provide Frontage Improvements Phase 1-4

As shown on the applicant submitted Master Plan for the Rolling Meadows Master Plan and Tentative Plan, provide the following urban roadway elements:

i. Demonstrate all physical improvements required under Phase 1-3 are constructed and approved by the County.
ii. Dedicate additional right of way to provide a total of 35 feet of right of way from the roadway centerline on the development side.
iii. Construct a half-street frontage development to accommodate at least two 11-foot-wide travel lanes, and a proportional contribution toward realizing one 12-foot wide Two-Way-Left-Turn-Lane (TWLTL) along the property frontage with Oaklea Dr.
iv. Provide adequate tapers on Oaklea Drive necessary for transitioning from 3 lanes as required under (iii) above to existing 2 lane pavement.
v. Maintain a minimum roadside clearance zone on the east side as per most current edition of the AASHTO Roadside Design Guide.
vi. Construct curb and gutters compatible with 6-foot wide bike lane on the development frontage side. Lane County will not require striping the bike lane until east side improvements are in place.
vii. Provide necessary drainage facilities for added impervious surface.
viii. Provide traffic control devices and pavement markings as per the MUCTCD.
ix. Obtain a Lane County facility permit for the above improvements.

D. By October 2026: Complete Access Management Improvements and Frontage Development Phase 1-6

i. Demonstrate all physical improvements required under Phase 1-4 are constructed and approved by the County.
ii. Construct a half-street frontage development to accommodate at least two 11-foot-wide travel lanes, and a proportional contribution toward realizing one 12-foot wide Two-Way-Left-Turn-Lane (TWLTL) along the property frontage with Oaklea Dr if the frontage improvements were deferred in the earlier phases.
iii. Provide a temporary 6-foot wide offset asphalt sidewalk connection along the west side undeveloped **Section B** frontage as shown on Figure 1 from the 10th Avenue intersection to the W 11th Avenue intersection within the available right of way if

the adjacent property development is not proposed for development by the end of Phase 6.

iv. Construct or rectify necessary stormwater drainage system that serves the entire property development frontage.
v. Provide traffic control devices and pavement markings as per the MUCTCD.
vi. Provide traffic control devices and pavement markings necessary for orderly operations of the intersections.
vii. Any outstanding improvements not covered by preceding phases.
viii. Obtain a Lane County facility permit for all intended improvements in this phase.

E. Beyond October 2026: PUD Amendment

i. Review and revise the PUD Master Plan if the current plan horizon slips beyond October 2026.
ii. Submit an updated Traffic Impact Analysis assessing impact of remaining unimplemented phases.