



Planning Commission

Agenda

Study Session

January 13, 2017

Noon

Lausmann Annex — Room 151–157
200 S. Ivy Street, Medford, Oregon

- 10. Introductions
- 20. Discussion item
- 20.1 GF-17-022 Lone Oak Drive Reclassification Request
- 30. Adjournment



MEMORANDUM

Subject Request to initiate a Comprehensive Plan amendment to reclassify Lone Oak Drive between Barnett Road and Coal Mine Road from a major collector to a standard residential street *file no. GF-17-022*

To Planning Commission

From Kelly Akin, Principal Planner *ka.*

Date February 9, 2017 *for 2/13/2017 study session*

BACKGROUND

On December 19, 2016, Randy Jones of Mahar Homes, Inc. met with Planning staff to discuss the possibility of amending the Transportation System Plan (TSP) to reclassify Lone Oak Drive between Barnett Road and Coal Mine Road. On December 28, 2016, Mr. Jones met with both Planning and Public Works staff regarding the issue.

On January 17, 2017, staff provided an alternative solution to amending the TSP, which included using the alternate cross-section described below. That solution was rejected, and on January 23, 2017, a request for a scoping letter was received from Southern Oregon Transportation Engineering, LLC.

In discussing the request for a scoping letter, staff recognized that the Land Development Code does not provide for citizen initiated amendment requests for Class A legislative decisions such as this. On February 2, 2017, staff received the request to initiate the amendment (see attached). The request affects both the Transportation System Plan and the Southeast Plan Neighborhood Circulation Plan which are contained in the Transportation Element and Neighborhood Element of the Comprehensive Plan, respectively.

EXISTING TRANSPORTATION SYSTEM PLAN FUNCTIONAL CLASSIFICATION

On November 20, 2003, the City Council adopted the current TSP, which includes the Functional Street Classification Plan. The Southeast Plan Neighborhood Circulation Plan is incorporated into the TSP.

What is Functional Classification?

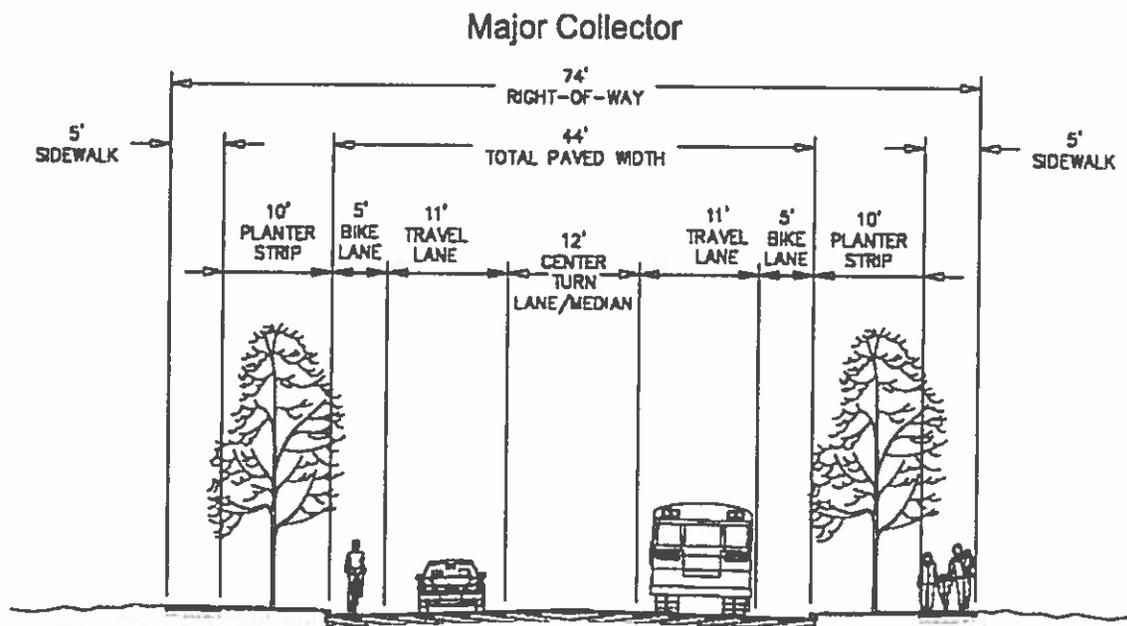
A functional classification provides a systematic basis for determining future right-of-way and improvement needs, and can also be used to provide general guidance to

appropriate or desired vehicular street design characteristics. A street's functional classification is based on the relative priority of traffic mobility and access functions that are served by the street.

Major Collector

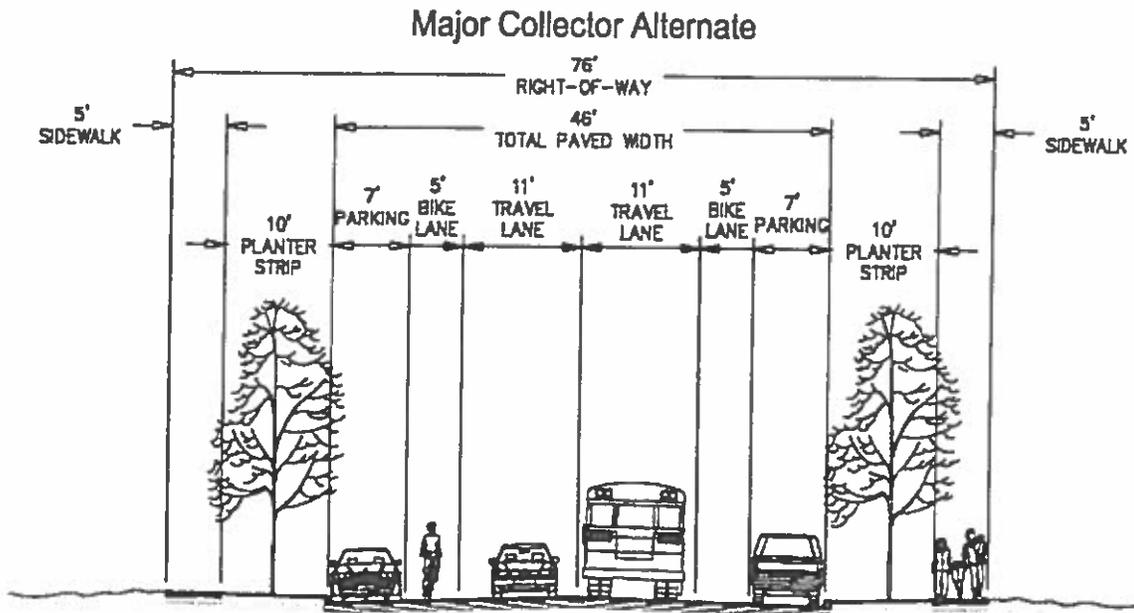
Major collectors link arterial and lower-order streets, serving both direct land access and traffic mobility functions. Bicycle and pedestrian facilities are included in the cross-section for this street classification.

The Medford Land Development Code (MLDC) contains two cross-sections for major collector streets in 10.428(3) and (4).



(3) Major Collector.

A higher-order street that links arterial and lower-order streets, and serves both access and traffic mobility functions. The major collector street cross-section includes one travel lane and a five-foot wide bicycle lane in each direction, with a median or left turn lane, sidewalks, and planter strips. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk. In the downtown or in other transit-oriented districts, street designs, including sidewalk width, planter strip use, and lane widths, may be adjusted through an adopted plan or code standards to create a "main street" like atmosphere. Individual residential driveway access for new development is not permitted on a major collector street if other reasonable means of access is available.

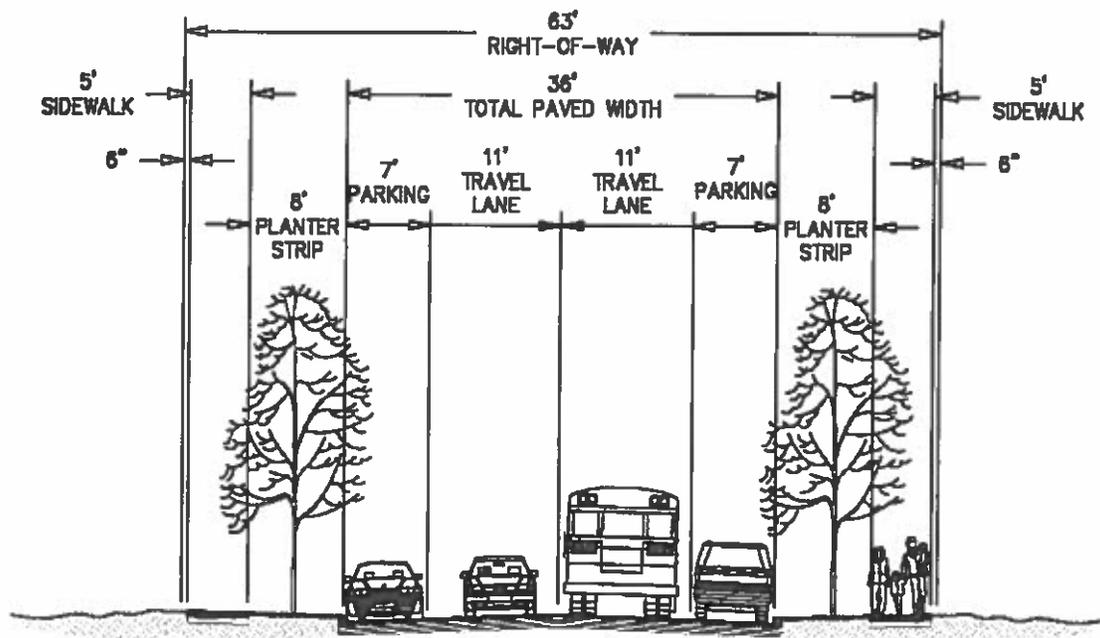


(4) On-street parking is normally prohibited on major collector streets, except where included in an adopted neighborhood plan, neighborhood circulation plan, or transit-oriented districts. The Major Collector Alternative design includes on-street parking, and does not have a median or center turn lane.

Standard Residential

Standard residential streets provide access to adjacent residential land and also connect collectors with minor residential streets.

Standard Residential



(1) Standard Residential Streets. A street which provides direct access to immediately adjacent residentially zoned land and connections between collector street and minor residential streets. Design requirements for a standard residential street include two travel lanes with on-street parking, sidewalks, and planter strips on both sides. The width of the planter strip is measured from the face of curb to the front edge of the sidewalk.

EVALUATION OF REQUEST

The City Council approved the Urban Growth Boundary (UGB) expansion plan, which is currently in the hearing process at Jackson County. Part of the UGB expansion work includes updating the TSP to incorporate the expansion areas. What are the pros and cons of addressing this single issue independent of the current City process? Should the request be included in the current City TSP amendment process? Should the request be considered at all?

ATTACHMENTS

- E-mail dated February 2, 2017, from Randall Jones of Mahar Homes, Inc.
- Request for Scoping Letter from Southern Oregon Transportation Engineering, LLC dated January 23, 2017
- Medford Street Functional Classification Plan
- Street Functional Classification Plan showing adopted UGB expansion areas
- Southeast Area Neighborhood Circulation Plan Map
- Southeast Plan Map

Kelly A. Akin

From: randy <randy@maharhomes.com>
Sent: Thursday, February 02, 2017 4:26 PM
To: Matt H. Brinkley
Cc: Kelly A. Akin; kwkp1@q.com; mahar@maharhomes.com
Subject: Emailing CityRequestLetterScoping.pdf
Attachments: CityRequestLetterScoping.pdf

Dear City of Medford Planning Commission,

We, Mahar Homes, Inc. are petitioning for a development code amendment for a street classification adjustment as identified in the request for scoping letter attached. The reason is due to severe topographical challenges, extremely close proximity to a major collector due west which is Stanford Avenue, and the moving of future school site to the corner of N. Phoenix Road and Coal Mine Road we find it hard to justify the need for Lone Oak Road south of Barnett Road becoming a major collector instead of a standard residential street.

Thank you for considering this request. If this proves out like we think it will then we will begin design layouts that will not only compliment the topography and local area but make a much better layout for the Southeast Medford Plan.

Respectfully,

Randall D. Jones
Mahar Homes, Inc.
541-210-0459 mobile
541-776-1200 office
815 Alder Creek Drive
Medford, OR 97504

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

319 Eastwood Drive - Medford, Or. 97504 – Phone (541) 608-9923 – Email: Kwkp1@Q.com

January 23, 2017

Karl MacNair, Transportation Manager
City of Medford Engineering
200 South Ivy Street
Medford, Oregon 97501

RE: Request for Scoping Letter

Dear Karl,

Southern Oregon Transportation Engineering, LLC is requesting a scoping letter to evaluate the functional classification of Lone Oak Drive in east Medford. As you know, Lone Oak Drive is one of two north-south streets classified as major collector within the Southeast Plan, east of North Phoenix Road. North of Barnett Road, Lone Oak Drive is the only street classified as a major collector. South of Barnett Road, Lone Oak Drive and Stanford Avenue are both classified as major collectors.

Our firm has been retained by Mahar Homes to evaluate whether Lone Oak Drive needs to be classified as a major collector south of Barnett Road, where Stanford Avenue changes from a standard residential/commercial street to a major collector and extends through the Commercial Center. If you could provide the guidelines for what would need to be considered in the analysis then that would be appreciated. Various maps are attached for reference.

Thank you for your time and consideration of this request.

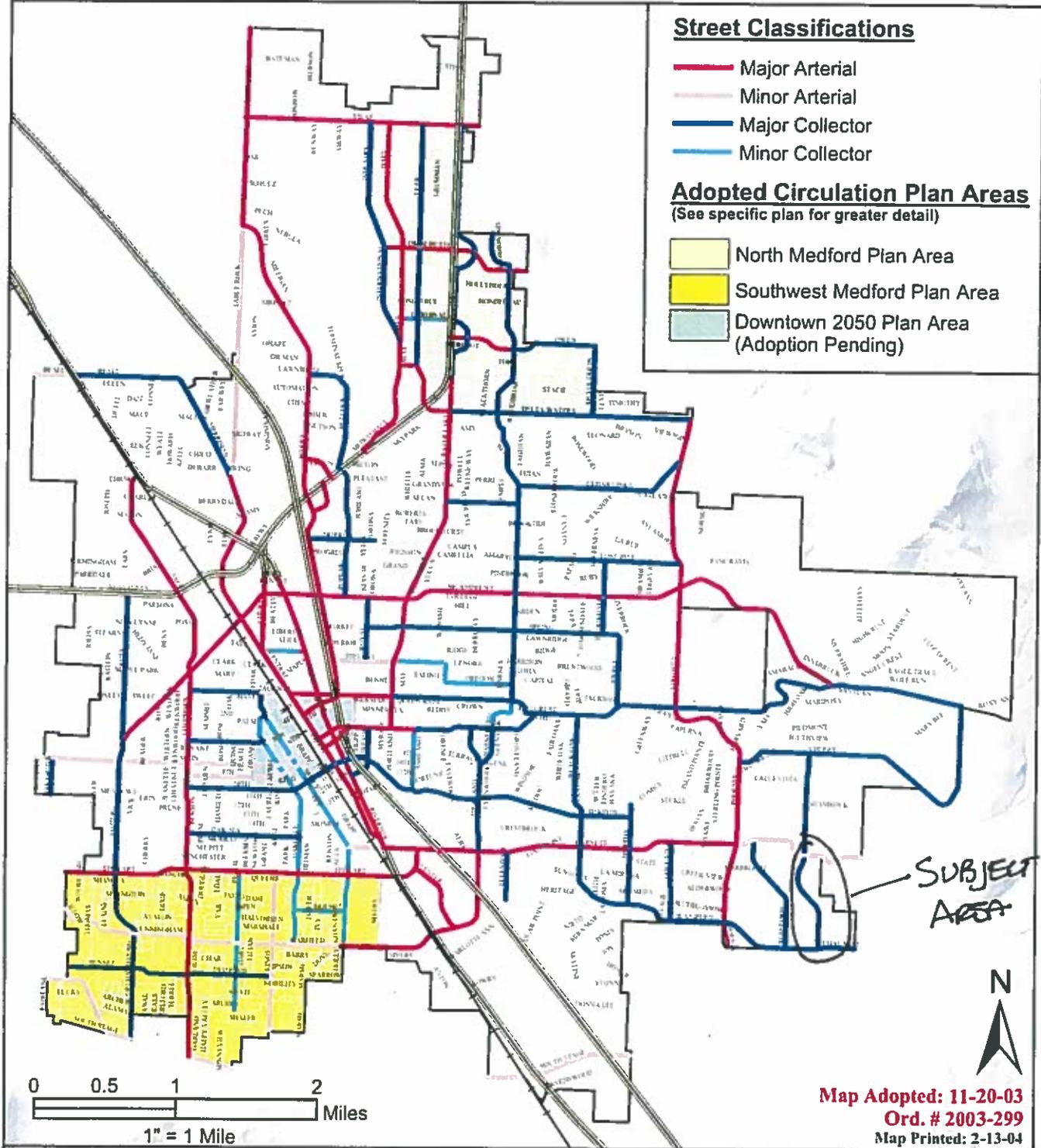
Sincerely,



Kimberly Parnell PE, PTOE
SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Cc: Client

Figure 5-2: Medford Street Functional Classification Plan



Other Streets
 Highway
 Railroad

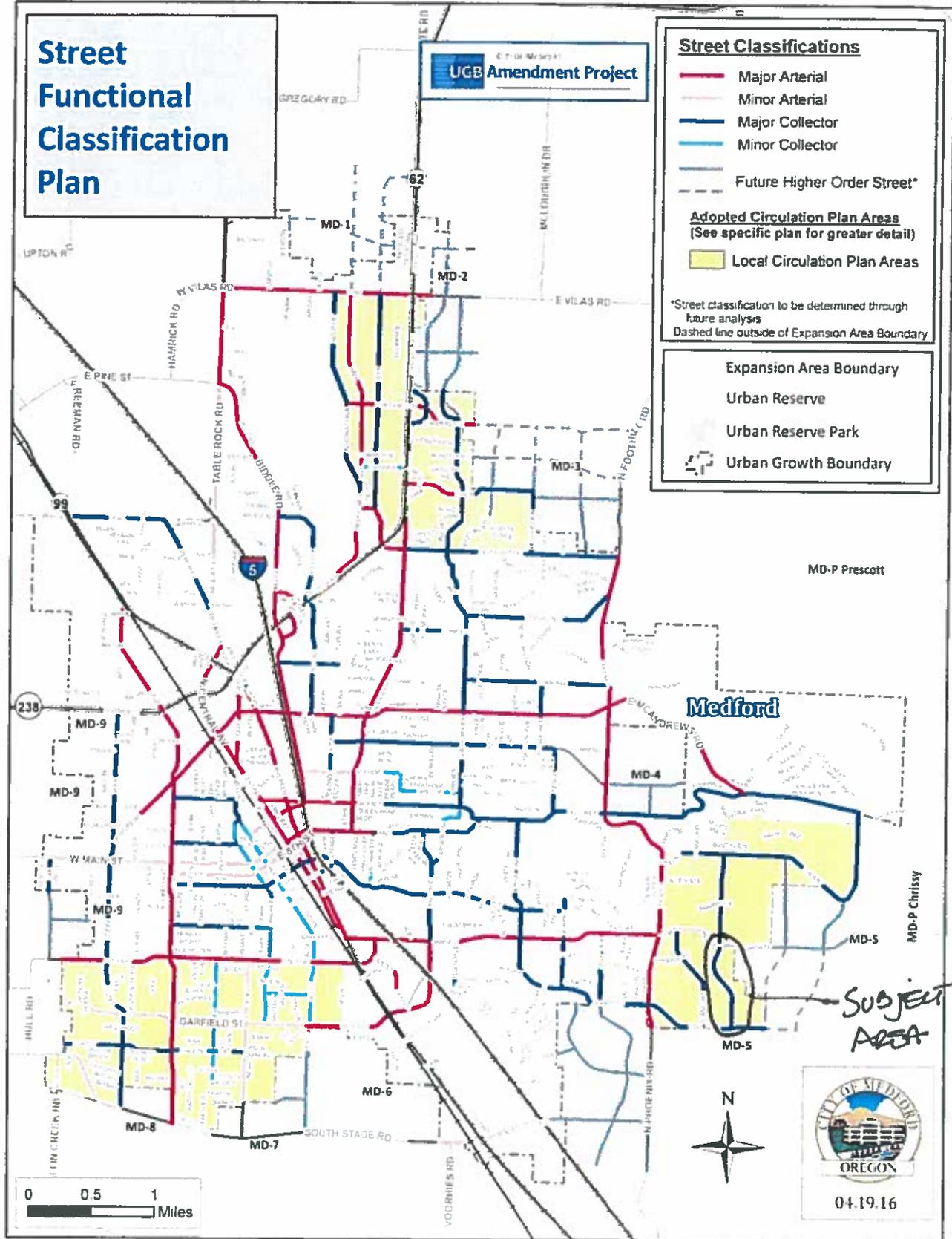
UGB



The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Medford and Jackson County. GIS data is not the official representation of any of the information included. The maps and data are made available to the public solely for informational purposes.

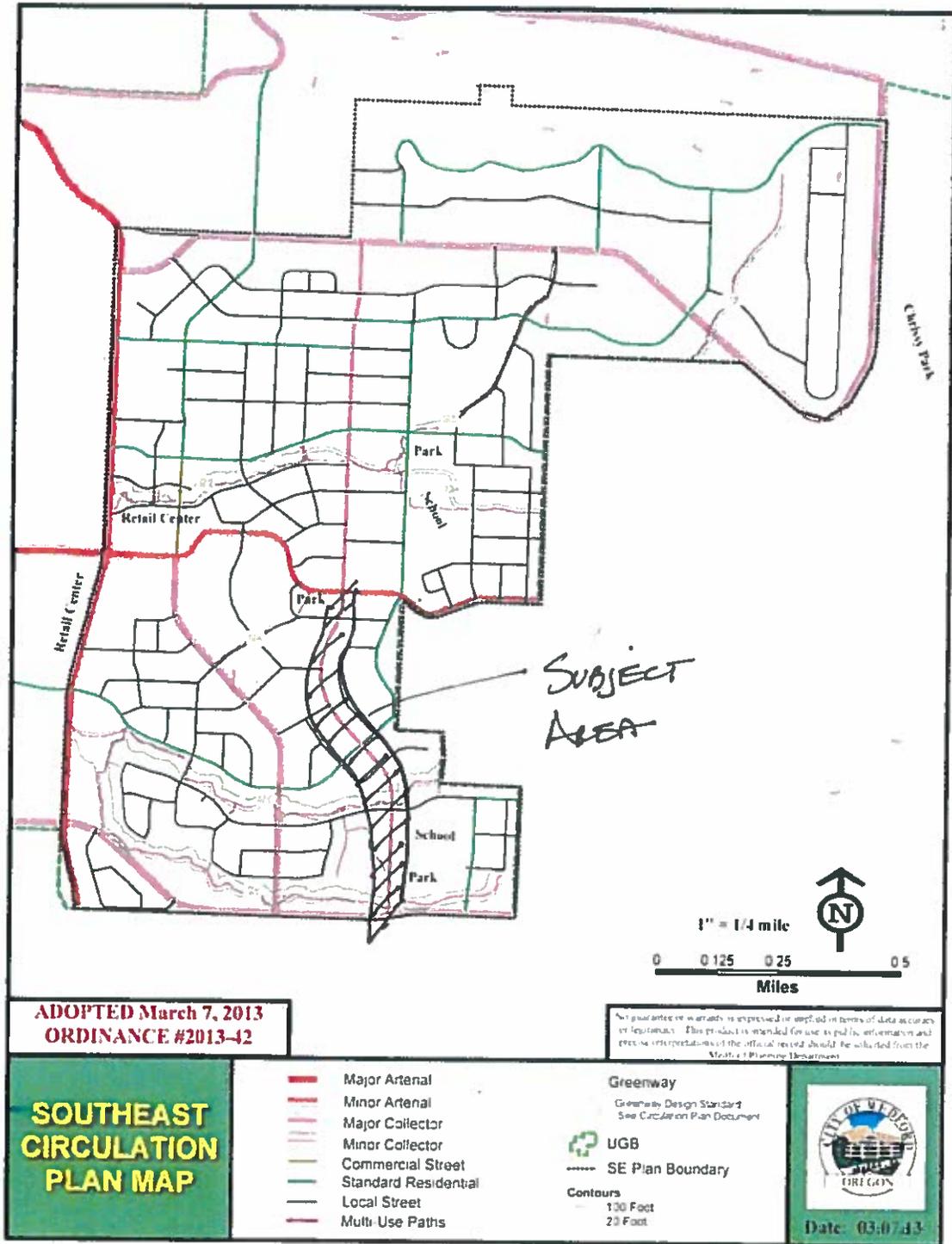
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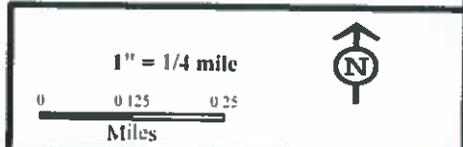
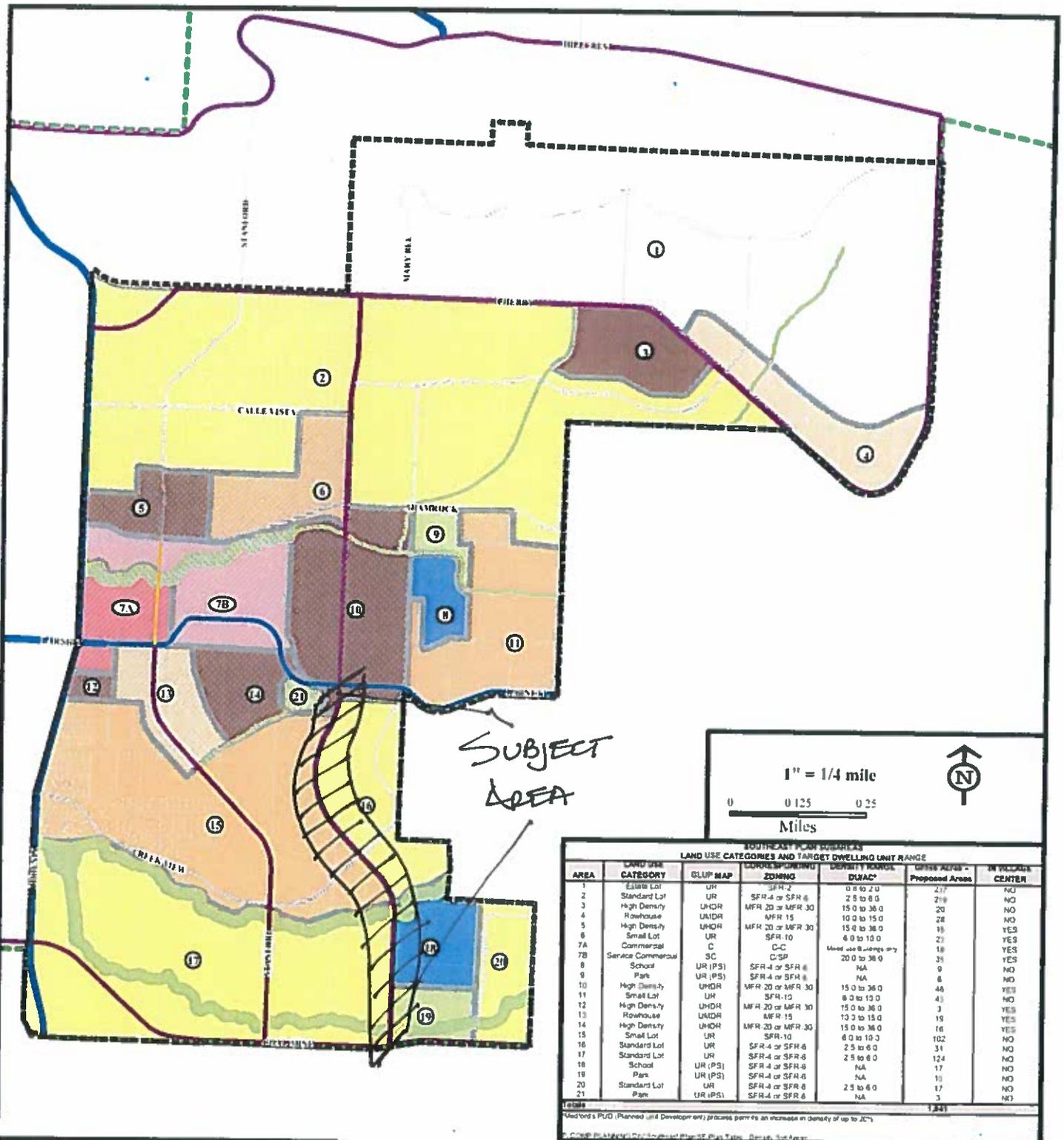
MAP A-2



APPENDIX A

Southeast Area Neighborhood Circulation Plan Map





SOUTHEAST PLAN SUBSIDIARIES
LAND USE CATEGORIES AND TARGET DWELLING UNIT RANGE

AREA	LAND USE CATEGORY	GLUP MAP	CORRESPONDING ZONING	DENSITY RANGES DU/AC	OFFICE ALIAS - Proposed Areas	IN VILLAGE CENTER
1	Estate Lot	UR	SFR-2	0.8 to 2.0	217	NO
2	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6.0	219	NO
3	High Density	UHDR	MFR-20 or MFR-30	15.0 to 36.0	20	NO
4	Rowhouse	UHDR	MFR-15	10.0 to 15.0	19	YES
5	High Density	UHDR	MFR-20 or MFR-30	15.0 to 36.0	21	YES
6	Small Lot	UR	SFR-10	6.0 to 10.0	21	YES
7A	Commercial	C	C-C	Model use Buildings only	18	YES
7B	Service Commercial	SC	C-SP	20.0 to 36.0	21	YES
8	School	UR (PS)	SFR-4 or SFR-6	NA	9	NO
9	Park	UR (PS)	SFR-4 or SFR-6	NA	46	NO
10	High Density	UHDR	MFR-20 or MFR-30	15.0 to 36.0	43	NO
11	Small Lot	UR	SFR-12	6.0 to 12.0	3	YES
12	High Density	UHDR	MFR-20 or MFR-30	15.0 to 36.0	3	YES
13	Rowhouse	UHDR	MFR-15	10.0 to 15.0	19	YES
14	High Density	UHDR	MFR-20 or MFR-30	15.0 to 36.0	16	YES
15	Small Lot	UR	SFR-10	6.0 to 10.0	102	NO
16	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6.0	31	NO
17	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6.0	124	NO
18	School	UR (PS)	SFR-4 or SFR-6	NA	17	NO
19	Park	UR (PS)	SFR-4 or SFR-6	NA	10	NO
20	Standard Lot	UR	SFR-4 or SFR-6	2.5 to 6.0	17	NO
21	Park	UR (PS)	SFR-4 or SFR-6	NA	3	NO

Medford's PUD (Planned Unit Development) process permits an increase in density of up to 20%
SOURCE: MEDFORD PLANNING DEPARTMENT, 2004

**ADOPTED March 7, 2013
ORDINANCE #2013-42**

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**SOUTHEAST
PLAN MAP**

- UGB
- Major Arterial
- Estate Lot
- SE Plan Boundary
- Minor Arterial
- Standard Lot
- Village Center TOD
- Major Collector
- Small Lot
- Existing Taxlots
- Minor Collector
- Row House
- Greenway
- Commercial Street
- High Density
- Standard Residential
- Commercial
- Service Commercial
- Schools
- Parks